



Making the Mobility-to-Accessibility Shift

**Policy Summit 2019:
Connecting People and Places to Opportunity**



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Definitions

Mobility: The ease of movement.



Accessibility: The ease of reaching destinations.



What We Do Now

Ends

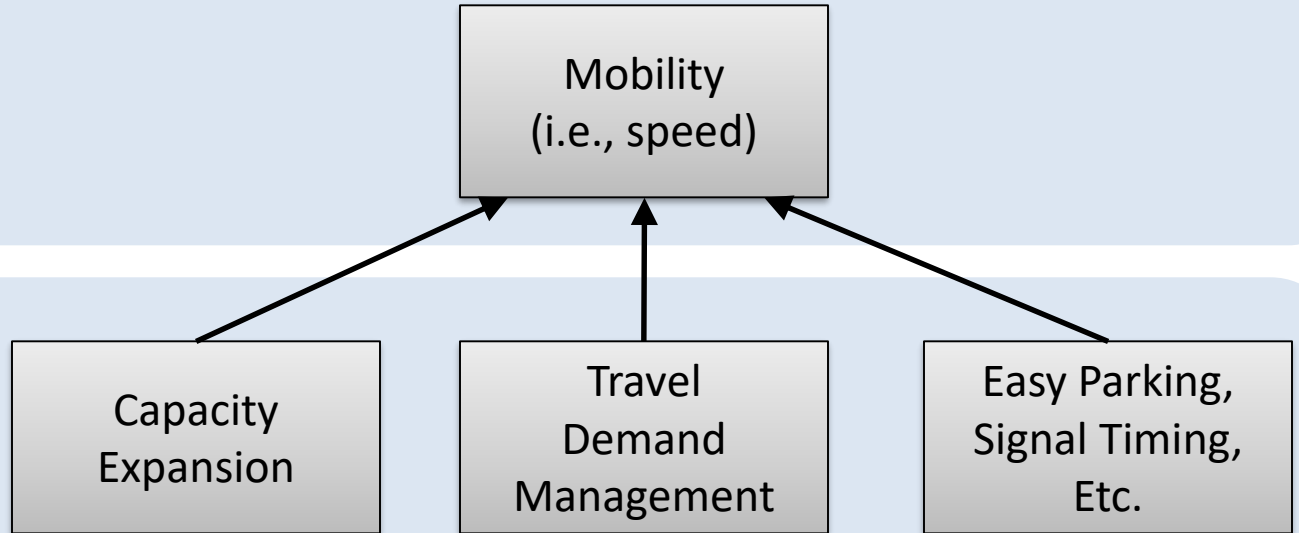
Mobility
(i.e., speed)

Means

Capacity
Expansion

Travel
Demand
Management

Easy Parking,
Signal Timing,
Etc.



