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.
Means

Ends

What We Do Now

Mobility (i.e., speed)

Capacity Expansion

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A Better Way: Shift to Accessibility as the Goal
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

**Ends**
- Accessibility

**Means**
- Mobility (Speed)
- Proximity (Density)

**Policy**
- Roadway Infrastructure
- Car Availability
- Land Use Arrangements
- Transit Quality
- Transit Location-Match
Undocumented Immigrants and Driving Licenses

Lack of Fairness in Auto Insurance Rates
Autonomous Vehicles and Shared Mobility
Shared Mobility Services

$5 Access Pass

MoGoDetroit.org

https://seekingalpha.com; https://twitter.com/MoGoDetroit/status/1003660126233026562
Troubling Transit Trends

FIGURE 2.
Indexed Trends since 1990 in Per Capita Vehicle Hours (through 2014) and Per Capita Ridership (through 2016)

Sources: (a) American Public Transportation Association, Ridership Report (b) American Public Transportation Association, 2016 Public Transportation Facts Book (c) U.S. Census Bureau, National Intercensal Tables.

Journal of Public Transportation, Vol. 21, No. 1, 2018
Transit-Oriented Development and Displacement

https://austinrailnow.com/tag/transit-oriented-development/
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 telemarking job sounded pretty good to Detoris 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 $4.50. That’s not enough, she says, to let her work her way off the rolls.

“Thats where all the good jobs are—way out,” says Ms. Hamilton, who is now enrolled in vocational school. “But a lot of people just cant get to them.”

Ms. Hamilton’s predicament could soon befall 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 Aretha Gifts, director of Bridges to Work, a program designed to identify which programs work best. The program, funded by the Urban Institute and the Ford Foundation, has found that while some programs are more effective than others, all are effective in helping recipients find jobs.

Mayor Tom Dorman of Bloomington, Minn., a city with a booming economy, has set a goal of providing transportation to up to 500 of its workers by 1999. The city has already begun implementing a pilot program that will provide transportation to workers in the suburbs, a move that has been met with resistance from suburban employers.

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
Transit Advocacy Organizations on the Rise

https://betterbuscoalition.org/; https://motorcityfreedomriders.org/
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 **