

Accessibility, Transportation Planning and Fairness

(May 12, 2016)

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Thanks to our volunteers **Wafic El-Assi, Kathryn Grond and James Lamers**



Justice and the transport system

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Goals of transportation planning

- Economic development
- Activity participation
- Environmental quality



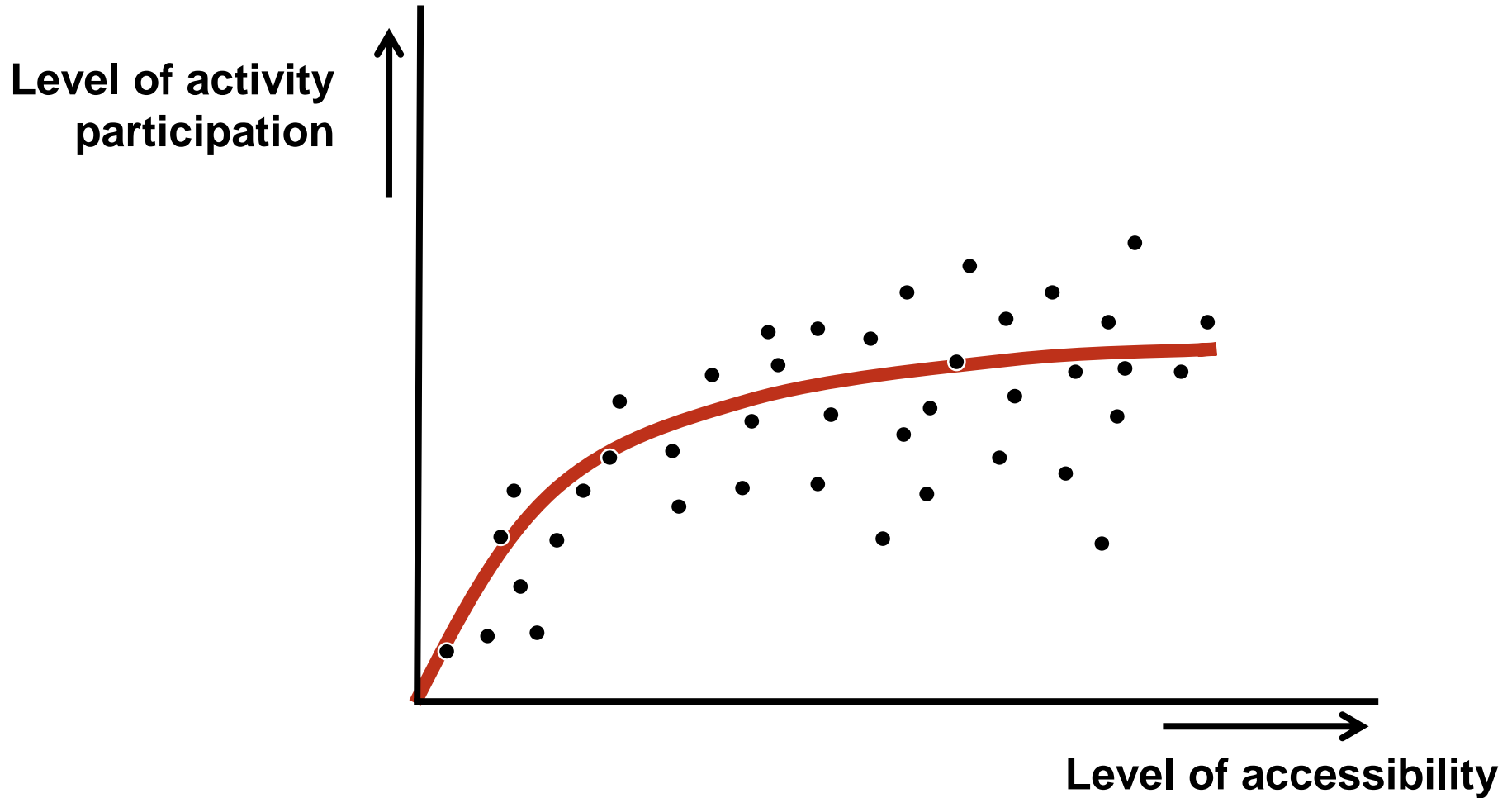
Goals of transportation planning

- Economic development
- Activity participation
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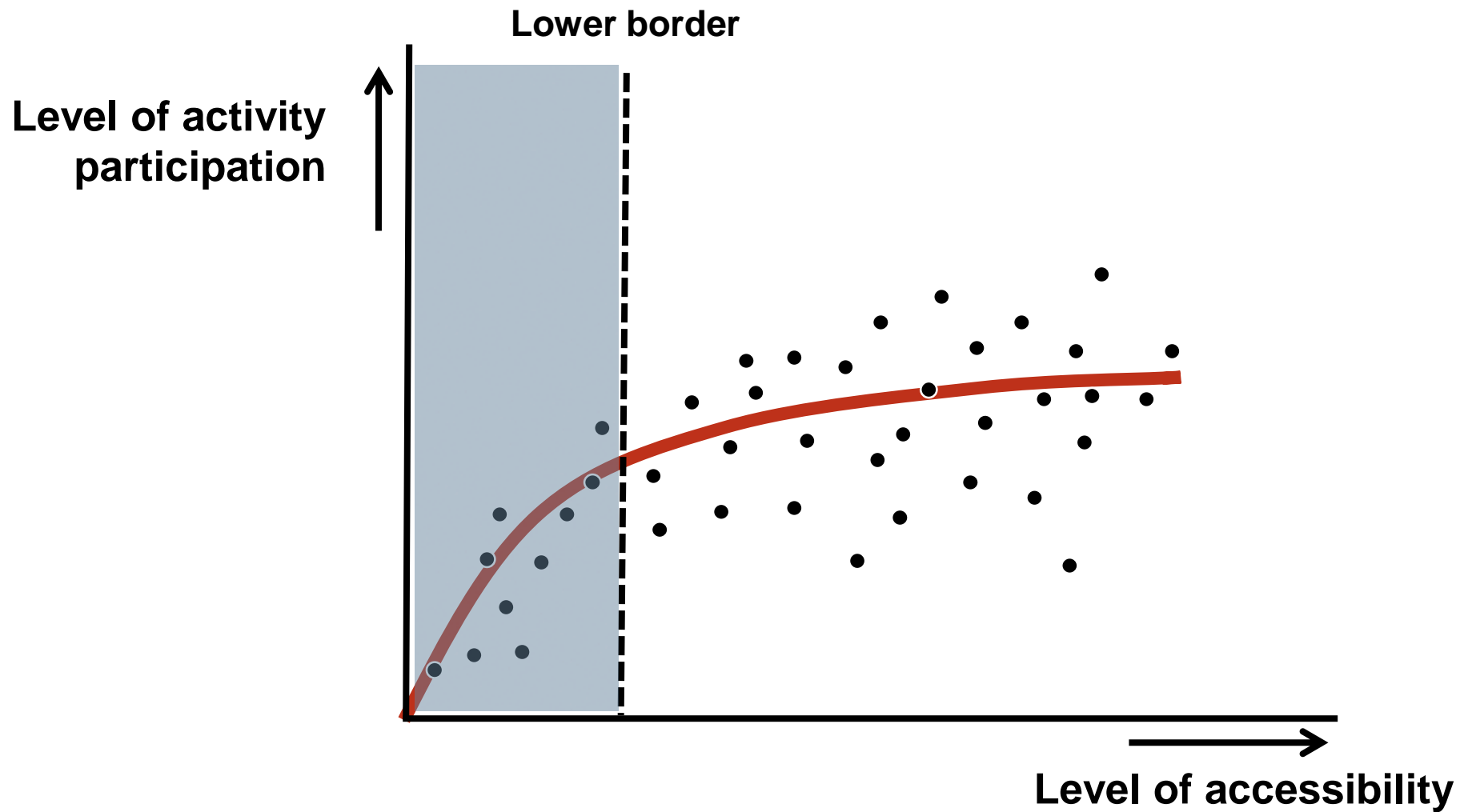




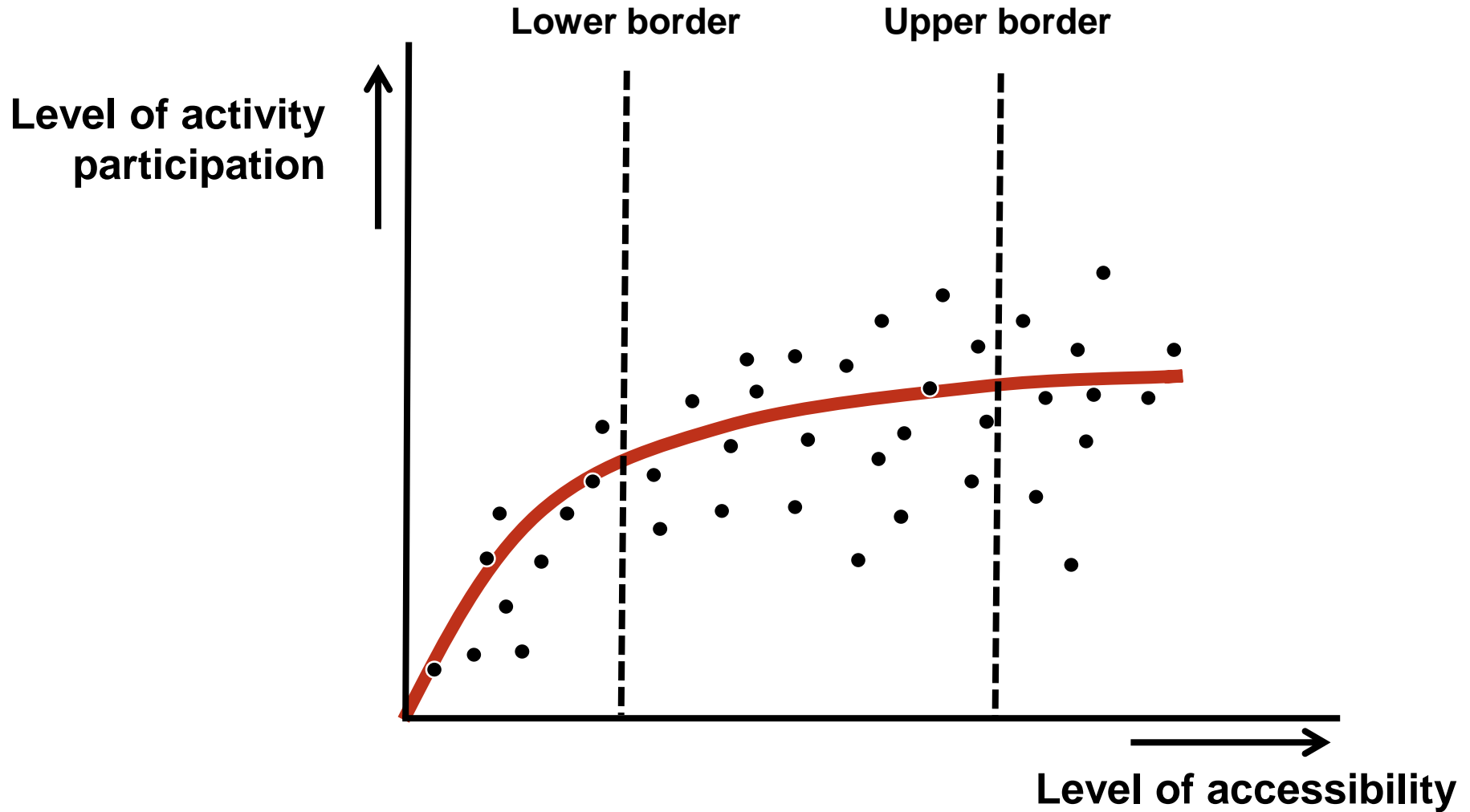
Relation between accessibility and activity participation