What We Do Now

Ends

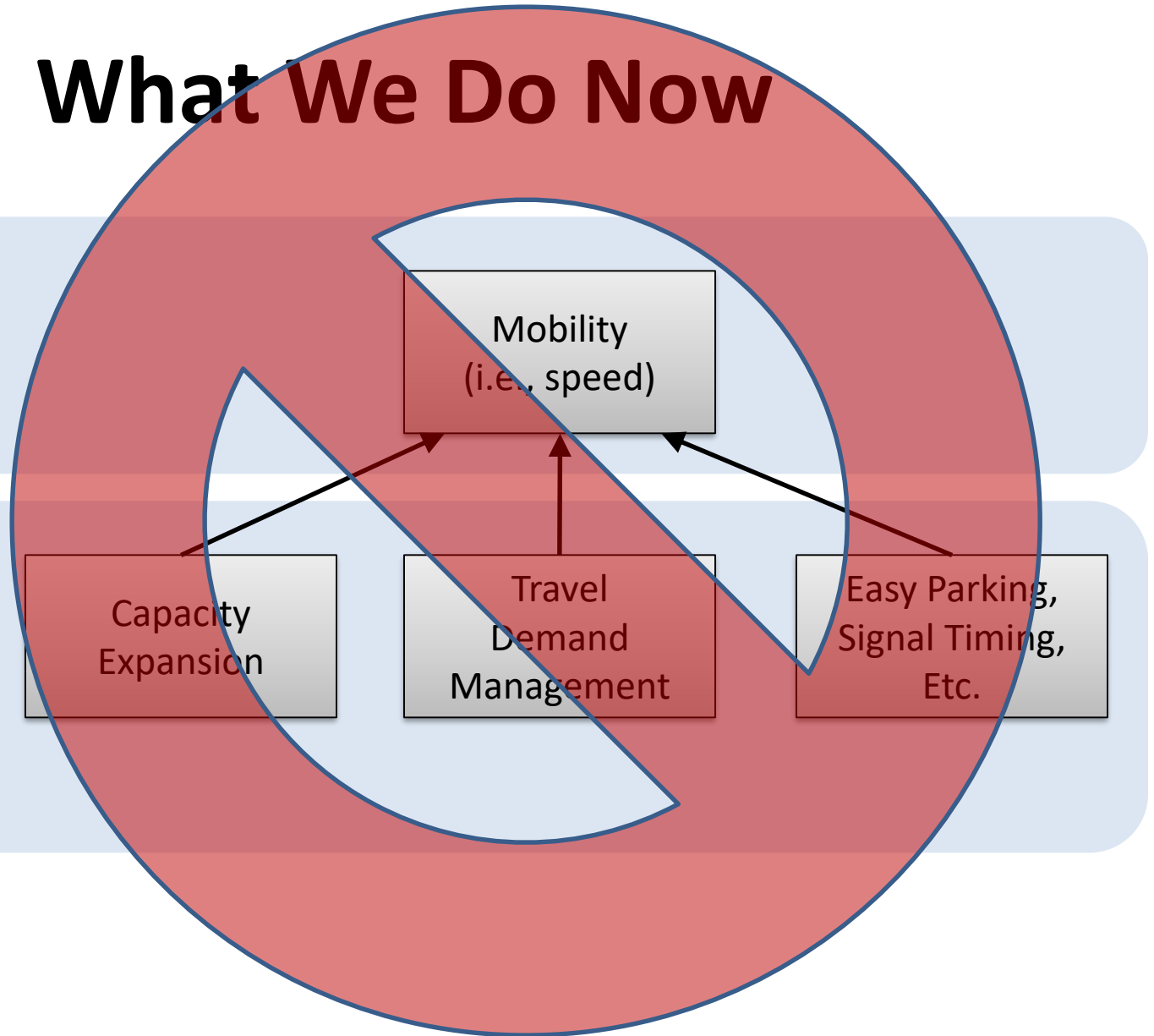
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A Better Way: Shift to Accessibility as the Goal

