

Who are we designing our transportation for?

NACTO Designing Cities Conference

October 3, 2018

Evelyn Blumenberg, Professor
Institute of Transportation Studies
UCLA Luskin School of Public Affairs

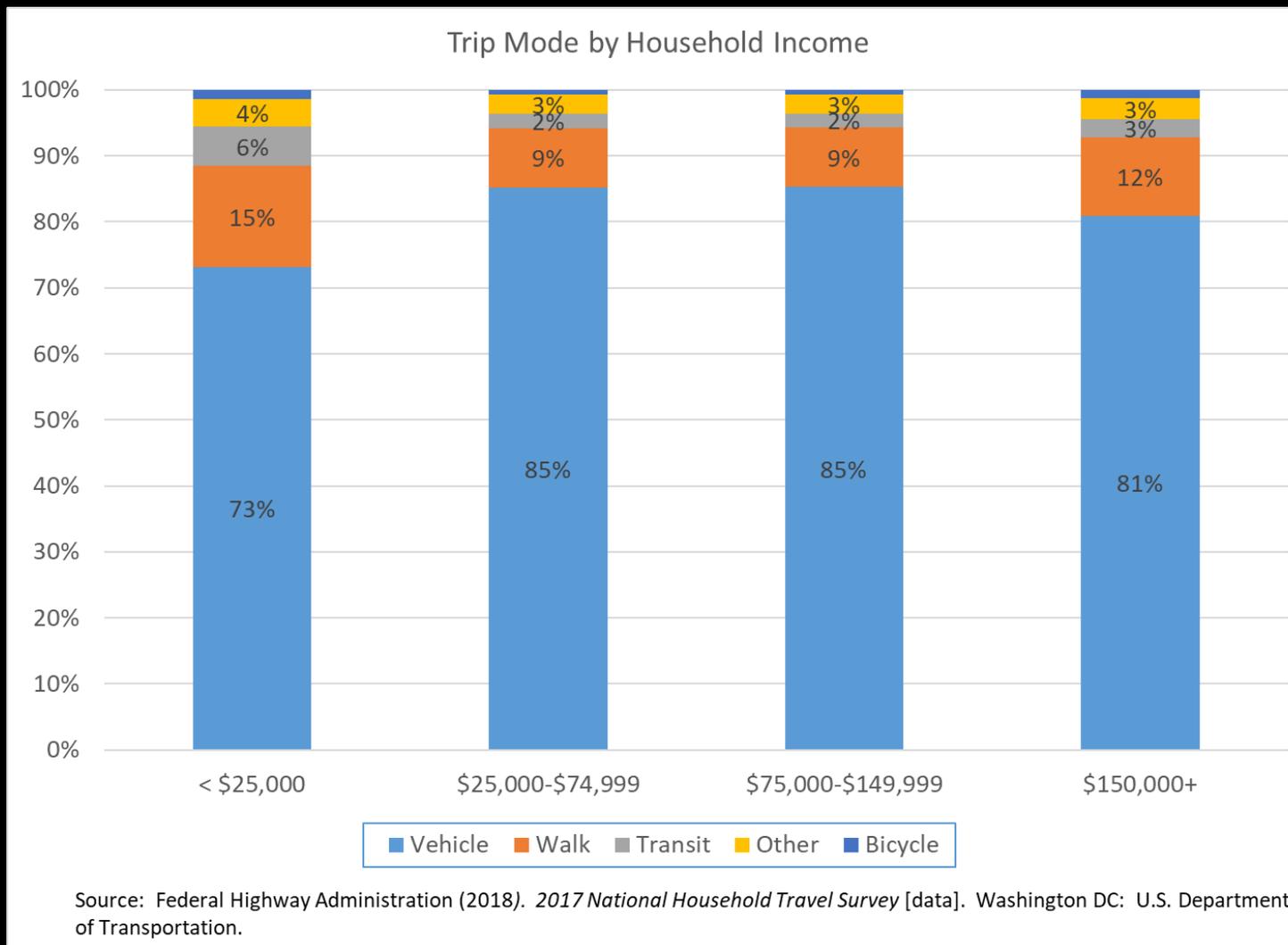
Who are we designing transportation for?

1. Who do we design transportation for?
2. Caveat: agencies and places differ
3. Data: 2017 National Household Travel Survey, Census/ACS
4. Focus: All trips, women, low-Income



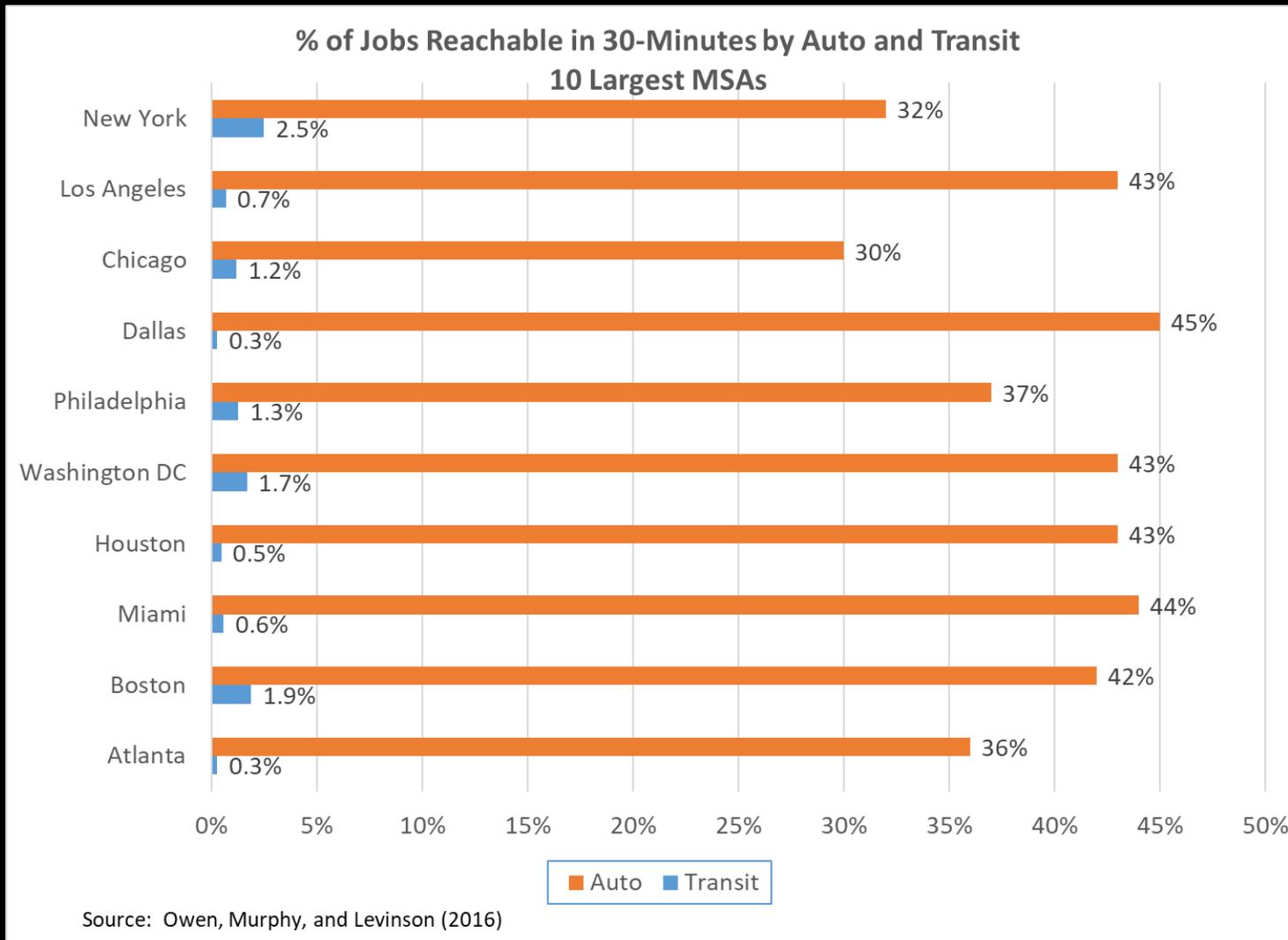
**WE DESIGN TRANSPORTATION SYSTEMS
AROUND DRIVERS**

It should come as no surprise that the vast majority of individuals drive around in cars



- Most trips are in cars, even among low-income travelers.
- Travelers in low-income households are more likely to use alternative modes.
- Those without cars are extremely disadvantaged.