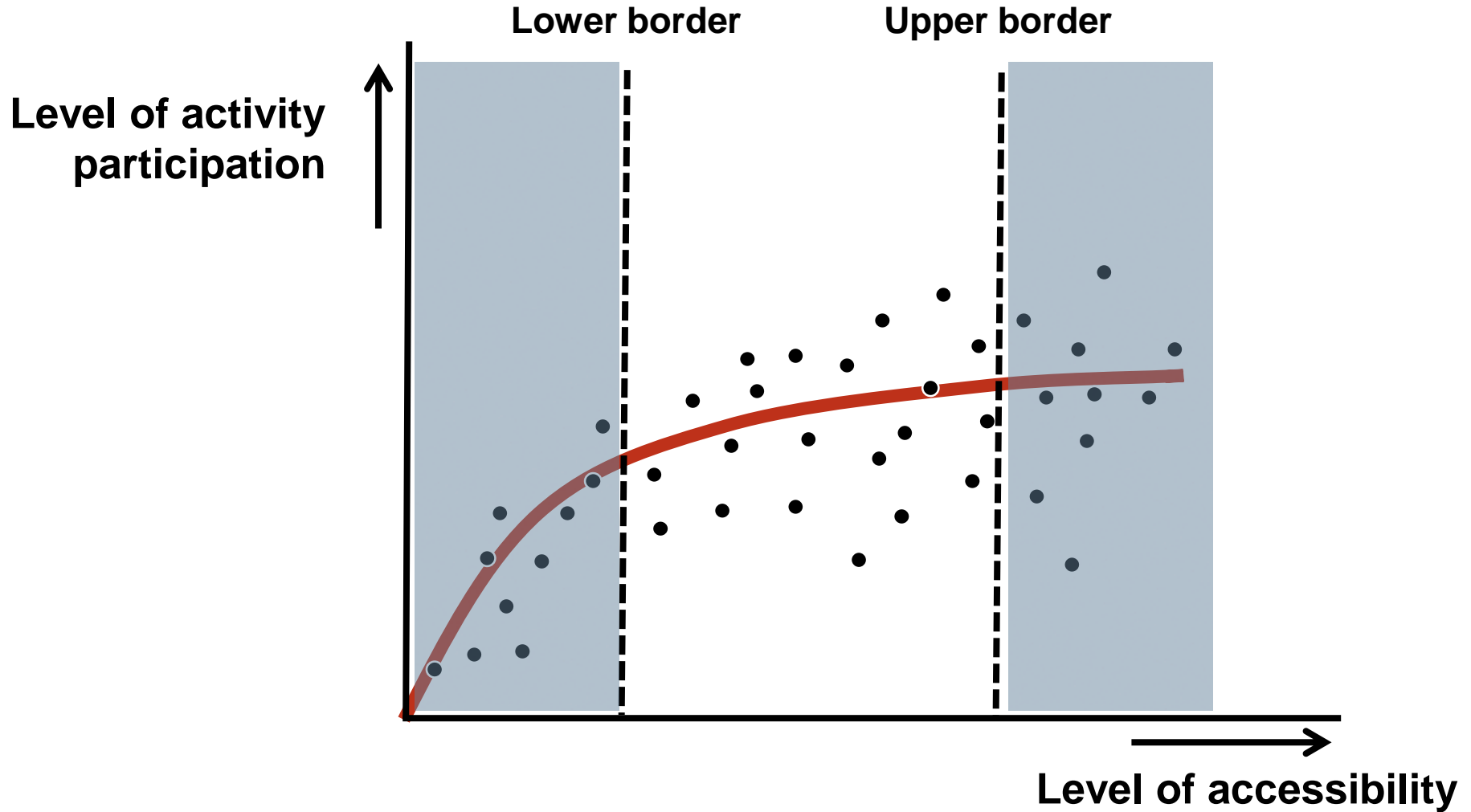
Relation between accessibility and activity participation



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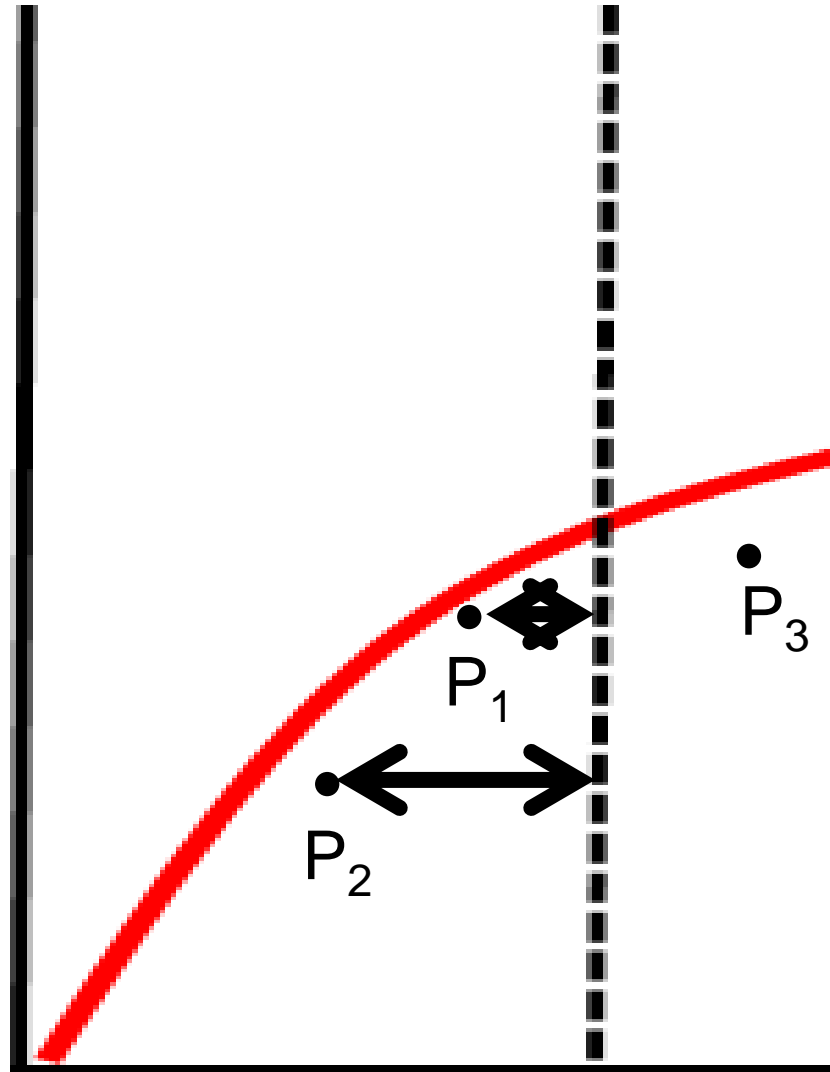