Ends

Accessibility

Means

Mobility

Proximity

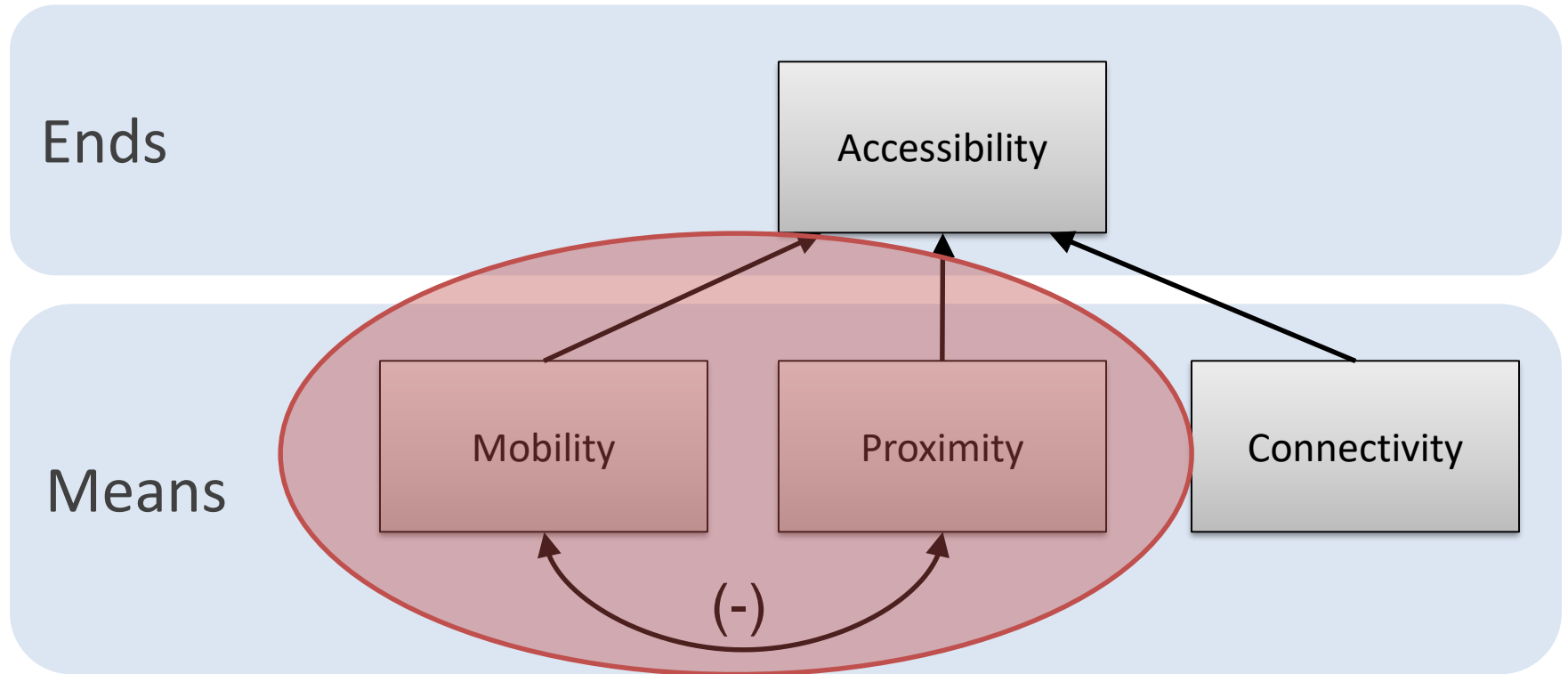
Connectivity

(-)

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graph TD; subgraph Means; M[Mobility]; P[Proximity]; C[Connectivity]; end; subgraph Ends; A[Accessibility]; end; M --> A; P --> A; C --> A; M <-->|(-)| P;
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Why is making the accessibility shift important for jobs access?

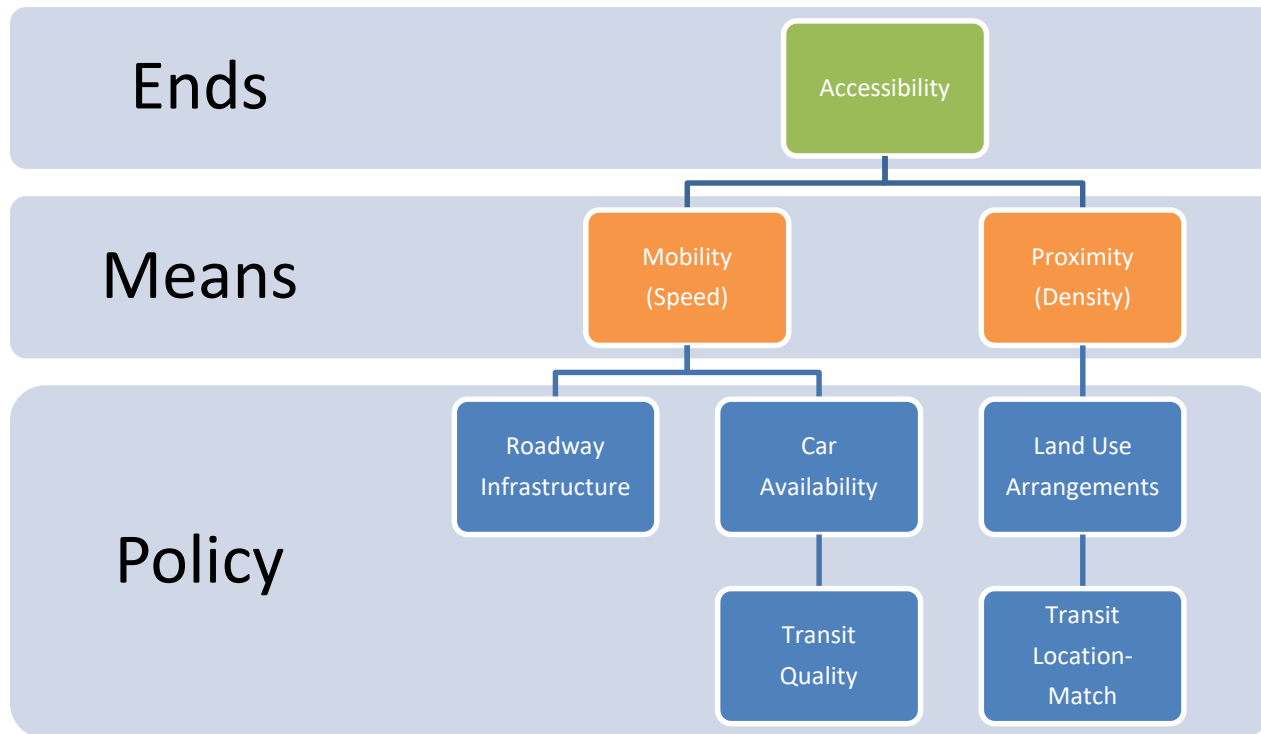
Paradox: Improved Mobility Can Undermine Accessibility