Or that households without access to cars are at a disadvantage

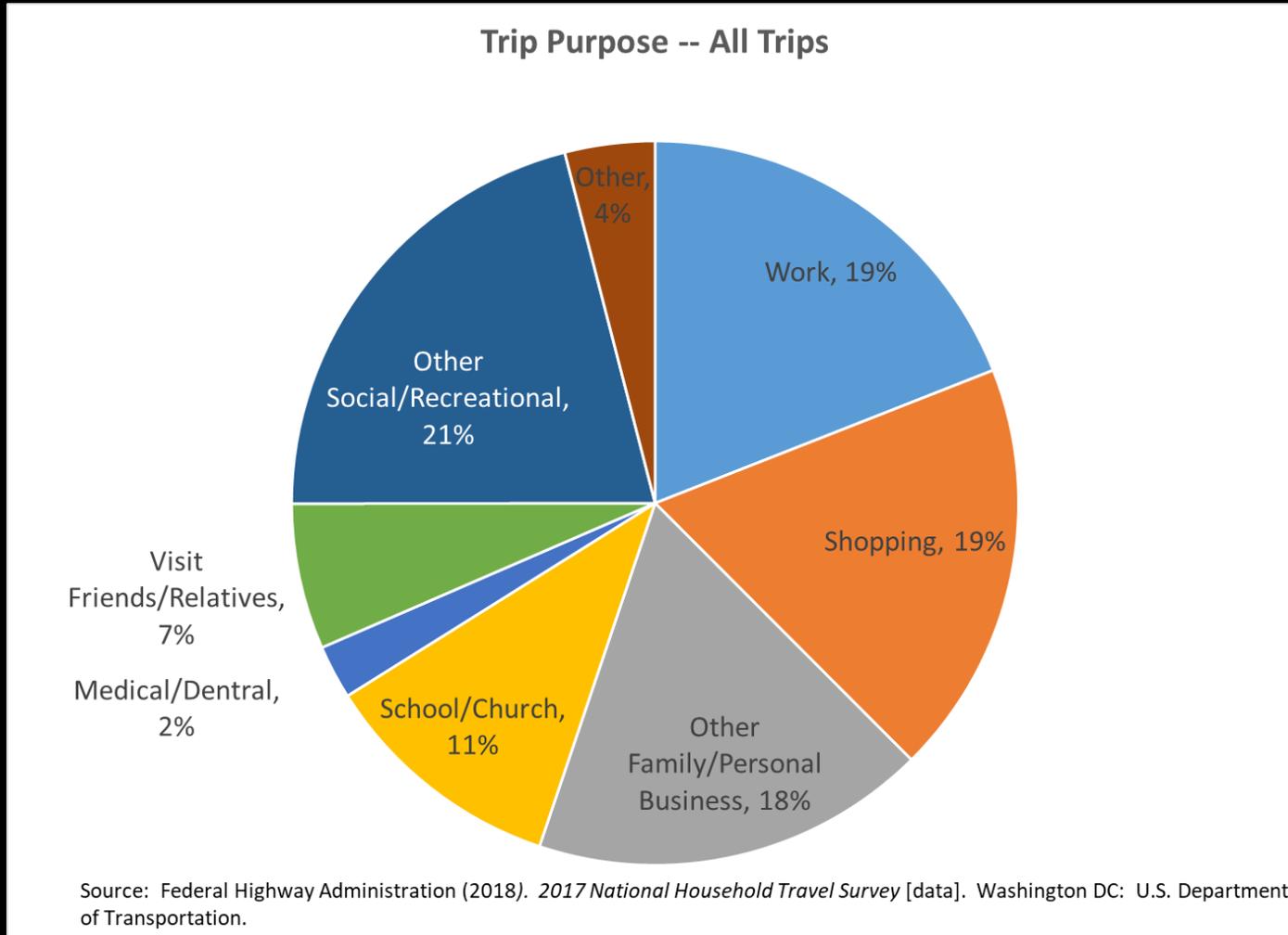


- Even in the transit richest metropolitan areas, workers have far greater access to jobs by cars than by transit



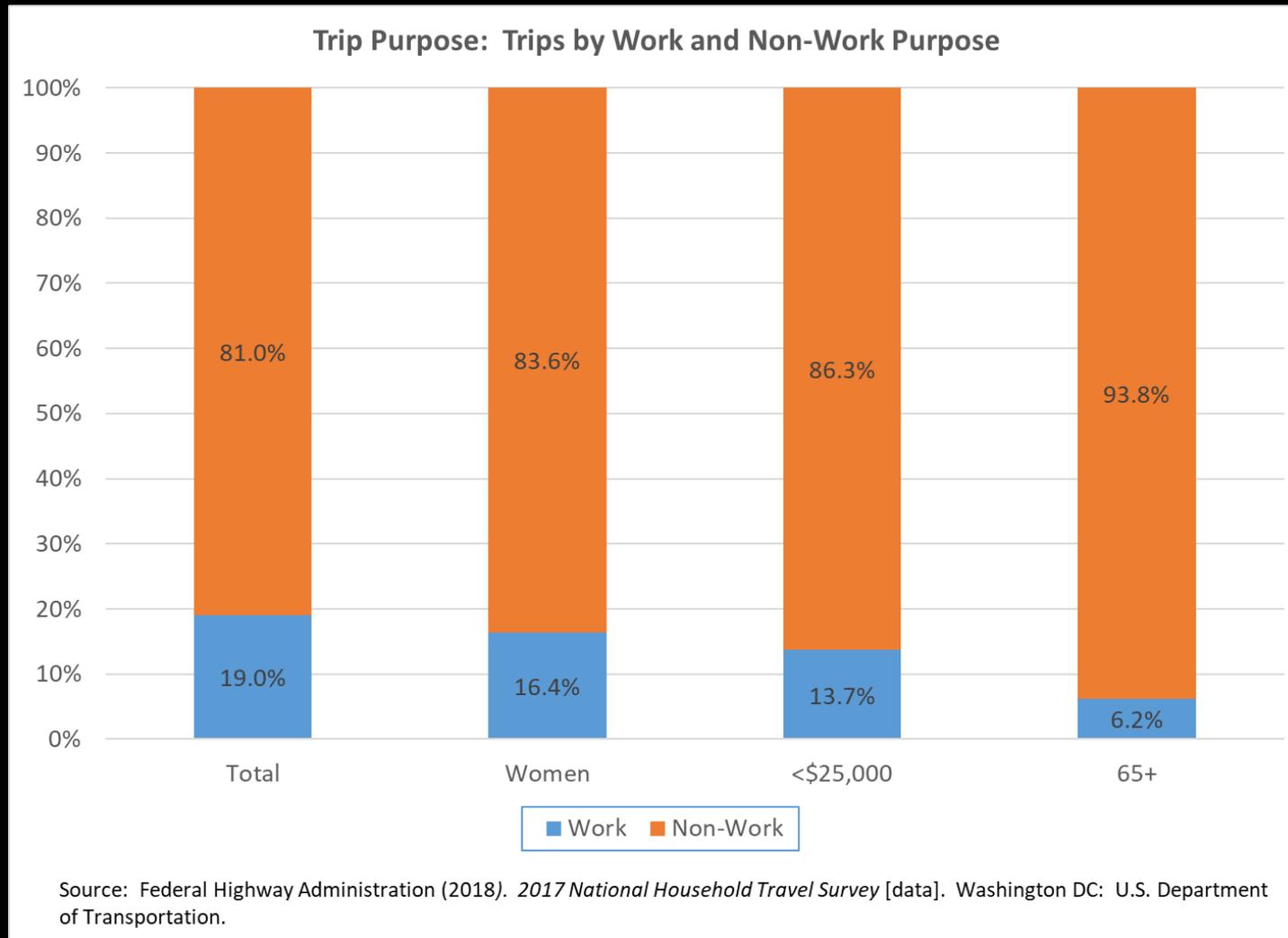
WE DESIGN TRANSPORTATION FOR THE COMMUTE