Relation between accessibility and activity participation

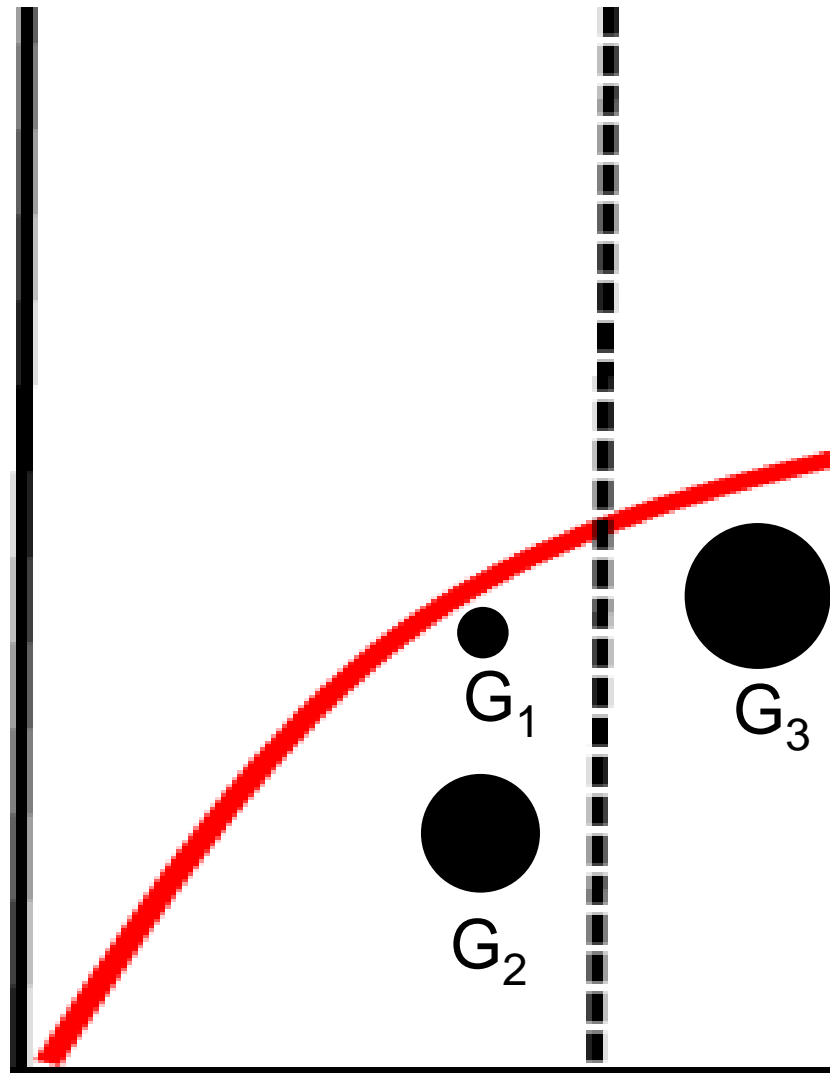


Accessibility Fairness Index

Depth of accessibility shortfalls

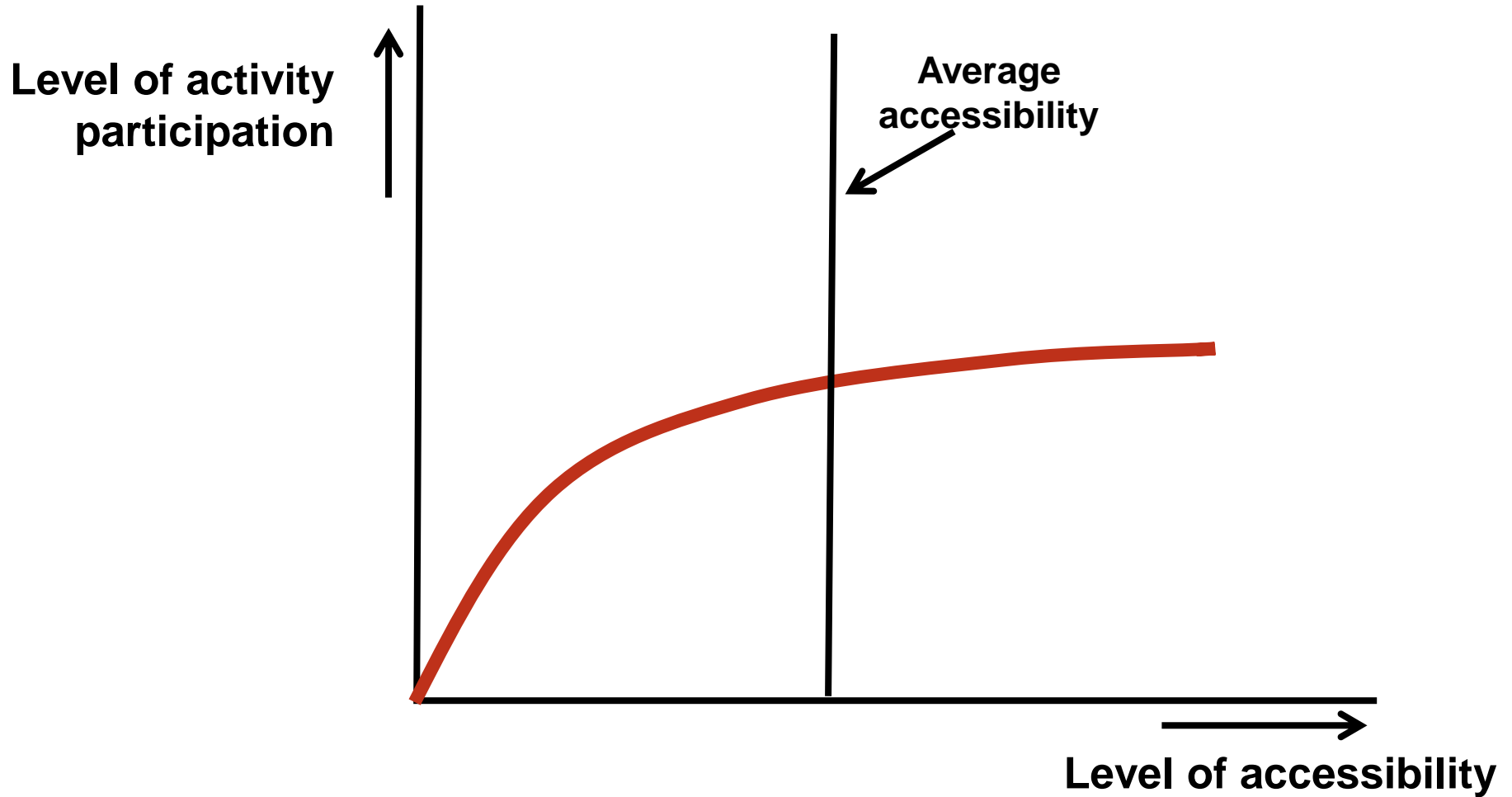


Prevalence of accessibility shortfalls

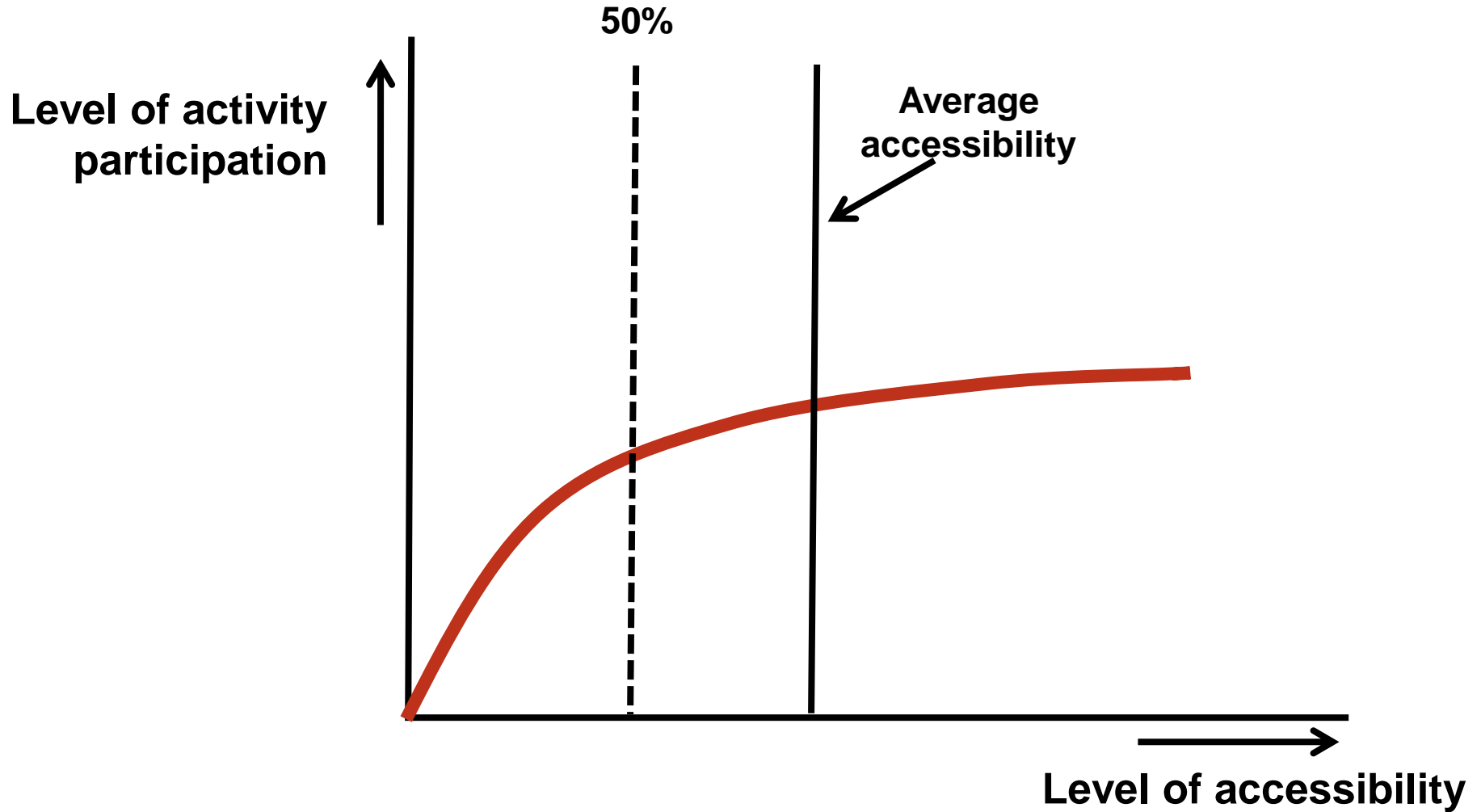


***How fair is the
transportation system
of Amsterdam?***

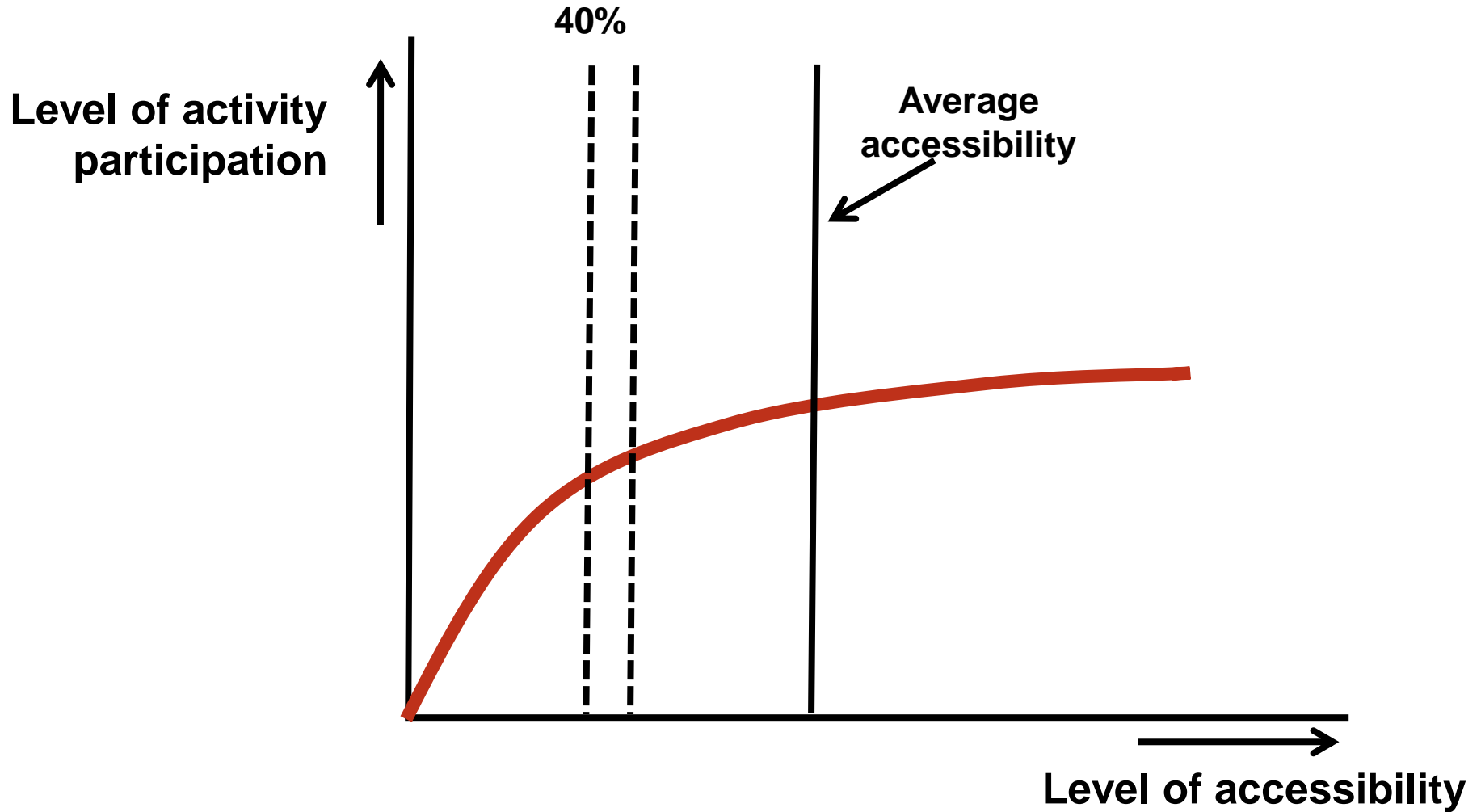