To Help Us Better Understand “Success”



Overview of Current Issues that Influence Job Accessibility



Cars for Poor People

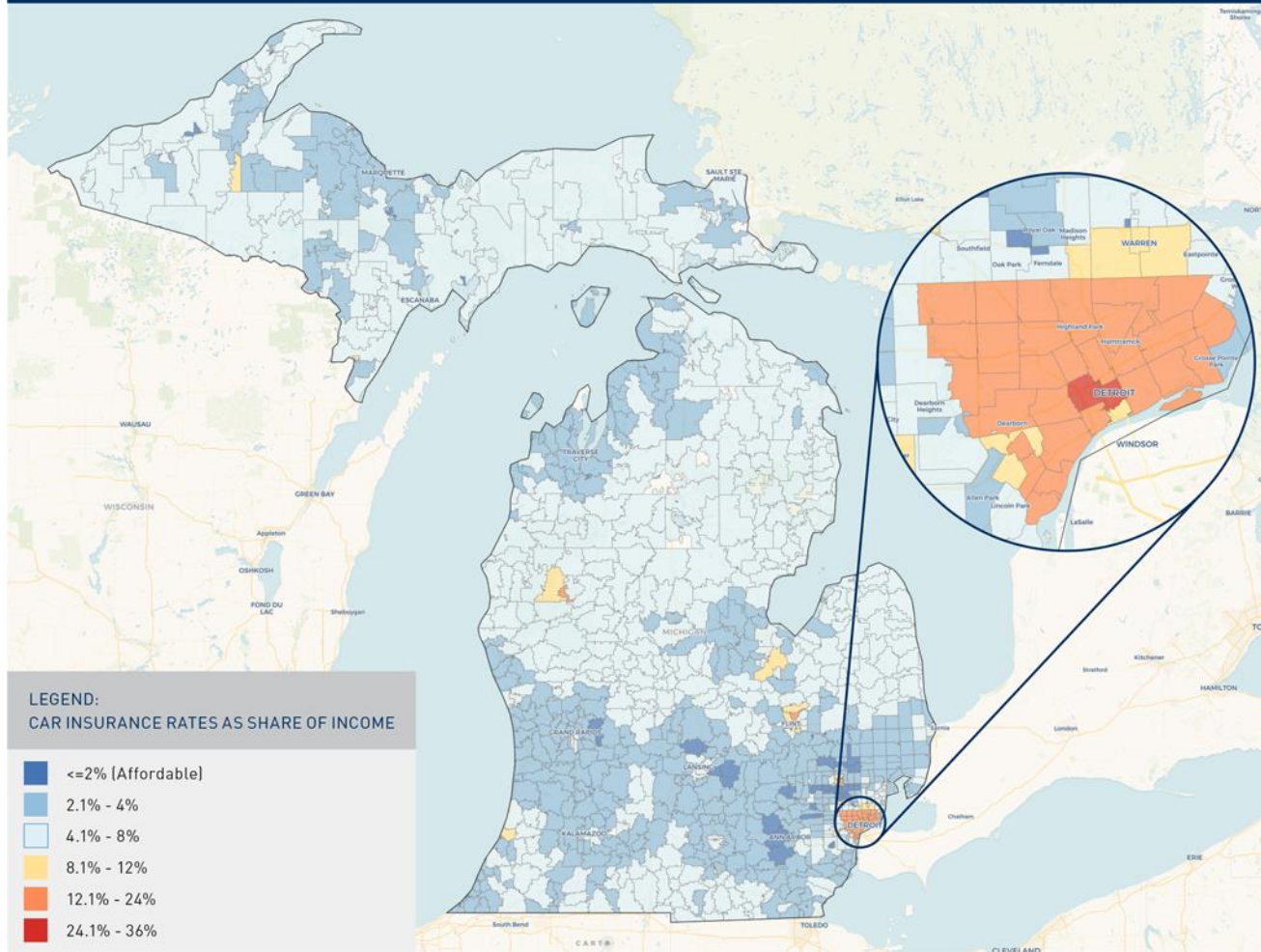


Undocumented Immigrants and Driving Licenses



Lack of Fairness in Auto Insurance Rates

FIGURE 1: CAR INSURANCE AS PERCENT OF PRE-TAX INCOME BY ZIP CODE



Autonomous Vehicles and Shared Mobility