But most trips are for non-work purposes



- Work and work-related travel: 19 percent of all trips
- Most trips are for non-work purposes
- Some non-work trips are done on the way to or from work

Work trips make up an even smaller % of trips for women, low-income adults, seniors

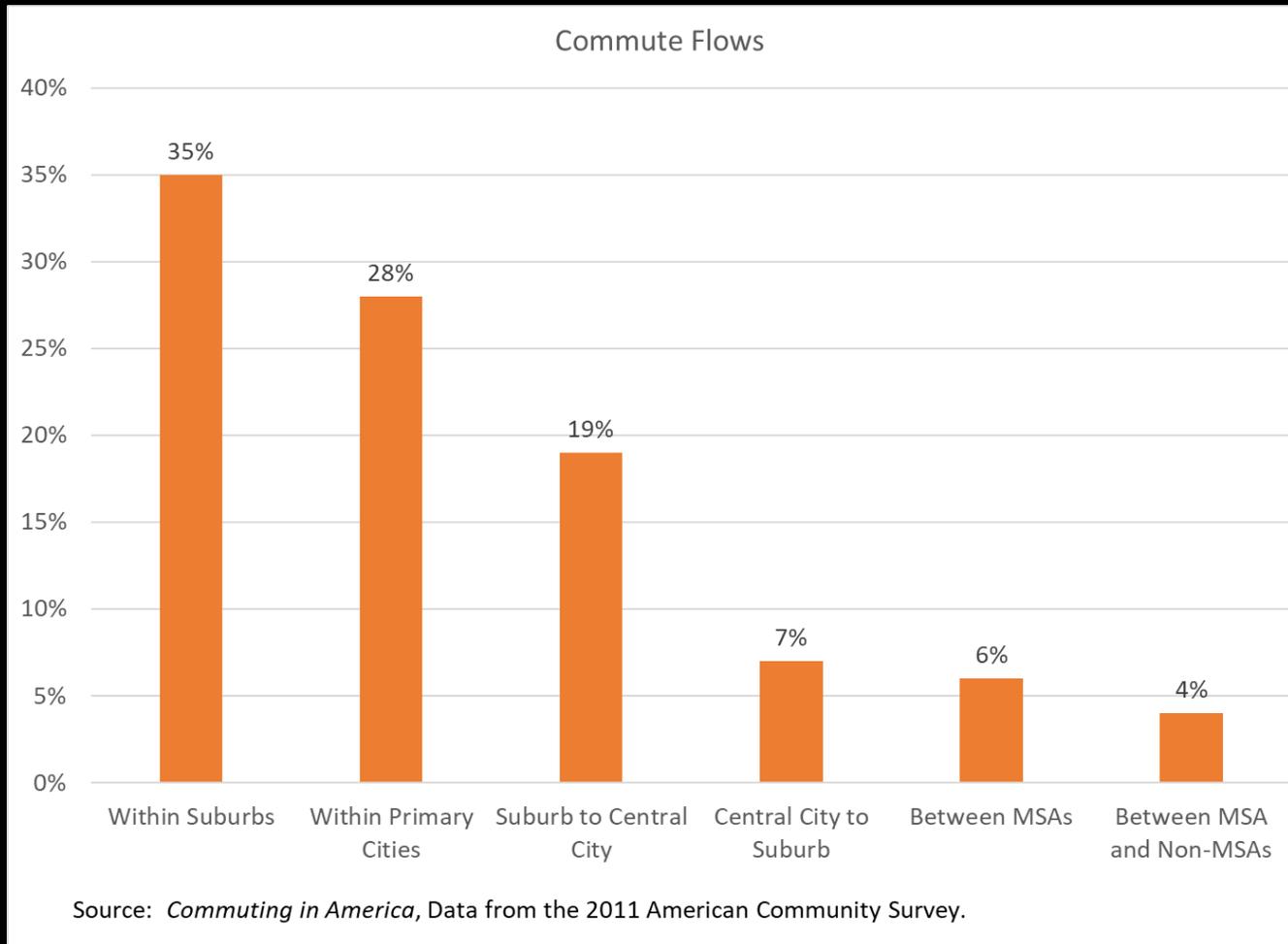


- Women are more likely than men to be doing household serving travel
- Low-income households and seniors are less likely to be working



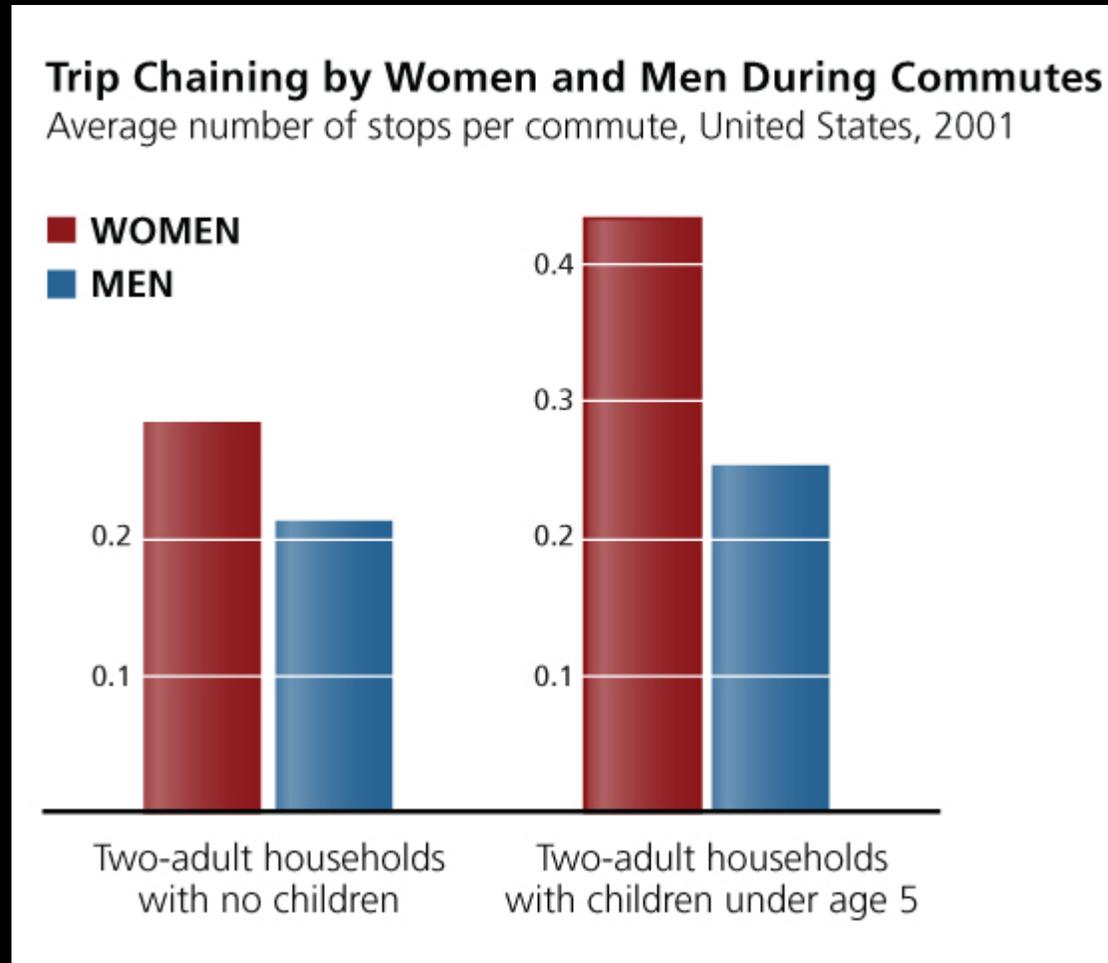
**WE DESIGN TRANSPORTATION FOR COMMUTERS
WHO TRAVEL FROM SUBURBS TO CENTRAL CITIES**