Sufficiency thresholds



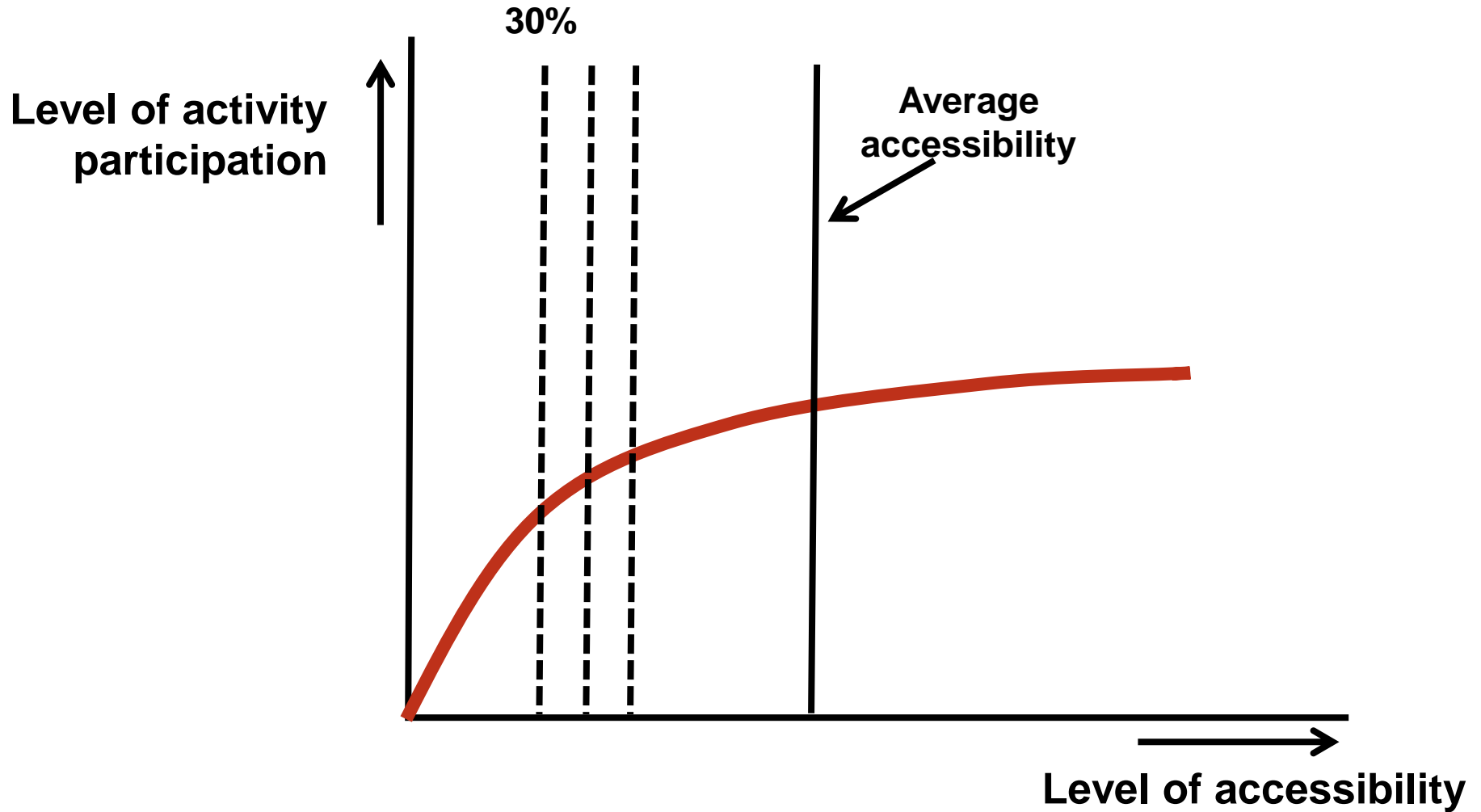
Sufficiency thresholds



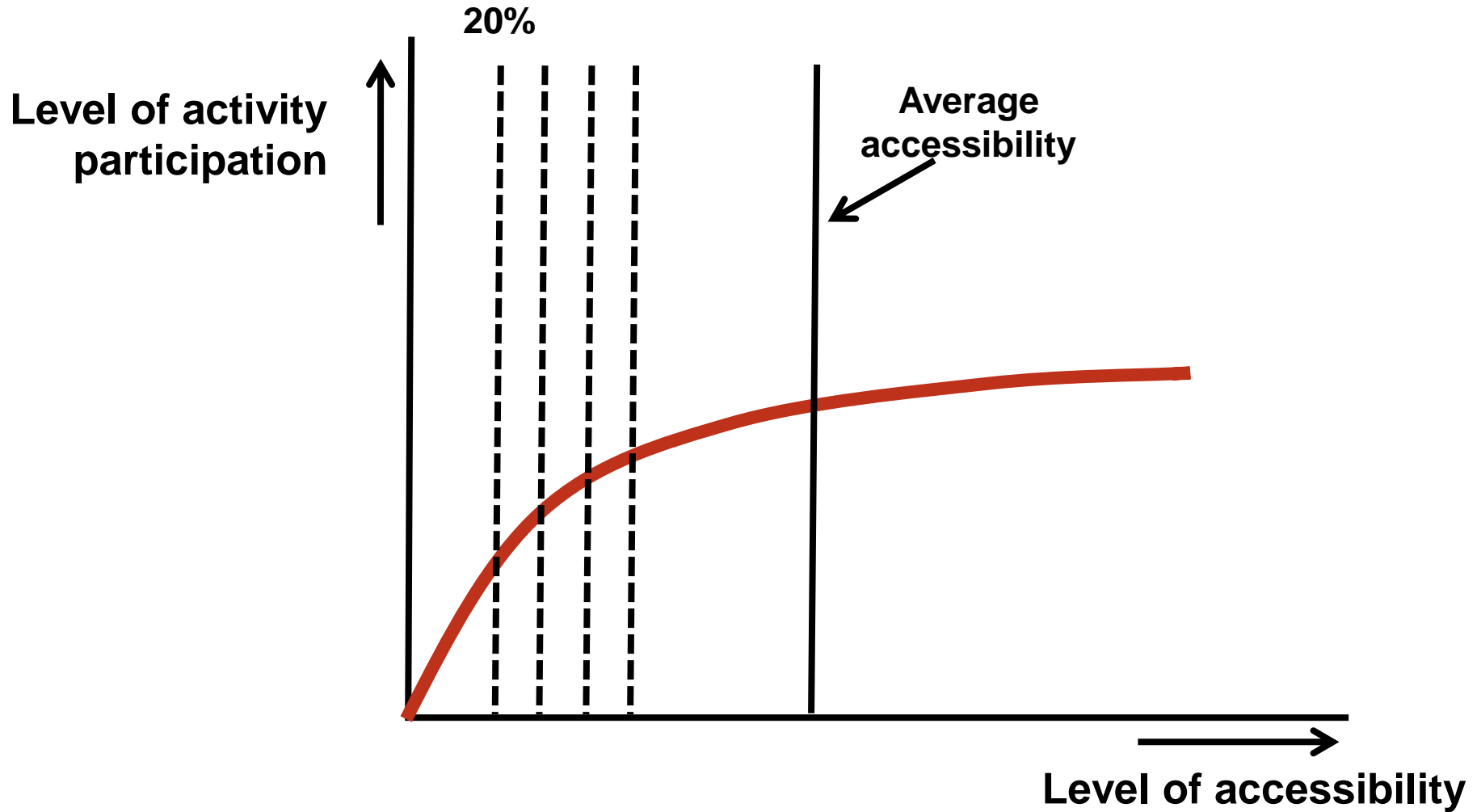
Sufficiency thresholds



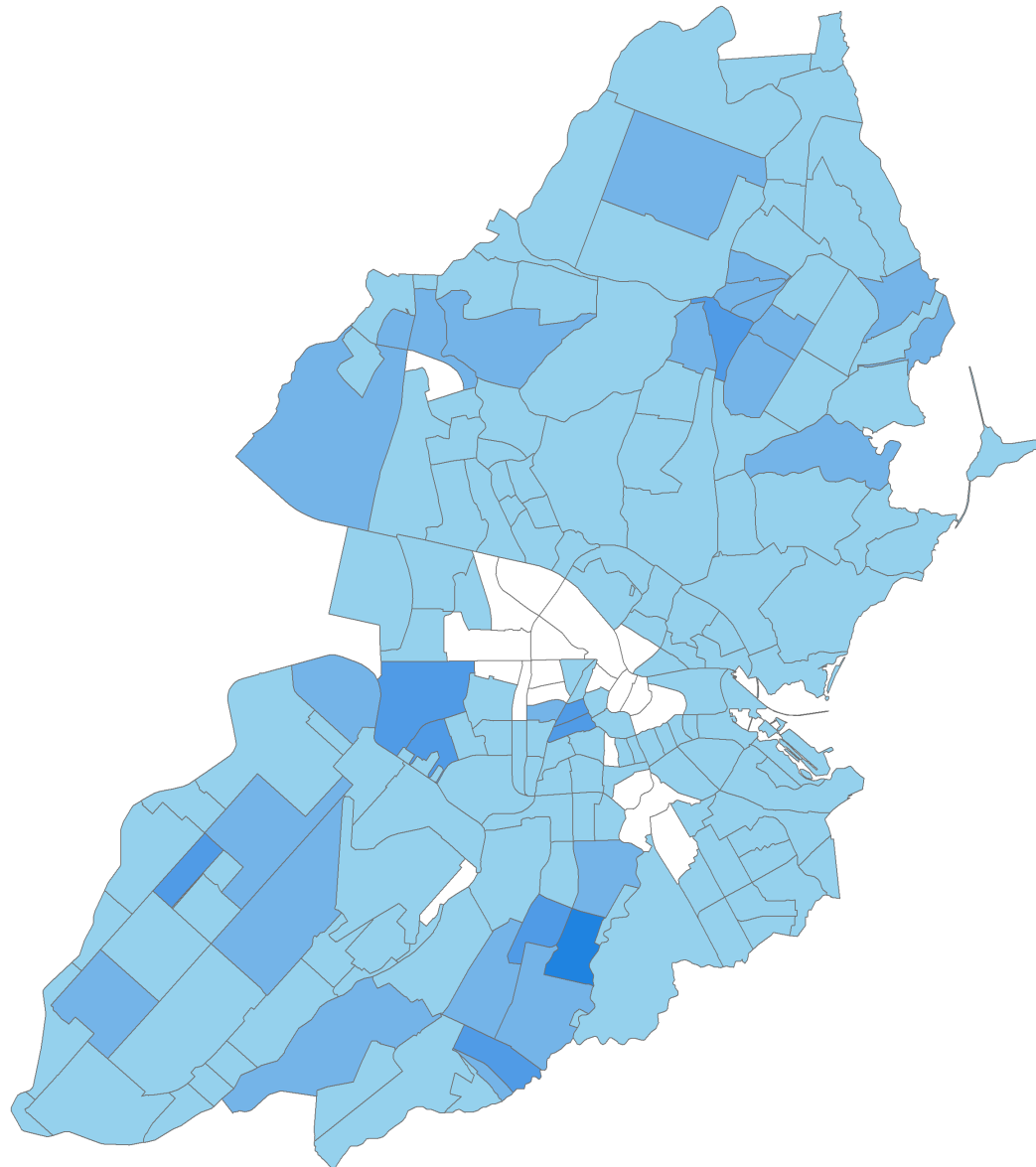
Sufficiency thresholds



Sufficiency thresholds

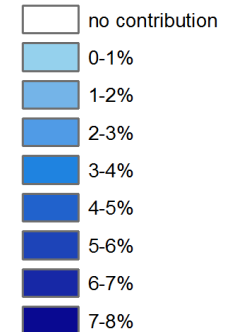


Sufficiency threshold of 50%

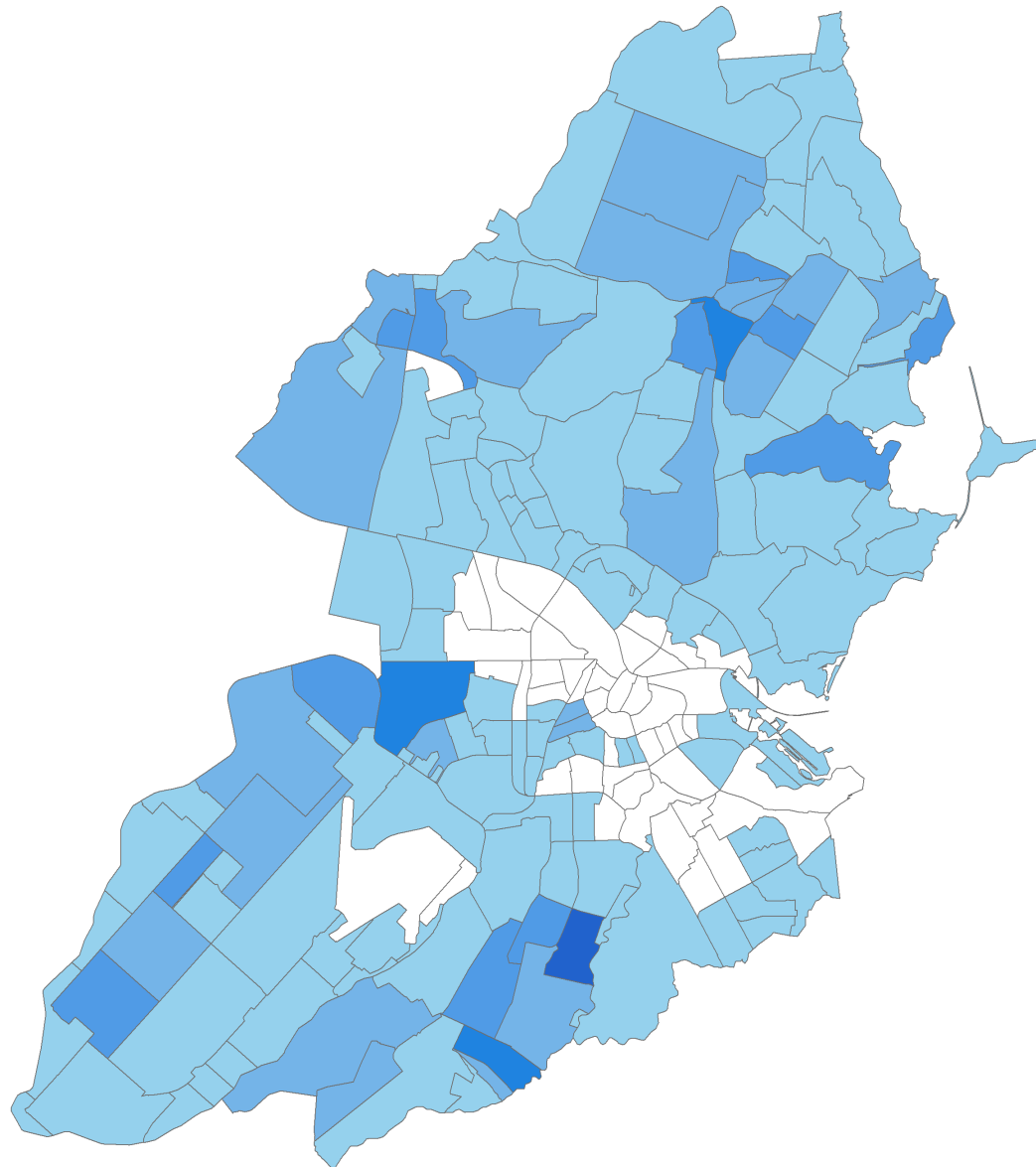


Amsterdam

Contribution (%)

