

# Generational Views On Cars and Public Transportation

## Introduction

In an America where cars reign supreme, it may be a surprise to learn that some people dislike driving. Cars have long represented the American dream and our cultural values of individualism and freedom; for some, they are a social status symbol representative of wealth or personality (Griffith and Marion 2020, 310). In this research project, we set out to explore how older and younger people in our community perceive cars and public transportation in order to try to determine if this cultural value, and the role that cars play in America's cultural heritage, are changing.

## Methodology

Data was collected via survey. Both surveys were conducted online using Google Forms. All responses were anonymous.

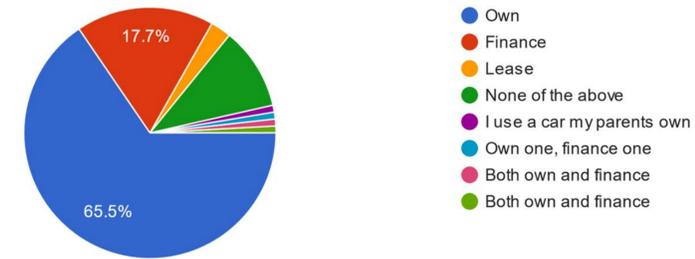
### ❖ Survey 1

➤ The first survey gathered identifying data and preferences in regards to vehicles, such as brand and design. This survey received 113 responses ranging from ages 18-75+.

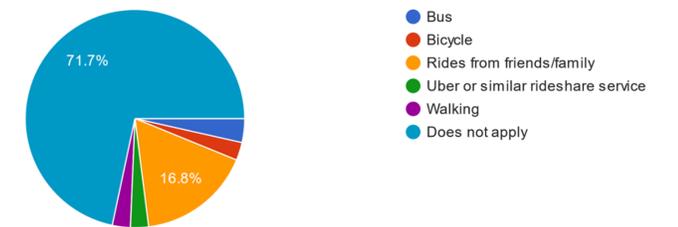
### ❖ Survey 2

➤ The second survey was made to see preferences of commute between younger and older demographics.

Do you own, finance, or lease a vehicle?  
113 responses



If you do not have a vehicle available to you, or you cannot drive, what is your primary method of transportation?  
113 responses



## Results

### ❖ Survey 1

➤ The majority of participants had access to a vehicle they drove. Those unable to drive take the bus or are driven by another individual.

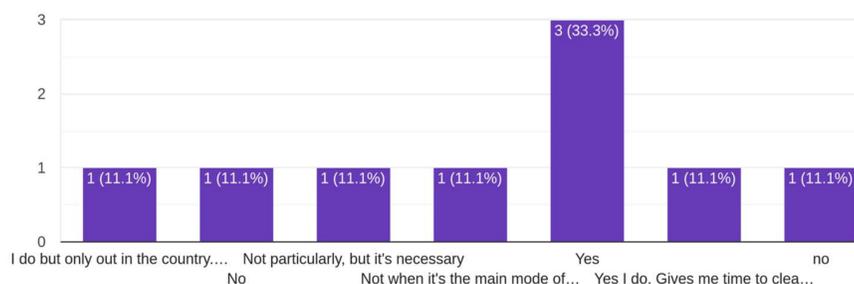
➤ 67% of participants did not view their vehicle as a status symbol. The majority of the 28.6% which did were 18-25 or 41-55.

### ❖ Survey 2

➤ 55.6% of participants believe that driving can and has been more of a nuisance than a pleasure; a good part of them only drive out of obligation. This is alarming as most American cities are designed around the use of cars.

➤ Parkland is a commuter school and most students we know drive themselves to school, though we have met a few who take the bus.

If you Drive; do you enjoy driving?  
9 responses



## Recommendations

- ❖ Whilst having to plan travels around a bus schedule can be frustrating (and sometimes impossible), it saves on gas; a relief in a time of high gas prices.
- ❖ When conducting a future survey, more responses from the 26-40 and 56-75 age groups would be preferable. In general, more responses would provide a more accurate sample of the Champaign-Urbana population.

## References

- ❖ Griffith, Lauren Miller and Jonathan S. Marion. "Globalization" In *Perspectives: An Open Introduction to Cultural Anthropology, 2nd Edition*, edited by Nina Brown, Thomas McIlwraith, and Laura Tubelle de González, 304-331. Arlington, VA: American Anthropological Association, 2020.
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