But less than 1/5 (19%) of all trips are from central cities to suburbs



- A plurality of trips (35%) are within suburbs
- 28% are within cities

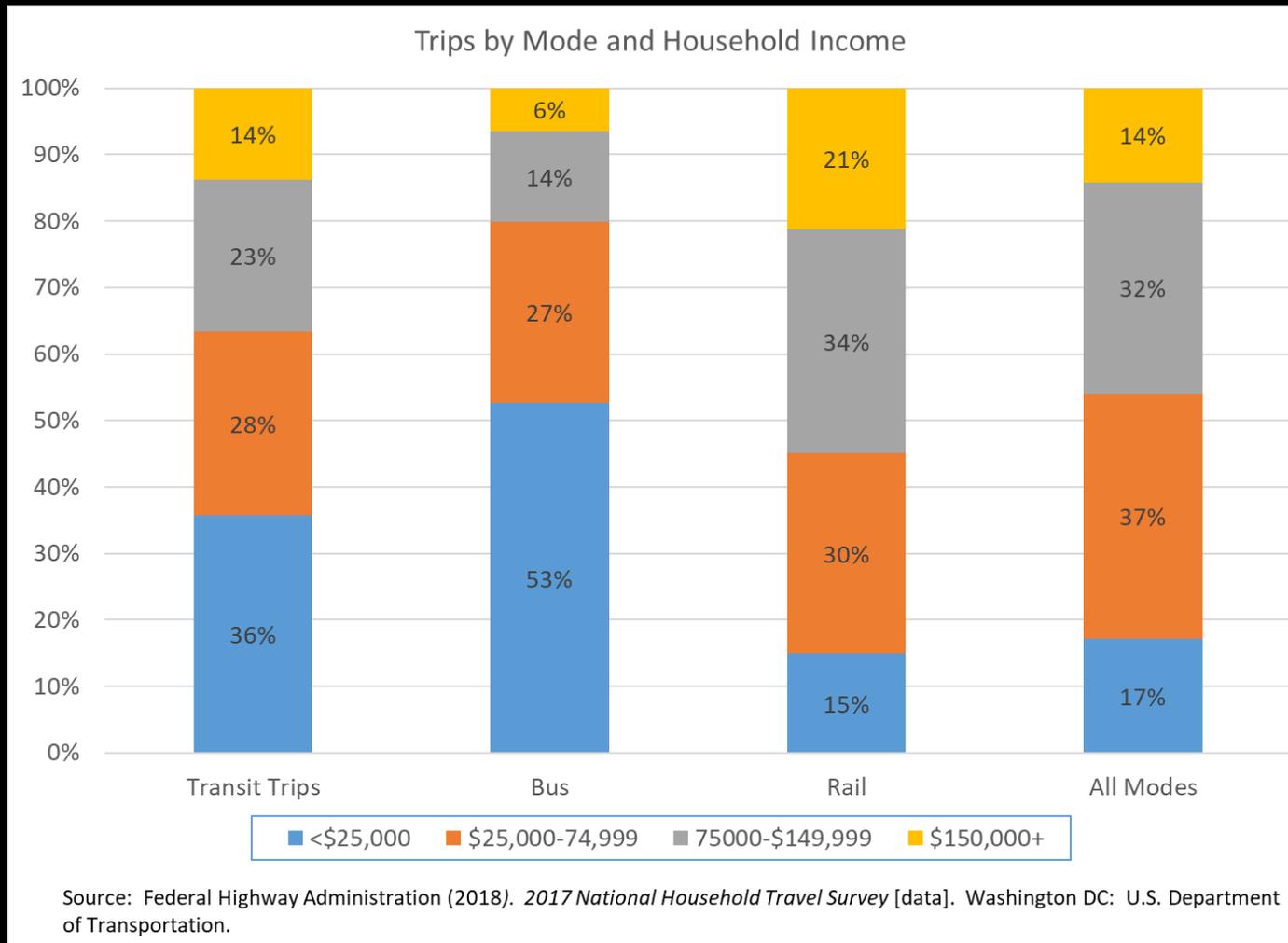
Many commuters trip chain – they make stops on the way to and from work



- Women, particularly women with children, are more likely to trip chain than men.

**WE DESIGN TRANSIT FOR HIGHER-INCOME
TRANSIT COMMUTERS**

Rail transit investments disproportionately serve higher-income travelers



- More than half of all bus commuters live in households with incomes below \$25,000
- Compared to only 15% of rail commuters
- More than 1/5 of rail commuters live in households with incomes above \$150,000
- Other benefits to higher income households -- gentrification

A Few Implications

- Continued efforts to privilege driving (e.g. free parking, limited use of congestion pricing, etc.)
- Declining transit ridership
- Challenges for low-income households
 - High transportation expenditure burdens for low-income households with cars
 - Growing disparities between those with and without cars particularly in neighborhoods with limited access to opportunities by transit

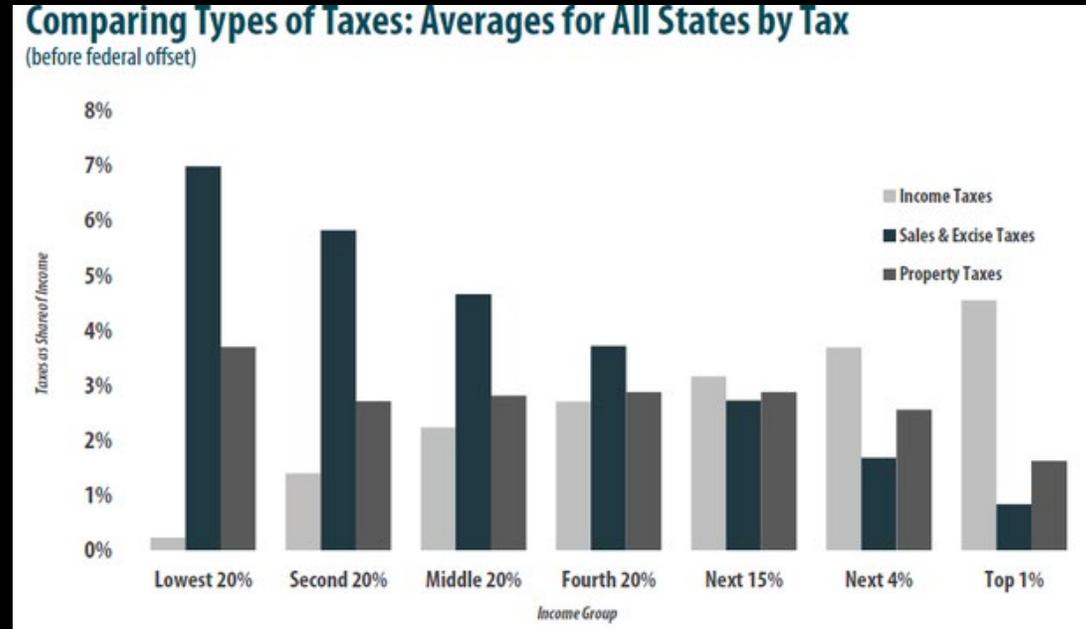
A FEW WORDS ON THE LOS ANGELES REGION

Transportation in the Los Angeles Region

- Measure M (extends ½-cent sales tax authorized in 2008, adds another ½-cent sales tax)
 - Major investments in rail transit (and other projects)
- Limited efforts to discourage driving (e.g. congestion pricing)