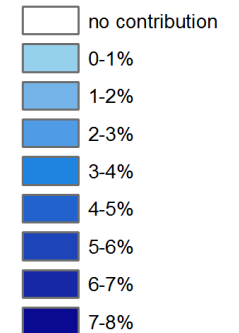


Sufficiency threshold of 40%

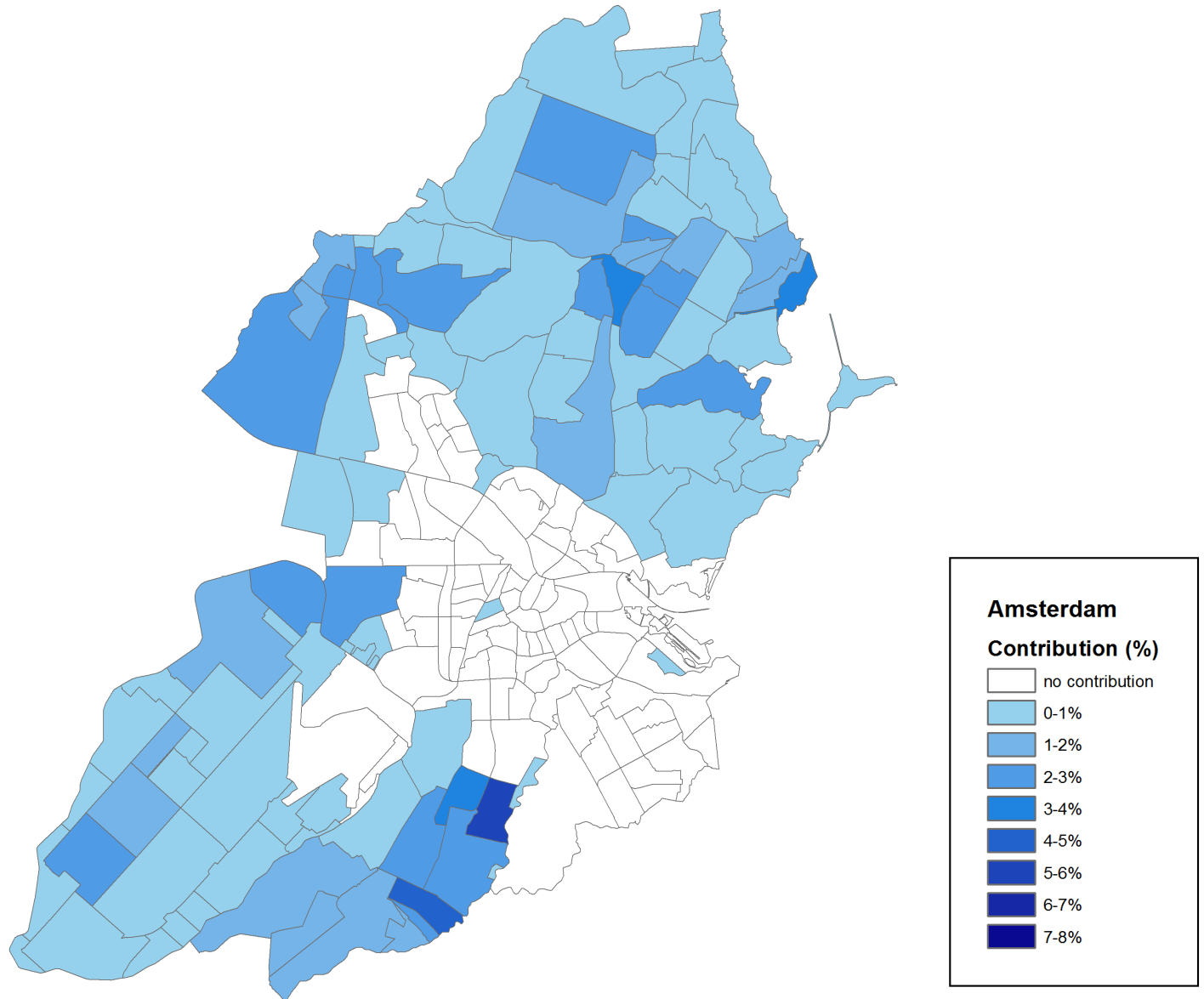


Amsterdam

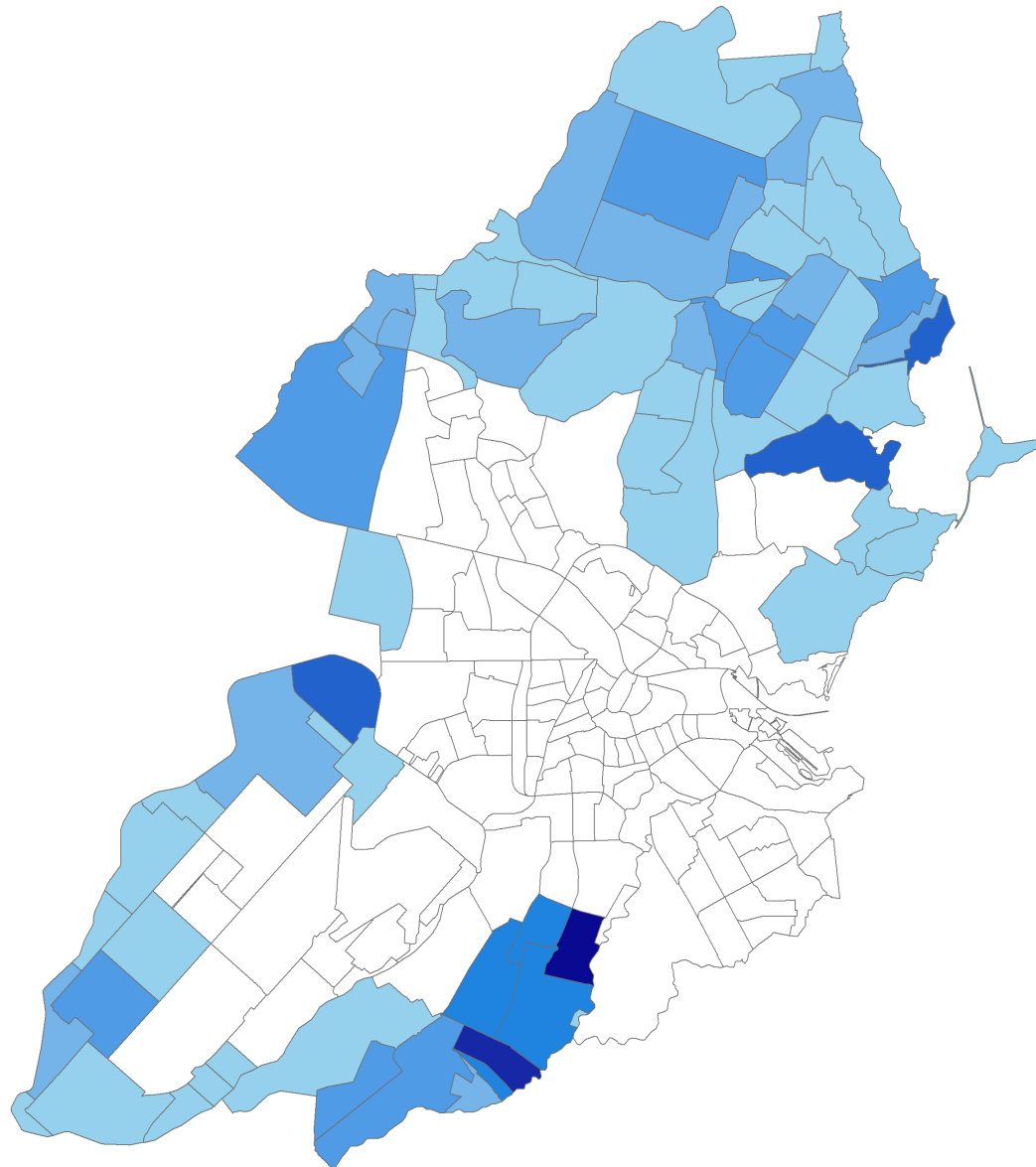
Contribution (%)



Sufficiency threshold of 30%

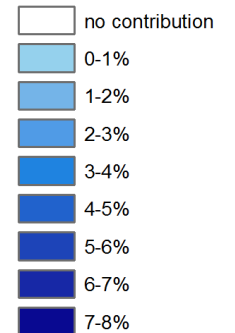


Sufficiency threshold of 20%



Amsterdam

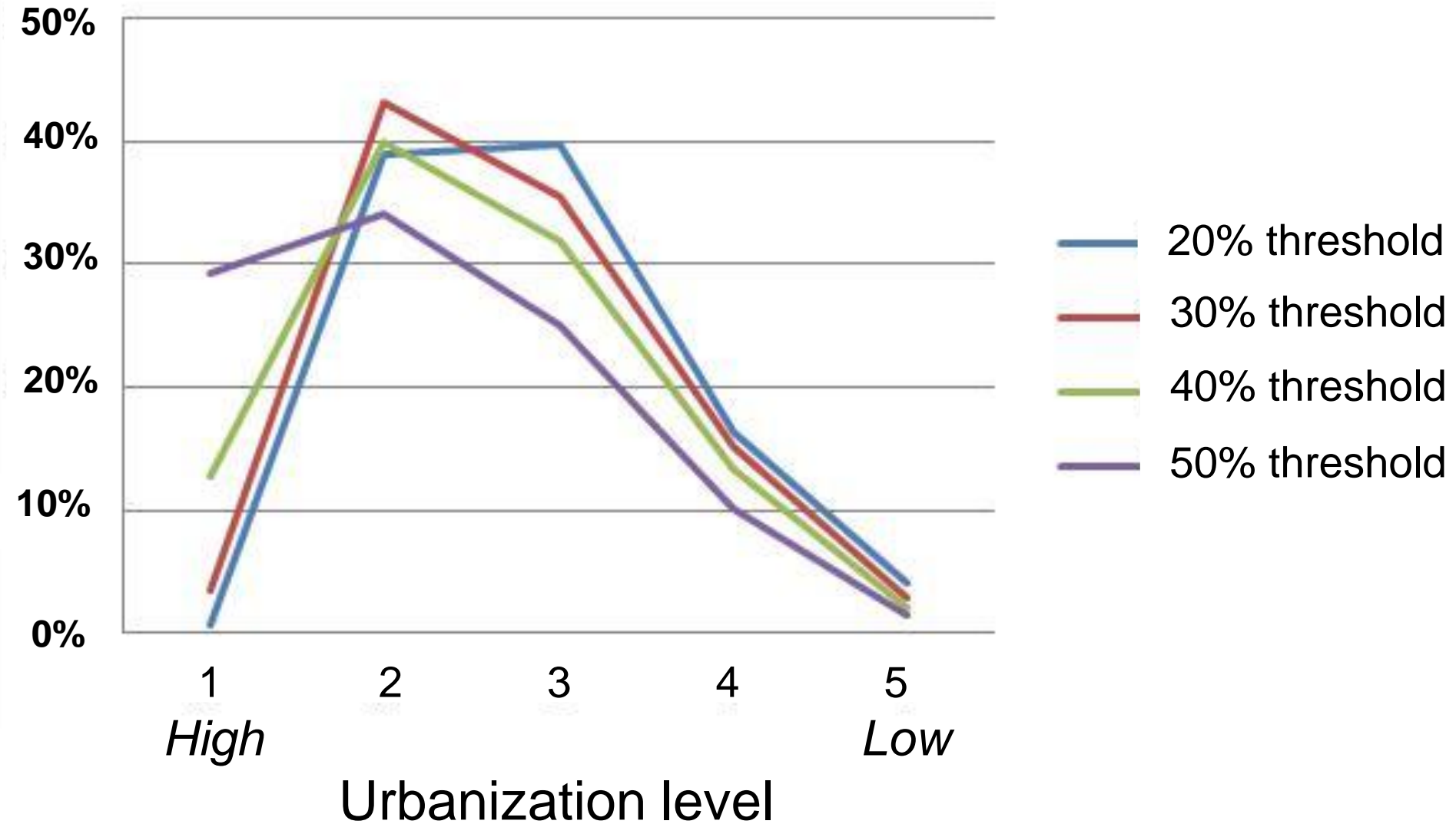
Contribution (%)



Urban or rural phenomenon?