D5CN2884 by keepops, Flickr. CC BY-NC-SA 2.0

Shared Mobility Services



Troubling Transit Trends

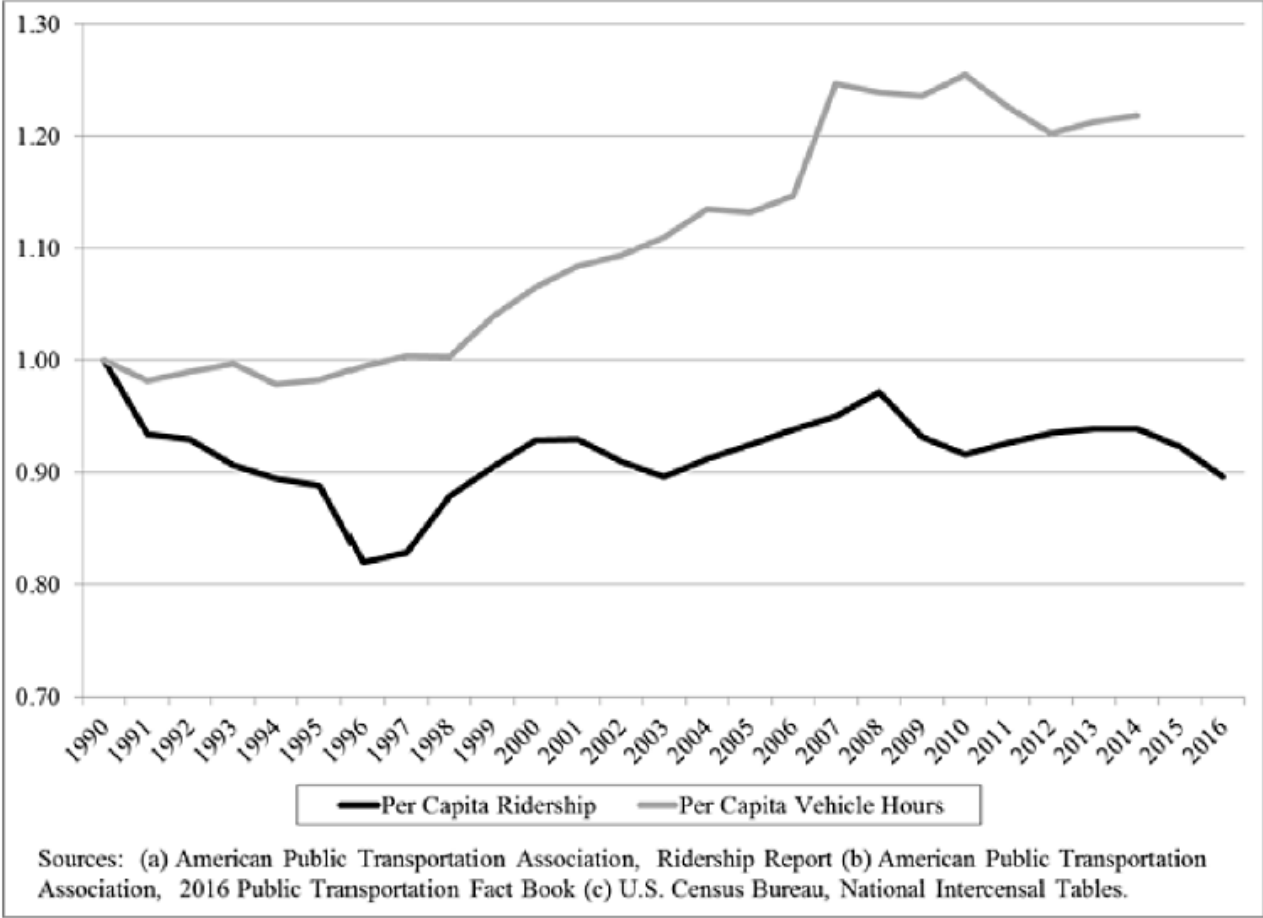


FIGURE 2.

Indexed Trends since 1990 in Per Capita Vehicle Hours (through 2014) and Per Capita Ridership (through 2016)

Transit-Oriented Development and Displacement



Jobs Access and Reverse Commute (JARC) Program

June 12, 1997

THE WALL STREET JOURNAL.