Concern: The transit system does not meet the needs of current riders (largely low-income)

1. Sales tax is regressive—sales taxes comprise a larger percentage of the income of low-income taxpayers than high-income taxpayers



Source: Institute of Tax and Economic Policy

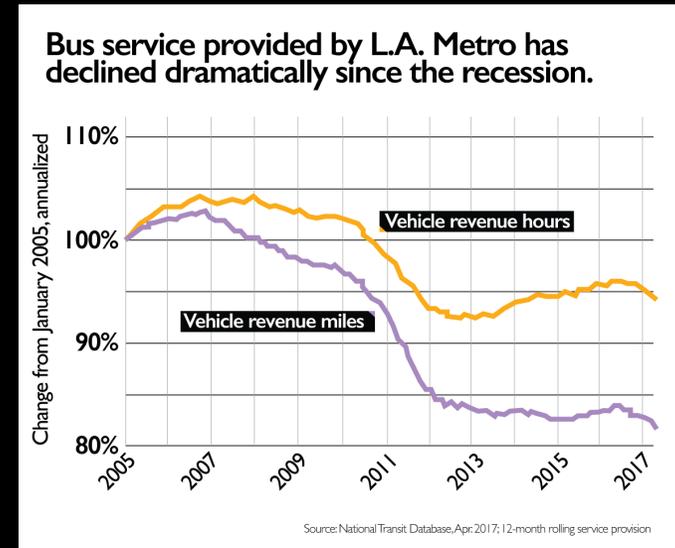
Concern: System does not meet the needs of current riders (largely low-income)

2. Reduction in bus service

– Some shift to rail transit

3. Gentrification around rail stations

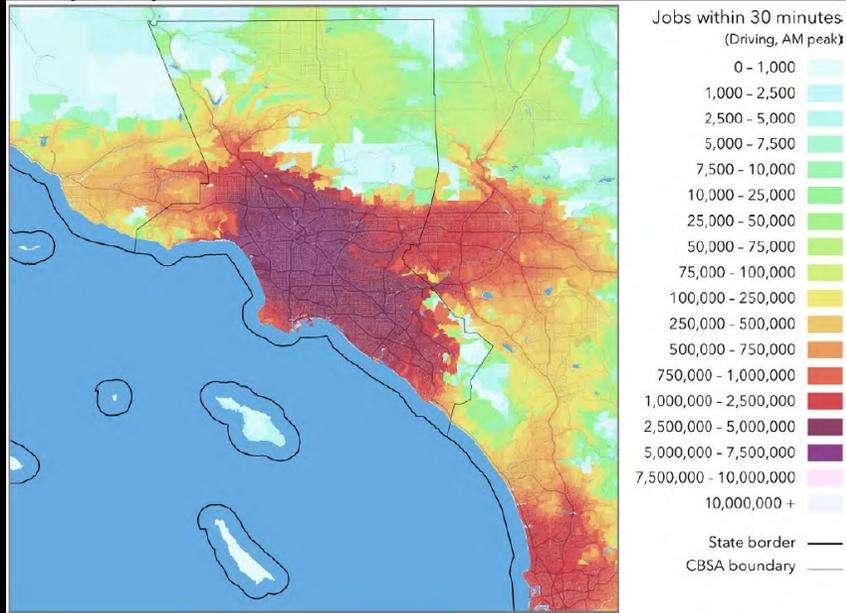
(Urban Displacement Project)