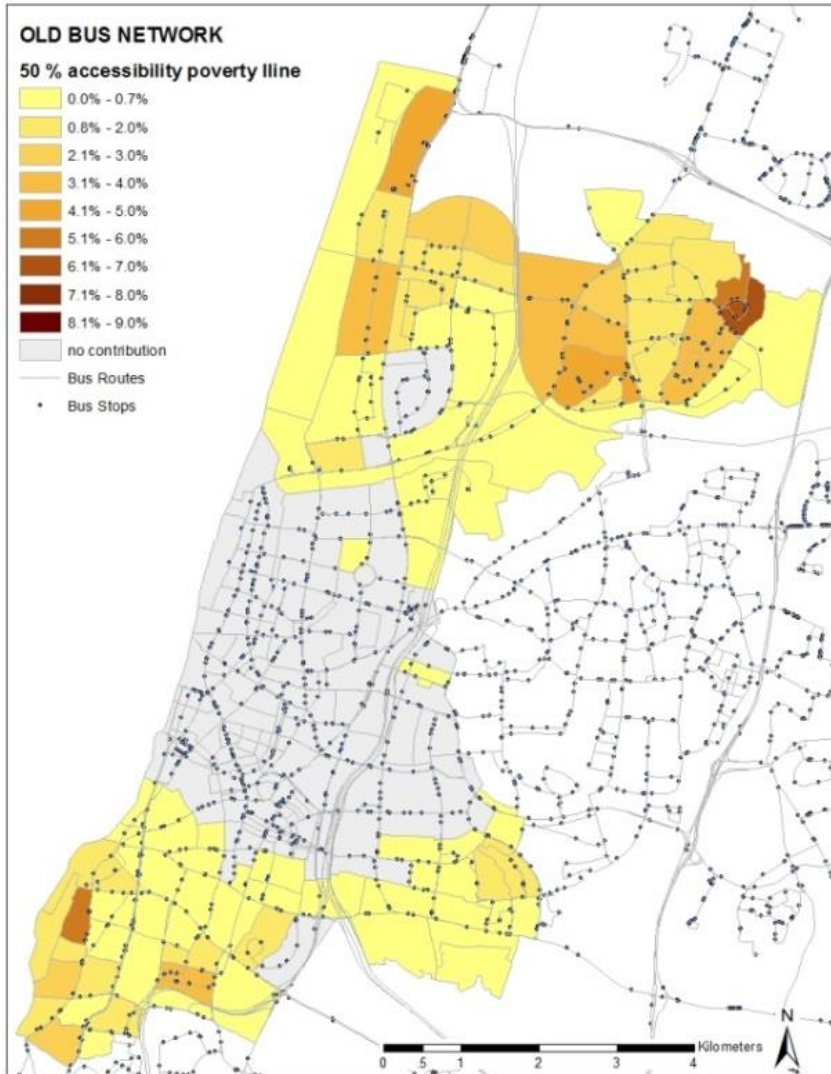


Contribution by urbanization level

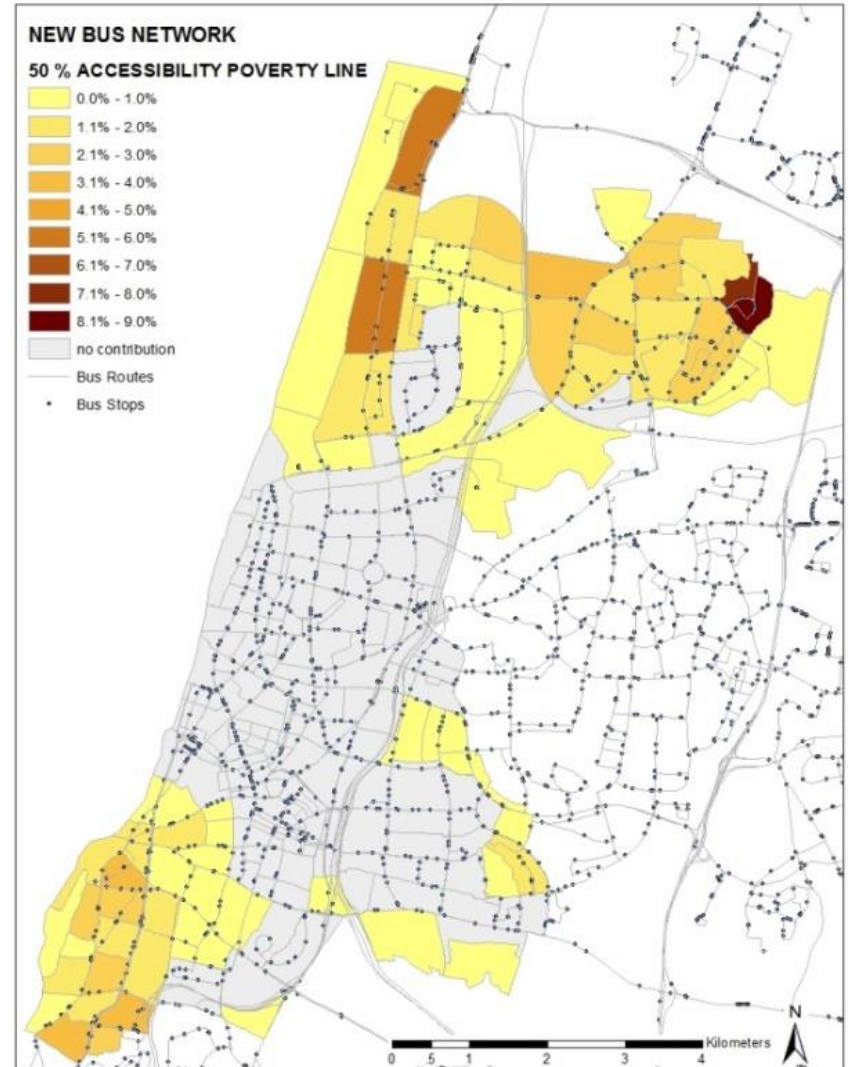


***How fair is the
public transport reform
in Tel Aviv?***

Spatial pattern of accessibility deficiency

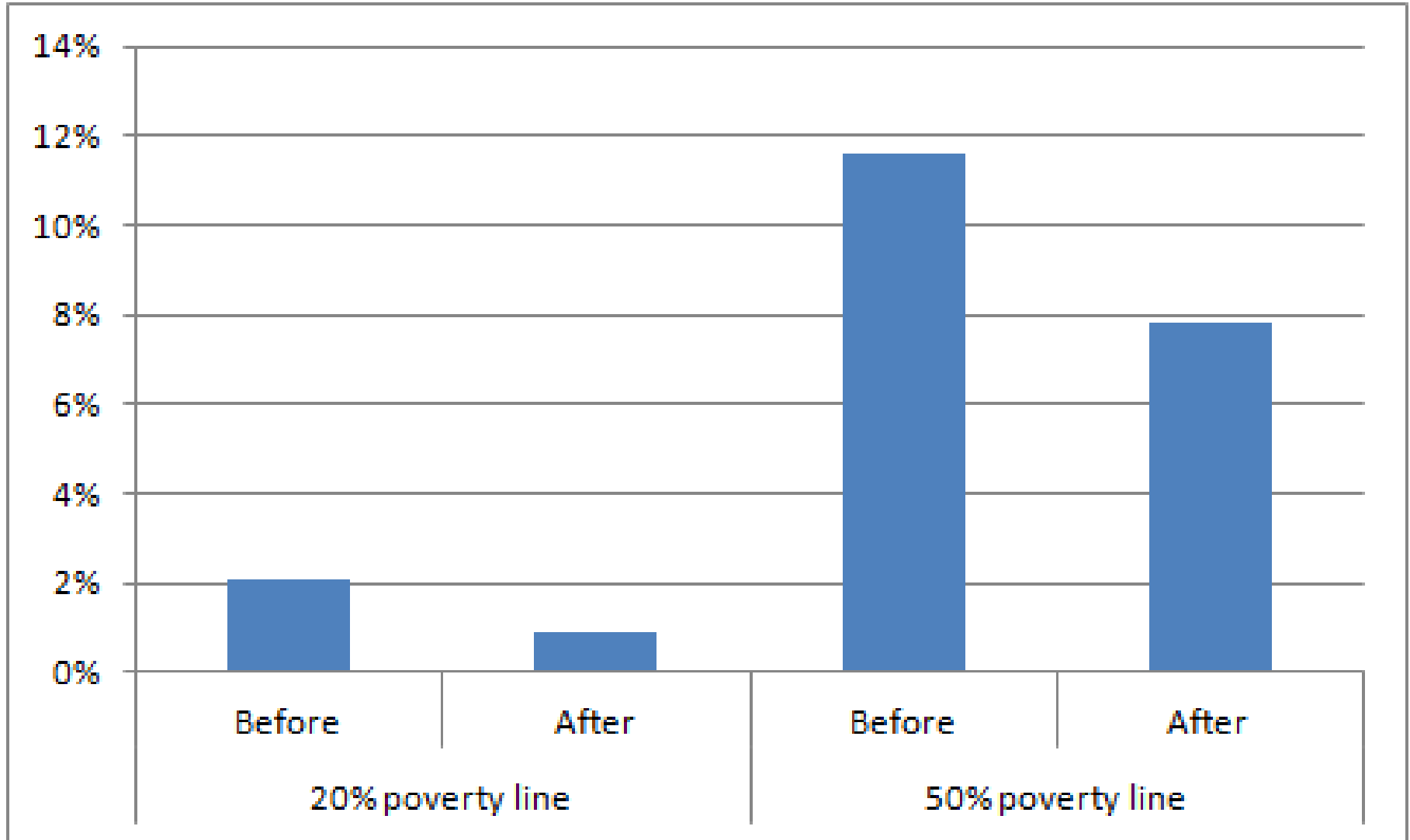


Before



After

Change in population below sufficiency threshold



Conclusions

- Transportation planning should **guarantee** sufficient accessibility
- Transportation planning should start from **people**
- Government's first responsibility lies with **persons below sufficiency threshold**
- Costs of improvements should be **carried by all**

Thank you

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Accessibility, Transportation Planning and Fairness: The Toronto Context

Dr. Steven Farber
Panelist Remarks

May 12, 2016



UNIVERSITY OF
TORONTO

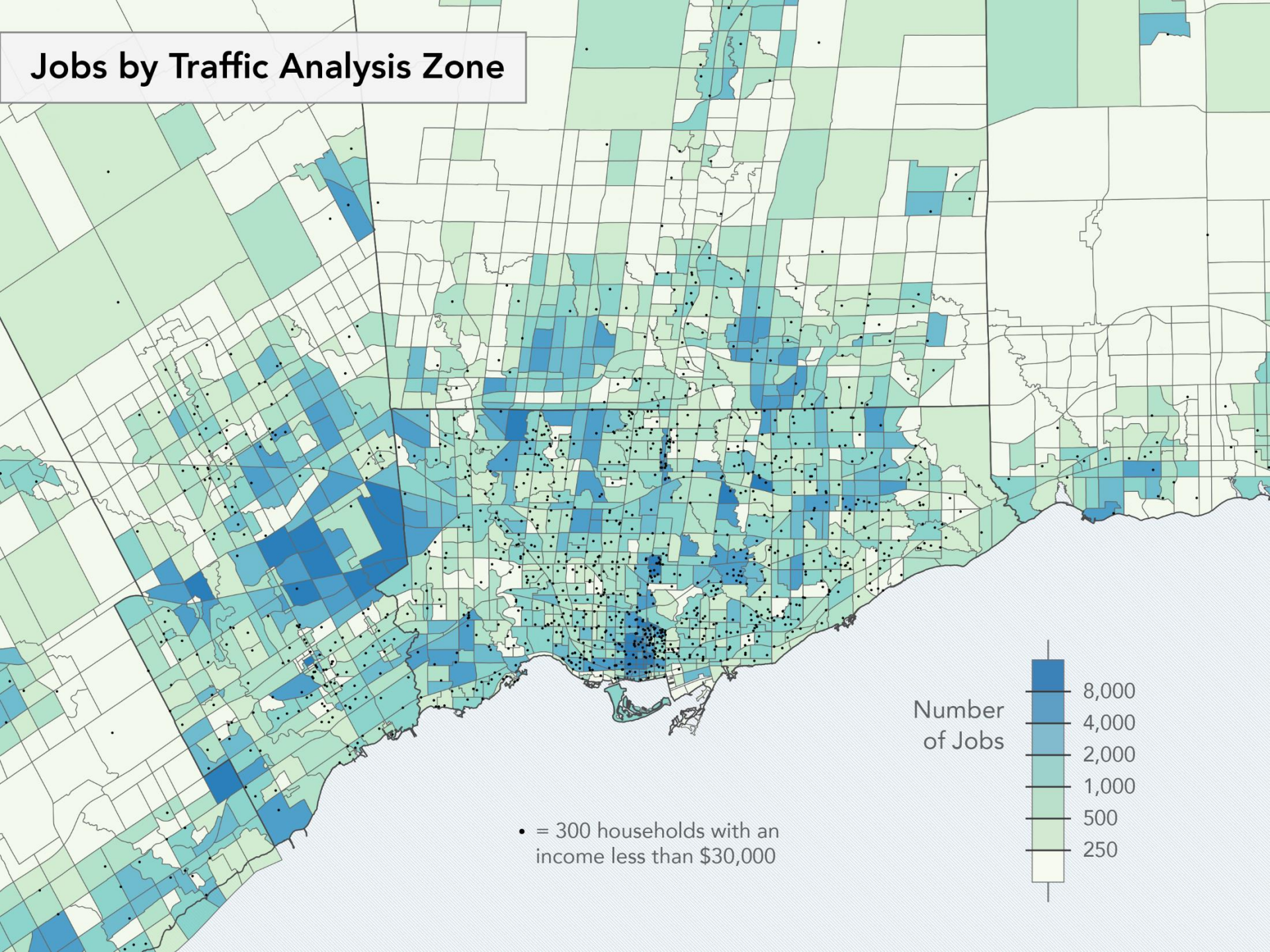
Fairness and Toronto Transportation

Planning Issue	Equity Type
Fare Integration	Pay for Use
DVP/Gardner Tolls	Pay for Use
Fare Equity Policy Framework	Vertical Equity (Income)
UP Express	Vertical Equity (Workers vs. Travelers)
Scarborough Options	Spatial Equity
Bloor Bike Lanes	Right to the City (Local/Global)
Uber	Consumer Rights