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THURSDAY, SEPTEMBER 6, 2001

WSJ.com

TRANSPORTATION

Welfare's Urban Poor Need a Lift—to Suburban Jobs

By MICHAEL M. PHILLIPS

Staff Reporter of THE WALL STREET JOURNAL

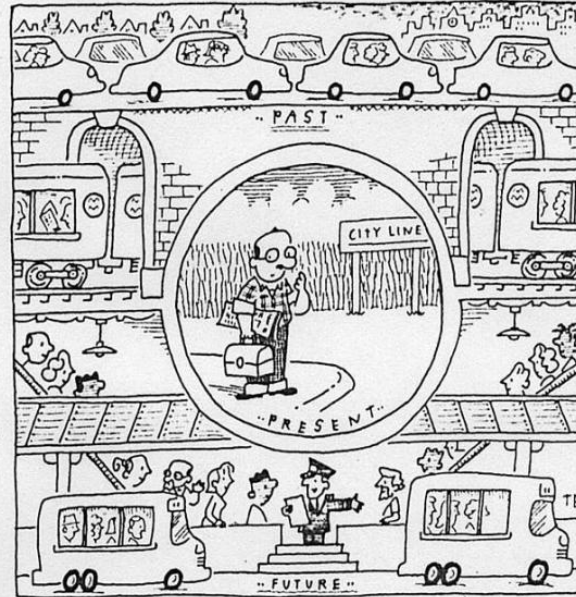
On the face of it, the \$8-an-hour part-time telemarketing job sounded pretty good to Deloris Hamilton. After all, the 36-year-old single mother had two children to support and was eager to get off welfare. But she soon discovered that getting from her Minneapolis neighborhood to the telemarketer in suburban Bloomington involved a 90-minute odyssey on three different buses. Averaging in her commute time, Ms. Hamilton's \$8 hourly wage dropped to about \$4.60. That's not enough, she says, to let her work her way off the rolls.

"That's where all the good jobs are—way out," says Ms. Hamilton, who is now enrolled in vocational school. "But a lot of people just can't get to them."

Ms. Hamilton's predicament could soon be-fuddle millions of other welfare recipients, who are running up against a hard fact of American urban life: Most city transit systems are designed to bring suburbanites to jobs in the city, not to carry city-dwellers to the suburbs.

With many downtowns stagnating and suburban industrial parks and malls blossoming, development experts have long considered the transit problem an obstacle to relieving urban poverty. Now, thanks to the 1996 welfare-reform law that will force many recipients to find employment over the next five years, "reverse commuting" to suburban jobs is one of the hottest urban-development issues of the day.

"Welfare reform won't work without it," says An-



opposite direction. They seldom own cars, and a bus that drops them at a suburban parking lot miles from the factory isn't much help.

"The city of Philadelphia has a fantastic transit system for yesterday's economy—you can get to any industrial or retail center that was important to the economy of the past without any difficulty at all," says Ed Schwartz, president of the city's Institute for the Study of Civic Values. "It's really not suited at all to the new economic centers where growth has occurred."

Baltimore is another case in point. The poor, largely African-American neighborhood of East Baltimore has plenty of would-be workers, but few jobs. By contrast, 25 miles out of town near Baltimore-Washington International Airport, employers are eager for low-wage workers, but not many suburbanites are willing to take those positions.

In recent months, the Historic East Baltimore Community Action Coalition, a local nonprofit agency, has devised a potential solution to this mismatch. Its vans pick up East Baltimore residents and drive them to suburban employers such as the Lorien Nursing and Rehabilitation Center. At shift's end, the vans drop off a second crew and then ferry workers from the early shift back into town.

The city operates bus service between downtown Baltimore and the area near the nursing home, but the first bus of the day arrives too late for the morning work shift. The coalition hopes to prove that the routes are financially viable, and

called Bridges to Work, designed to identify which programs work best. The Bridges projects, in Baltimore, Chicago, St.

hopes to prove that the routes are financially viable, and

Transit Advocacy Organizations on the Rise



Conclusion

Stop asking: “How can we keep the cars flowing smoothly?”



Start asking: “How can we become a more accessible place for the people who will live here?”



**** extras ****

FROM MOBILITY TO ACCESSIBILITY

**JONATHAN LEVINE, JOE GRENGS,
AND LOUIS A. MERLIN**

**TRANSFORMING URBAN TRANSPORTATION
AND LAND-USE PLANNING**