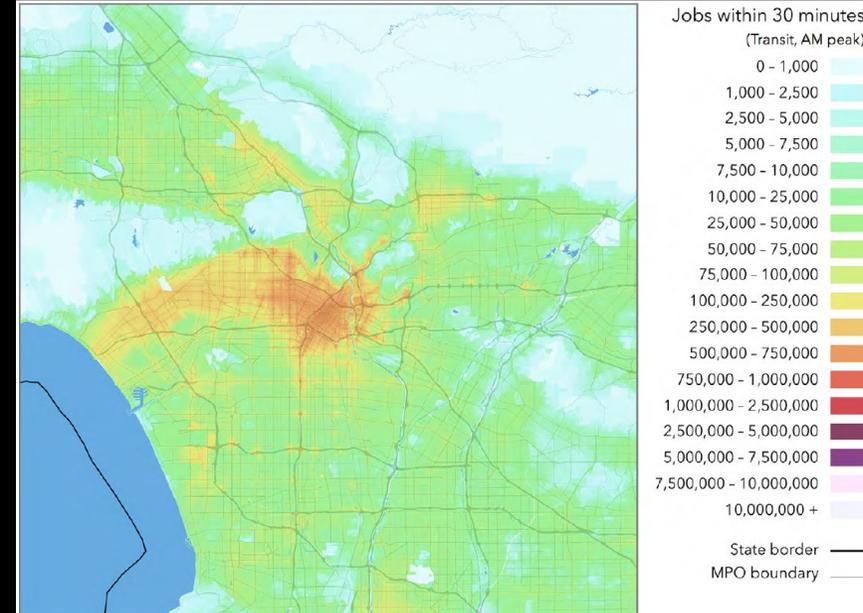
Access to Jobs within 30 Minutes

Autos and Transit, Los Angeles MSA

Automobile

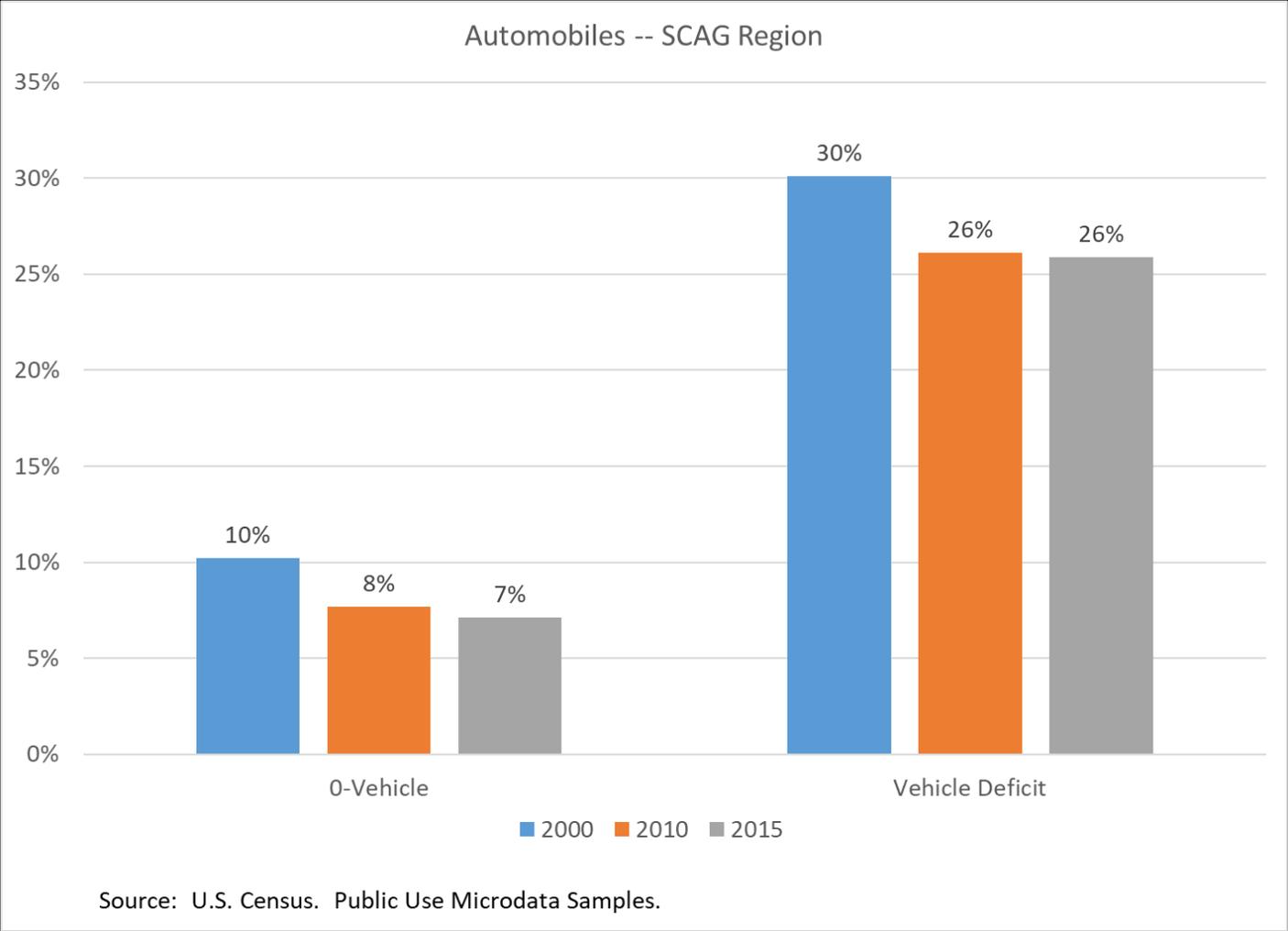


Public Transit

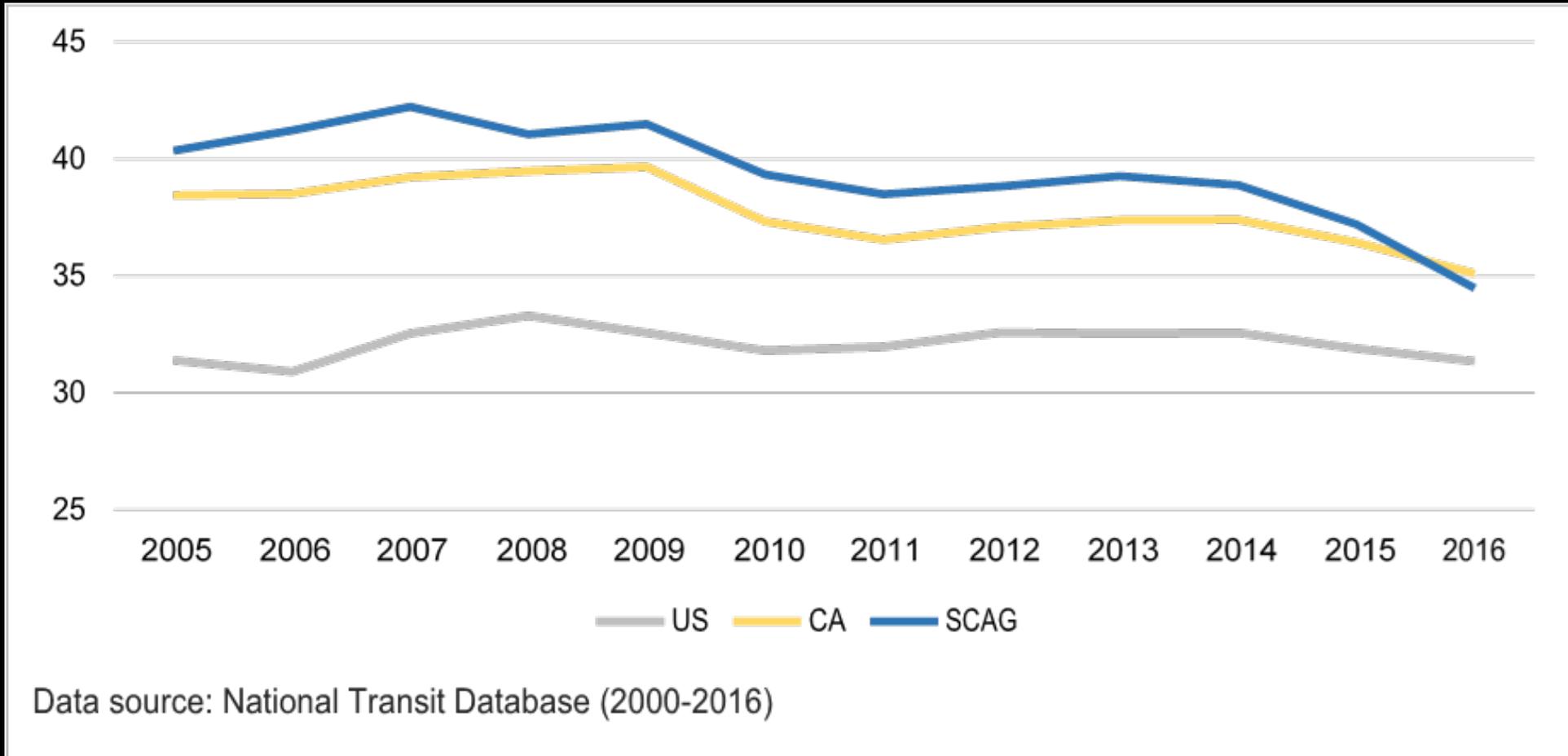


- Better access to jobs by car than transit everywhere in Los Angeles
- Reasonable access to jobs by transit in densest parts of the region

Increasing Automobile Ownership



Decline in Transit Ridership Per Capita



Realigning our Transportation Priorities

A few suggestions

- Discourage the use of automobiles
- Transit agencies
 - Increase service frequencies in dense urban areas
 - Creative partnerships in suburban areas
- Protect and enhance affordable housing in transit-rich neighborhoods
- SB1—protect the recent increase in the gas tax

Evelyn Blumenberg, Professor
Institute of Transportation Studies
UCLA Luskin School of Public Affairs
eb Blumenb@ucla.edu 310-903-3305