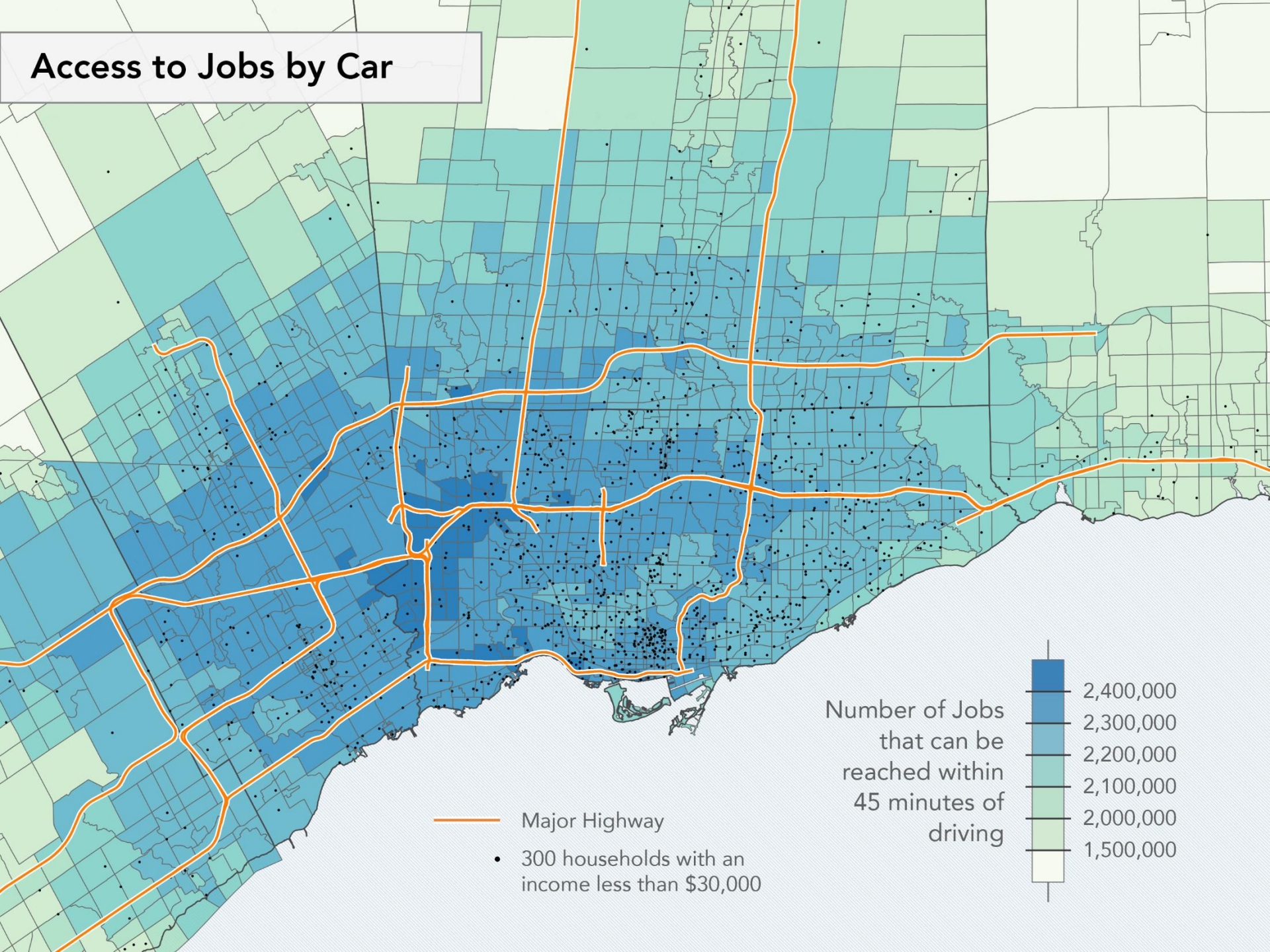
Access to Destinations

- Counting reachable destinations is a way to quantify transportation benefits
- Often used in comparisons
 - Healthy versus unhealthy food (destinations)
 - Public transit versus automobile (mode)
 - High income versus low income (vertical)
 - Downtown versus suburbs (spatial)

