

## Blacks Compared With Others

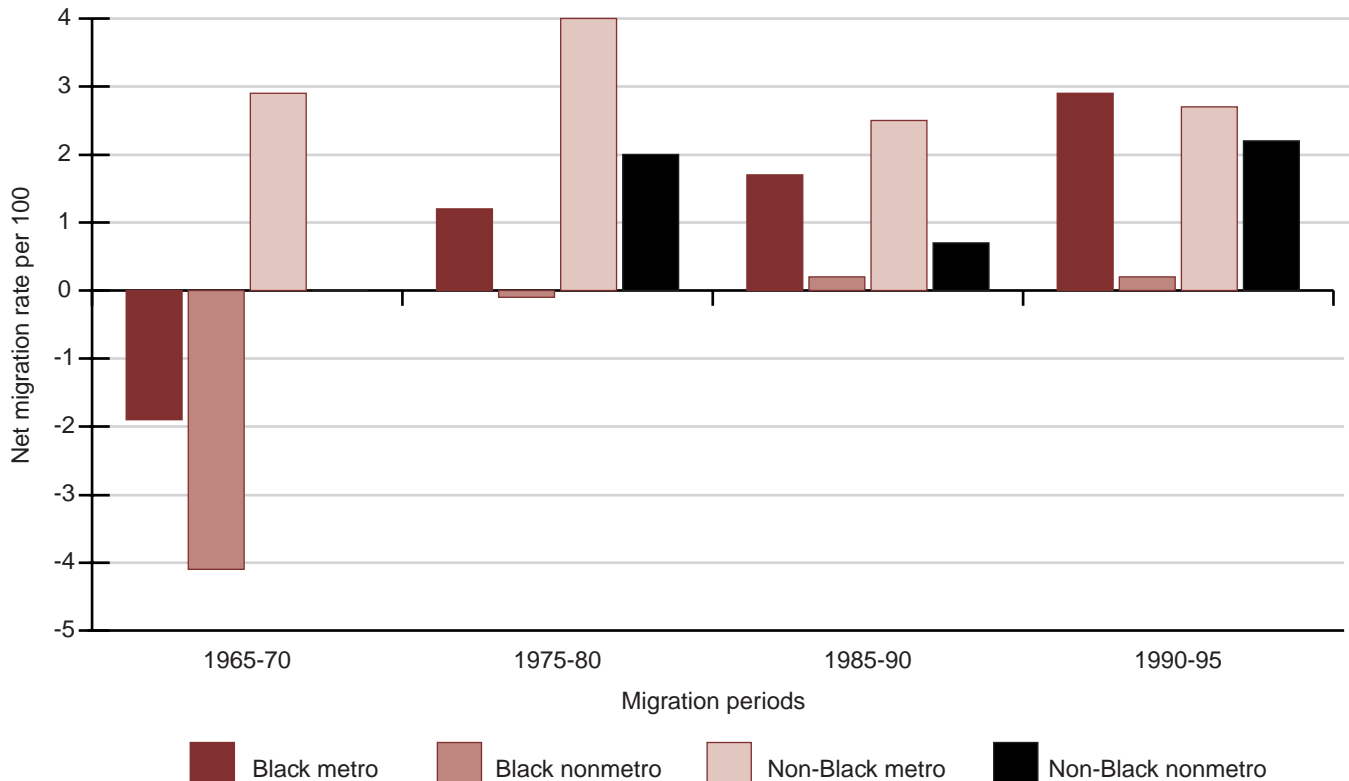
Although the U.S. non-Black population has become more diverse over recent decades, 95 percent of it was classified as White in the 1990 Census (whether or not it was also Hispanic). This report focuses on Black migration trends, but it is important to determine whether the trends for Blacks are similar to or distinct from those also found in the balance of the Nation's population, which is predominantly White. Consistent with conclusions from other works noted previously, our findings demonstrate that Black trends in southern metro-nonmetro migration are not just derivative of those found in the non-Black majority (Lichter et al., 1985; Cromartie and Beale, 1996).

Figure 3a shows migration interrelations between the South and the North and West combined for the Black and non-Black populations. Although the southern net migration gain for metro Blacks with respect to the North and West did not begin until 1975-80, this transition was already under way for non-Blacks in 1965-70. Unlike the metro rates for Blacks, which increased in each interval, non-Black migration to the North and West peaked in 1975-80, and was followed by lower

levels of gain in the ensuing period. As a consequence, there has been a Black/non-Black convergence in southern metro net migration with the North and West. By 1990-95, the metro net immigration rate for Blacks surpassed that of non-Blacks for the first time.

Nonmetro differences between Blacks and non-Blacks are even more striking. Blacks had a balanced in- and out- nonmetro migration (that is, nearly zero net migration) from 1975-80 through 1995. Non-Blacks, however, had the "turnaround-reversal-rebound" sequence of nonmetro migration gain after 1970 that applied to the Nation as a whole and not simply to the South's interchange with the North and West (e.g., Fuguitt and Beale, 1996; Johnson and Beale, 1998). The initial nonmetro turnaround pattern is seen in comparing 1965-70 with 1975-80; the reversal by comparing 1975-80 with 1985-90, and the rebound by comparing 1985-90 with 1990-95. The emergence of this changing pattern as a part of interregional migration should reflect the importance of retirement and recreation-based movement to the South, with individuals often drawn by perceived advantages in amenities and climate. But, there is no evidence here that climate and amenities have yet become important factors in

Figure 3a  
**Net migration rates for Blacks and non-Blacks in the South by residence: Interchange with the North and West, 1965-95**



the interregional relocation of Blacks. Some of the Black movement to the South is now by persons not native to the region but drawn by economic opportunity or job relocation. Other Blacks moving in are returning natives with family ties.

The metro-nonmetro interchange within the South is shown for both Blacks and non-Blacks in figure 3b. The pattern for Blacks (also shown in table 1) is a declining net migration loss across periods for non-metro areas, with a complementary declining net migration gain for metro areas, so that by 1990-95 there is a slightly negative nonmetro rate and a slightly positive metro rate. Non-Black migration within the South, however, shows a turnaround-reversal-rebound sequence for nonmetro areas, with a notable net migration gain in 1975-80 and 1990-95. Because of the

complementary nature of metro-nonmetro migration rates within the South, there are negative metro rates in the periods of highest nonmetro migration gain (1975-80, 1990-95) and positive metro rates in the periods of lowest nonmetro gain (1965-70, 1985-90).

Rates are somewhat lower in the interchange within the South than they are for the interchange between regions, but the pattern is nevertheless clear. Our analysis reveals that this non-Black trend, seen at the national level, is also found in the South on both an interregional and a more localized basis. But neither the between-region nor the within-region comparison shows any evidence of the Black pattern following these ups and downs of migration gain over the period considered.

Figure 3b

**Migration rates for Blacks and non-Blacks in the South: Metro-nonmetro interchange, 1965-95**