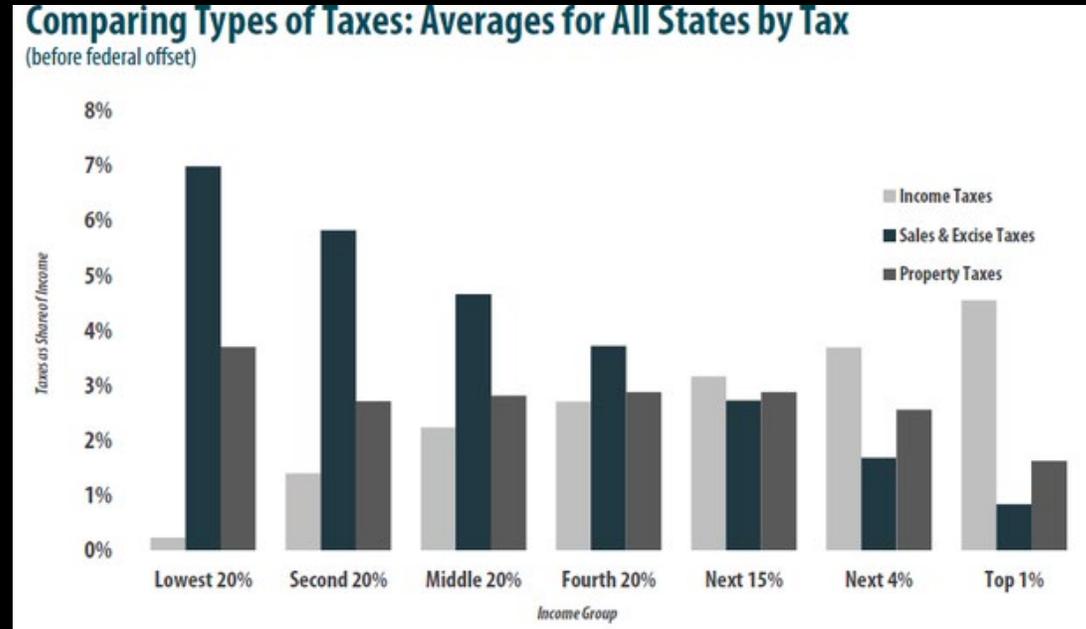
A FEW WORDS ON THE LOS ANGELES REGION

Transportation in the Los Angeles Region

- Measure M (extends ½-cent sales tax authorized in 2008, adds another ½-cent sales tax)
 - Major investments in rail transit (and other projects)
- Limited efforts to discourage driving (e.g. congestion pricing)

Concern: The transit system does not meet the needs of current riders (largely low-income)

1. Sales tax is regressive—sales taxes comprise a larger percentage of the income of low-income taxpayers than high-income taxpayers



Source: Institute of Tax and Economic Policy

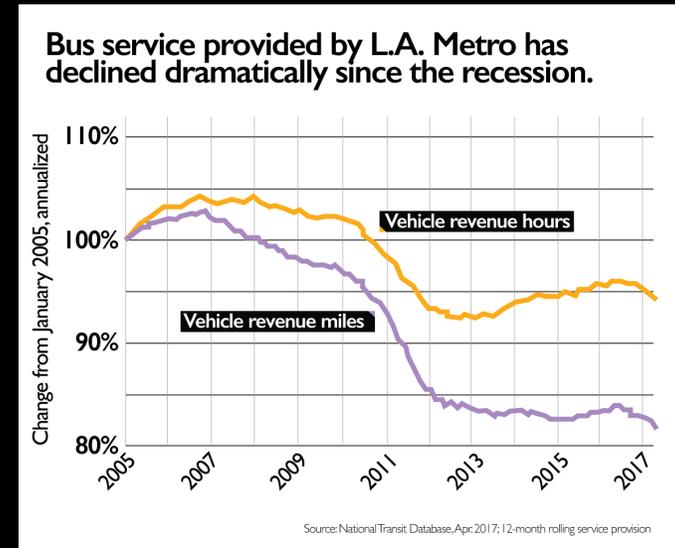
Concern: System does not meet the needs of current riders (largely low-income)

2. Reduction in bus service

– Some shift to rail transit

3. Gentrification around rail stations

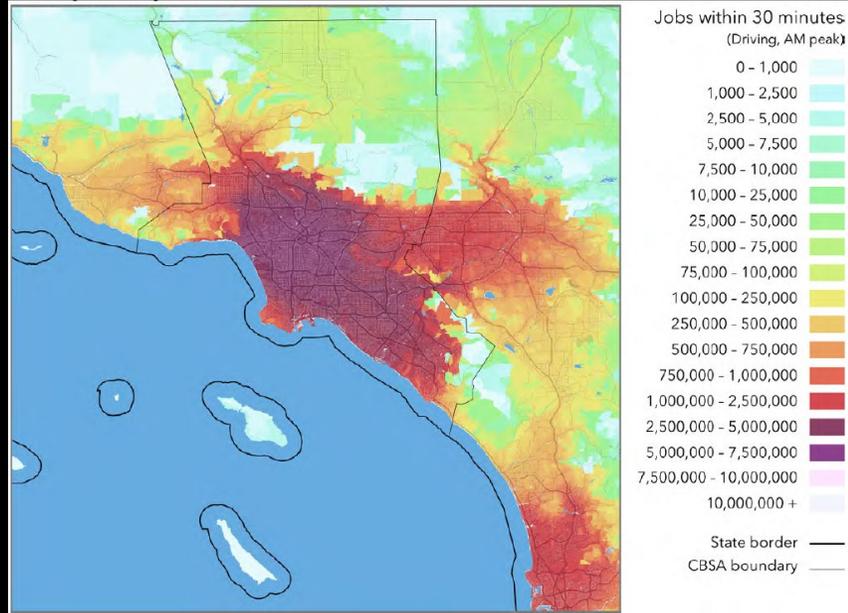
(Urban Displacement Project)



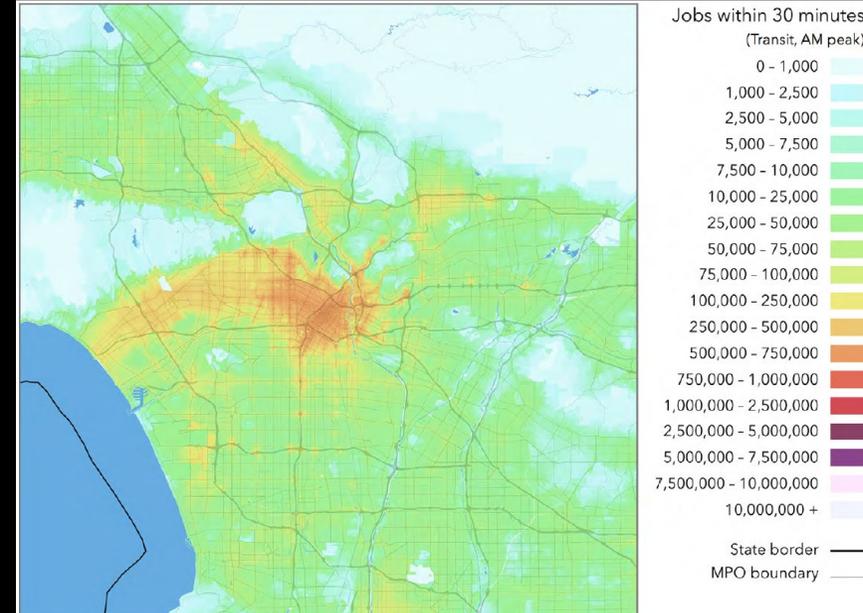
Access to Jobs within 30 Minutes

Autos and Transit, Los Angeles MSA

Automobile

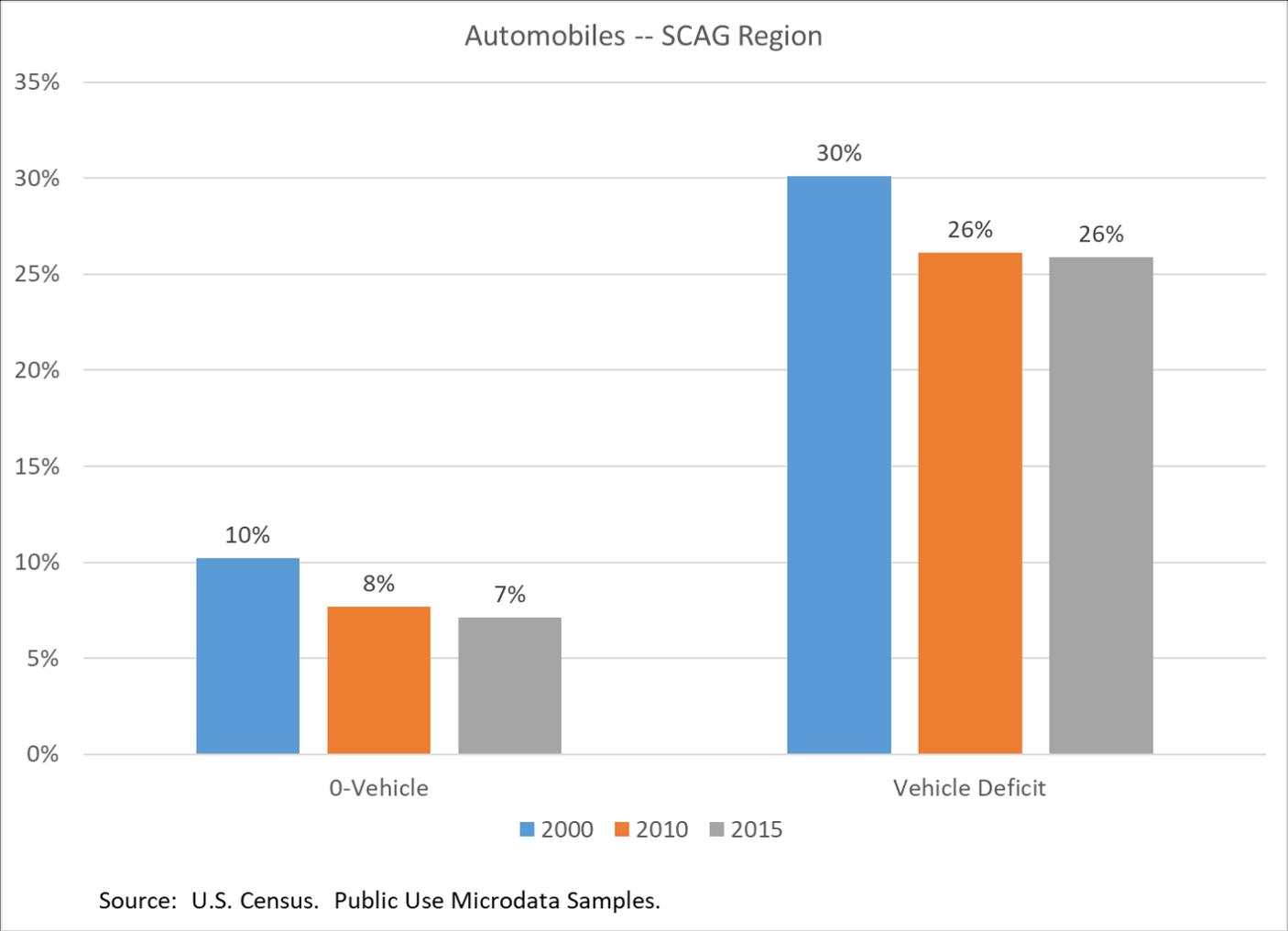


Public Transit

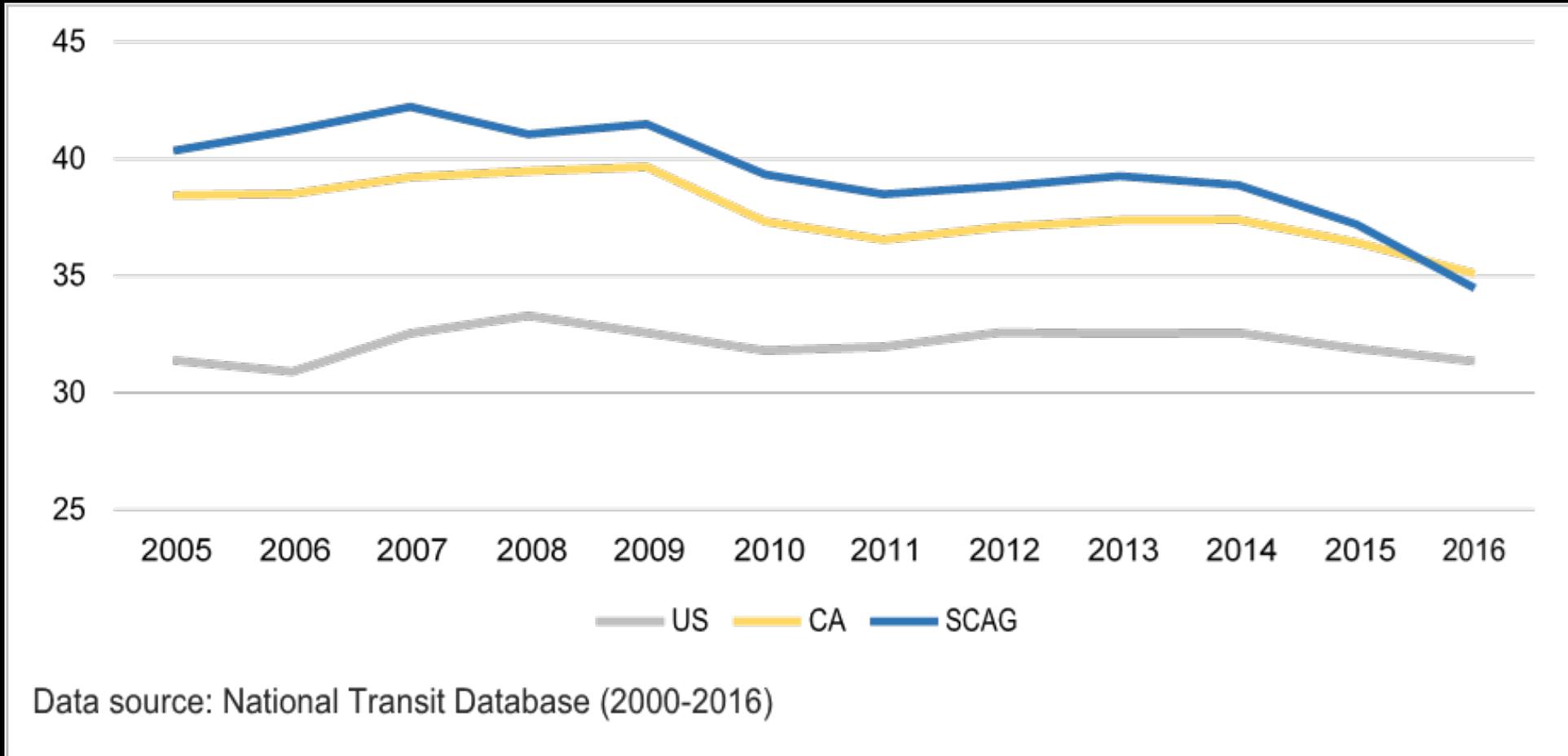


- Better access to jobs by car than transit everywhere in Los Angeles
- Reasonable access to jobs by transit in densest parts of the region

Increasing Automobile Ownership



Decline in Transit Ridership Per Capita



Realigning our Transportation Priorities

A few suggestions

- Discourage the use of automobiles
- Transit agencies
 - Increase service frequencies in dense urban areas
 - Creative partnerships in suburban areas
- Protect and enhance affordable housing in transit-rich neighborhoods
- SB1—protect the recent increase in the gas tax

Evelyn Blumenberg, Professor
Institute of Transportation Studies
UCLA Luskin School of Public Affairs
eb Blumenb@ucla.edu 310-903-3305