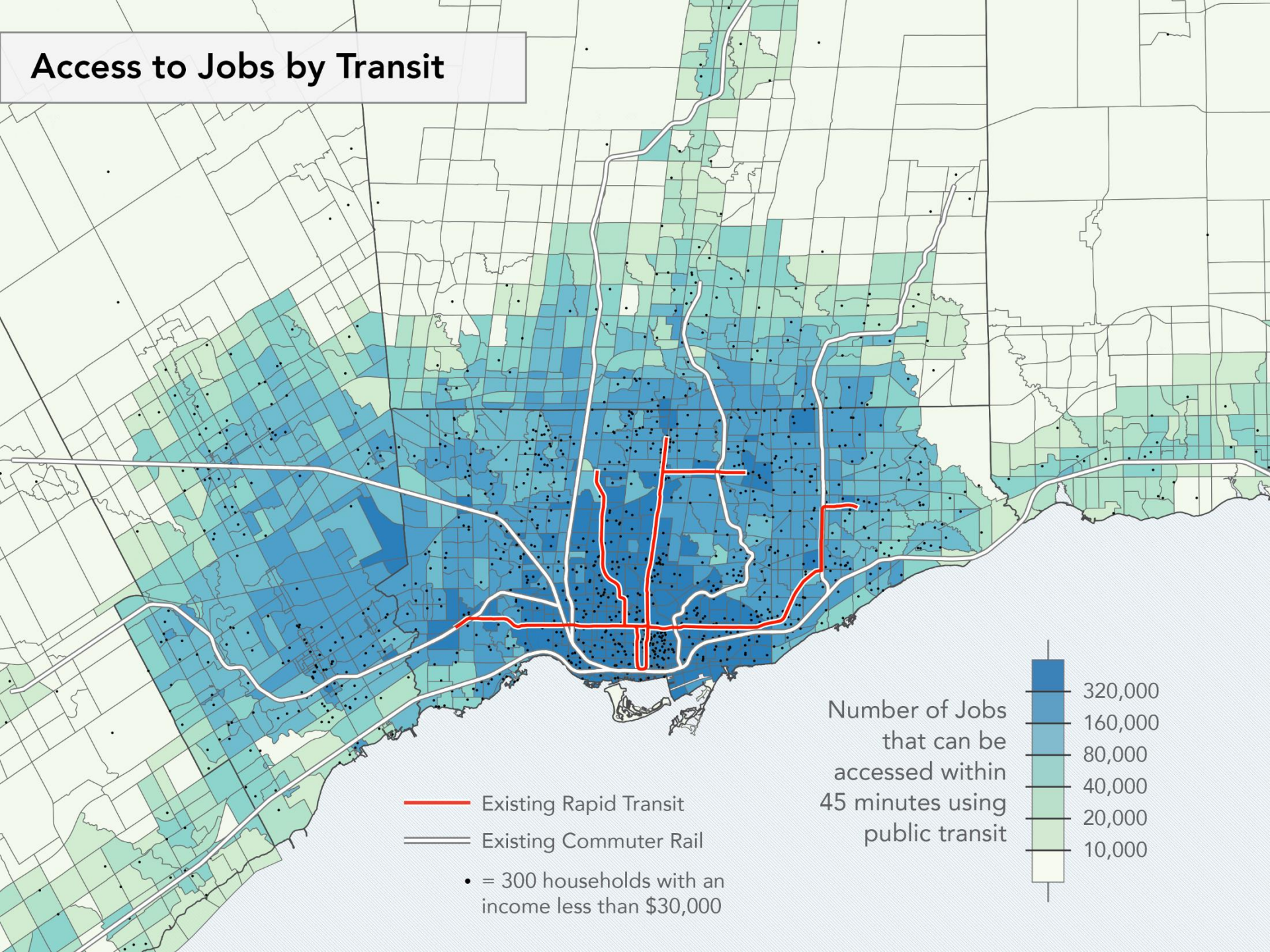
Jobs by Traffic Analysis Zone



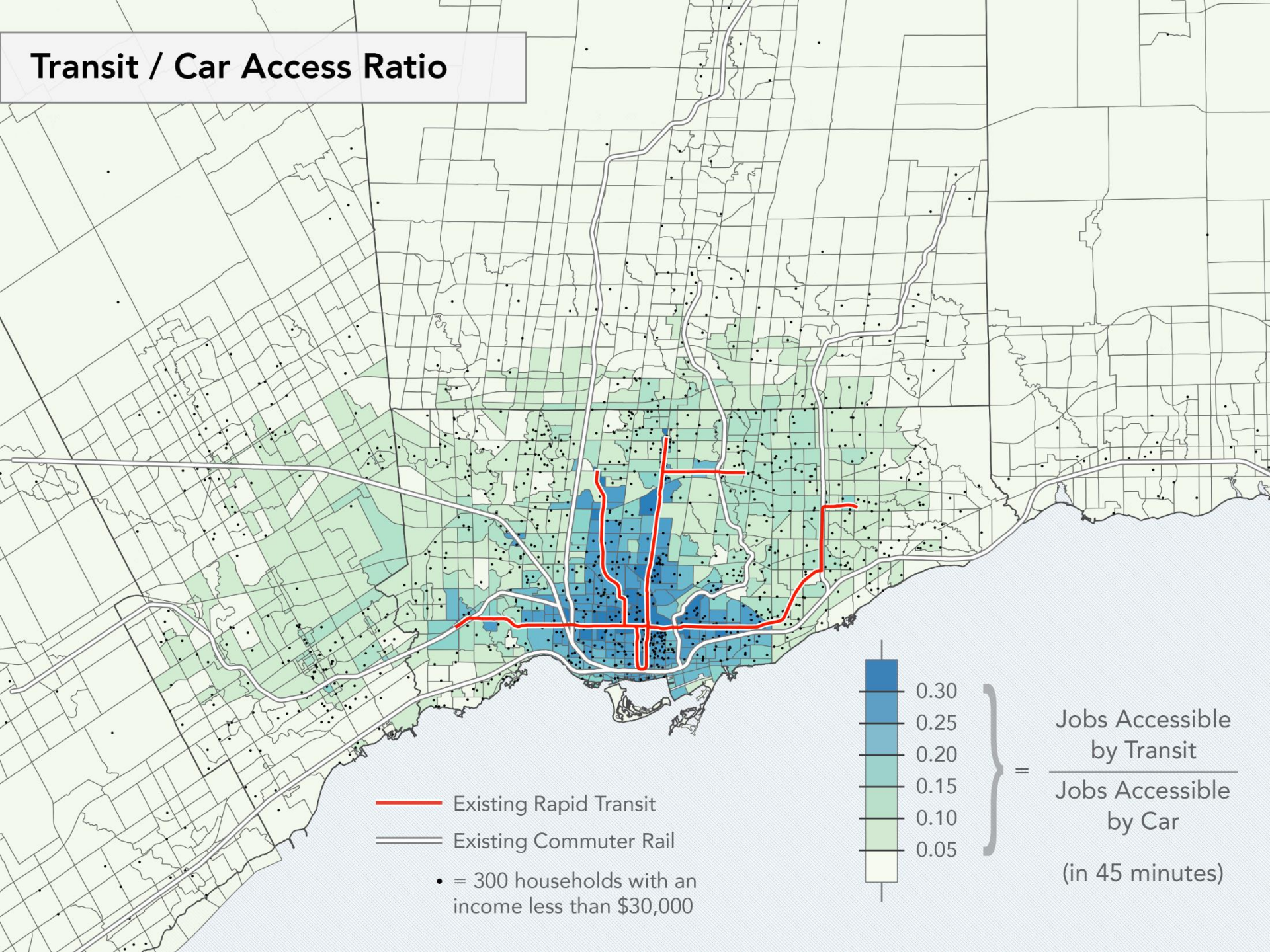
Access to Jobs by Car



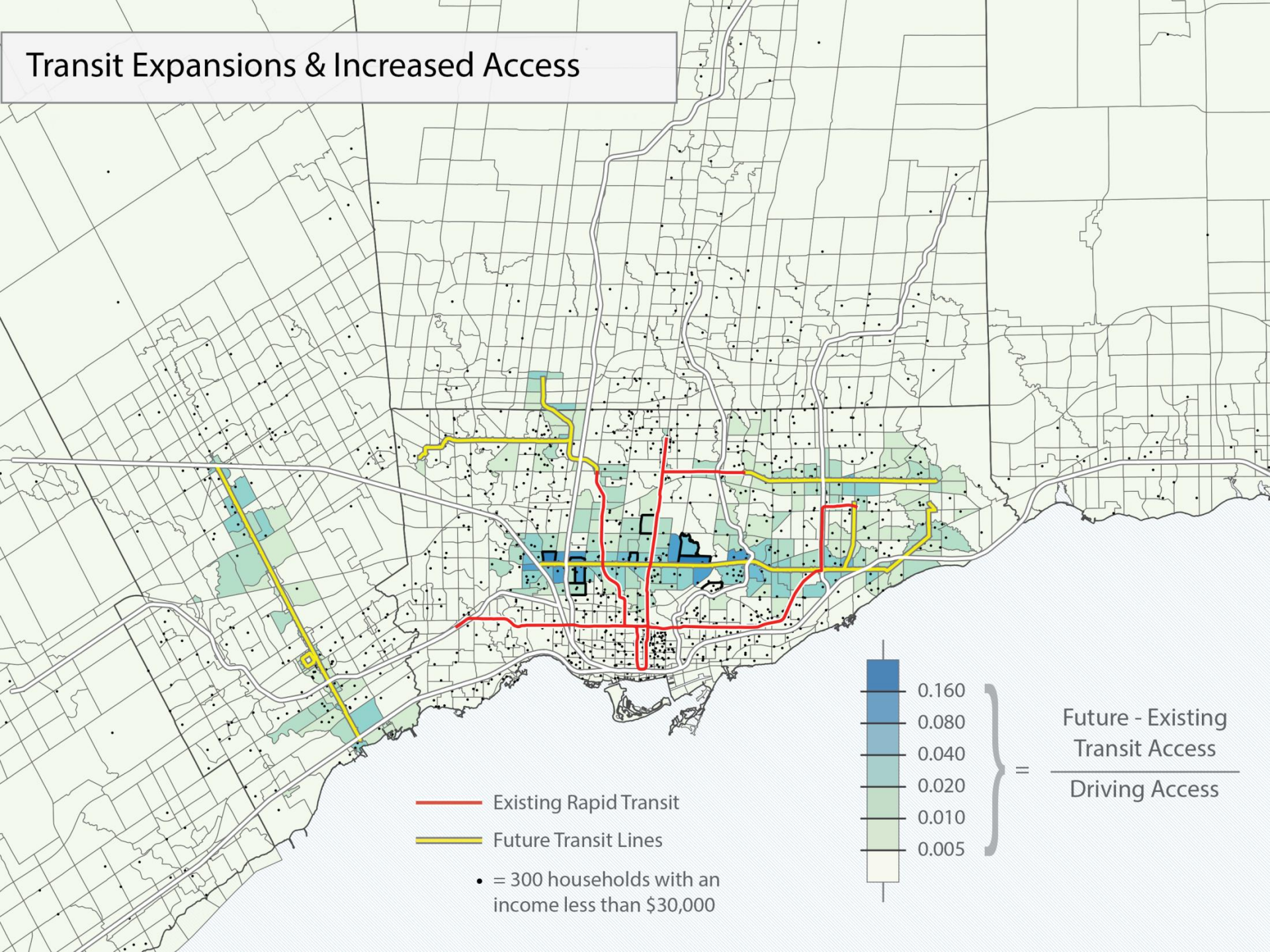
Access to Jobs by Transit



Transit / Car Access Ratio



Transit Expansions & Increased Access



Conclusions

- The automobile dominates the jobs accessibility landscape
- Planned transit expansions have moderate impact on “transit poverty”
- Sprawling employment and poverty must be given equal attention

Acknowledgements

- Maria Grandez
- Jeff Allen

Next Stop Health: Transit Affordability in Toronto

Rita Paul Sengupta and Monica Campbell
Healthy Public Policy

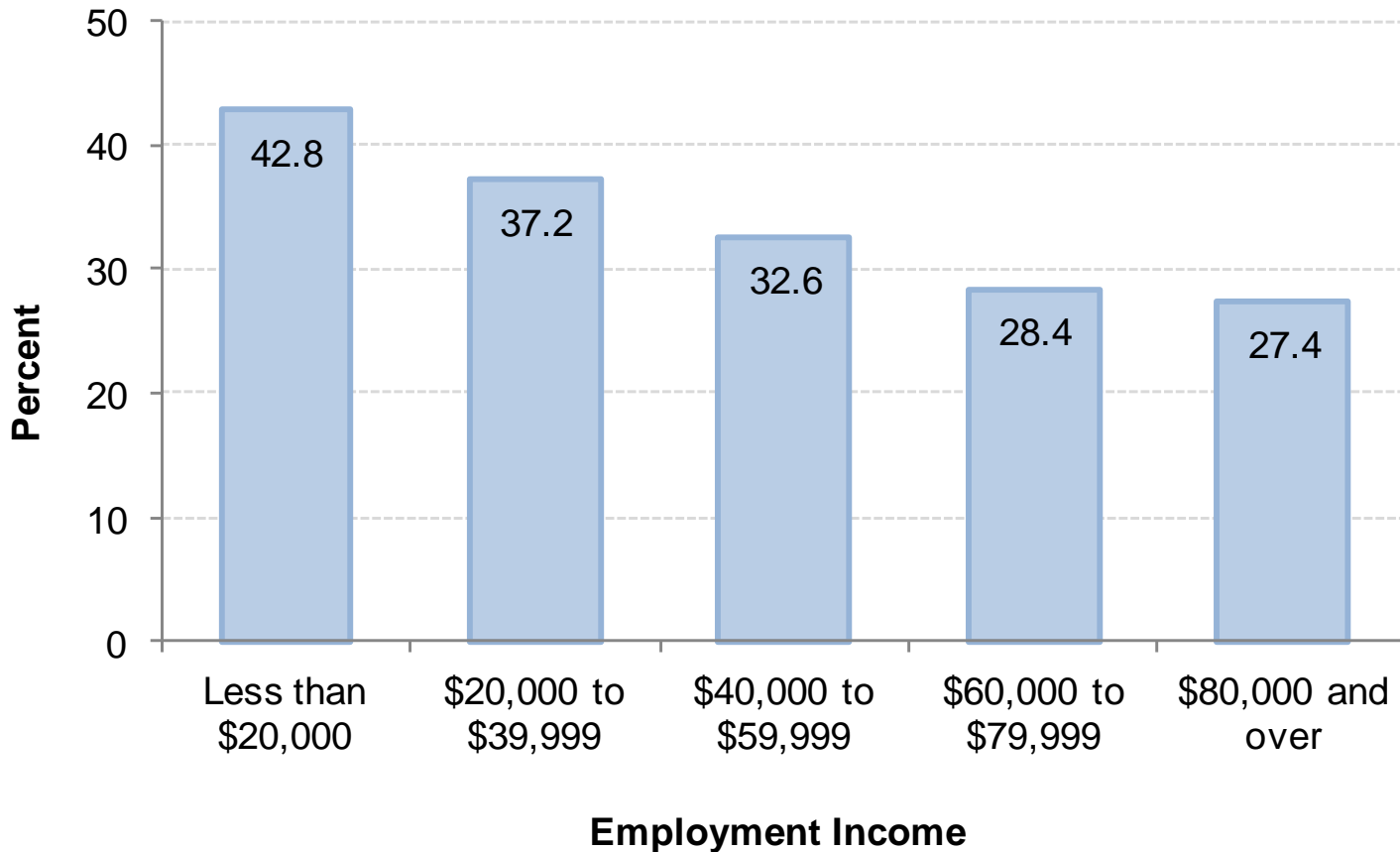


Creating Better Health for All



Commuting to Work

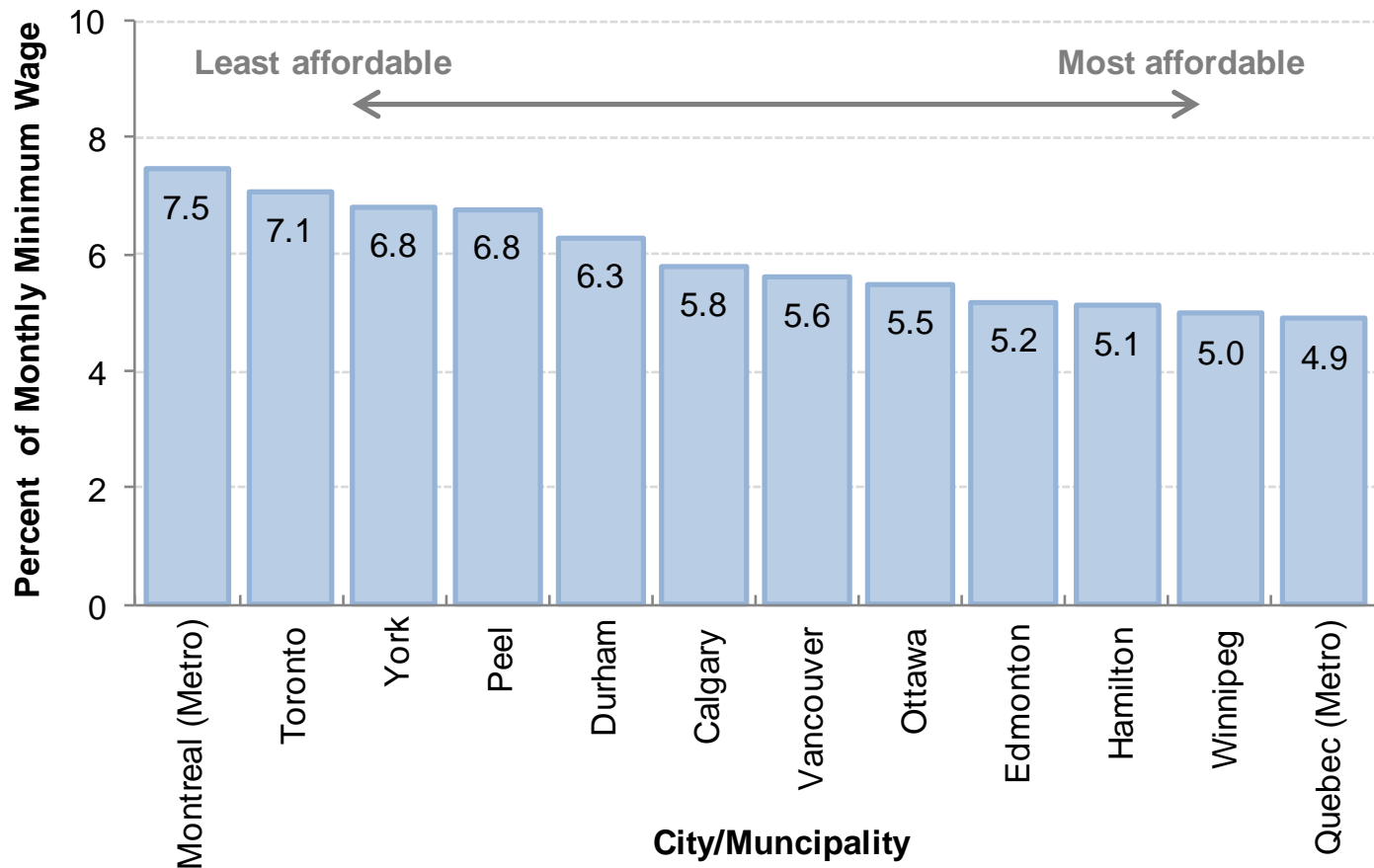
Percent of Labour Force Using Public Transit to Commute to Work by Employment Income, Aged 15+, Toronto, 2006



Source: Statistics Canada, 2006 Census of Canada (CANSIM Table: 97-561-XCB2006015.IVT)











Transit Affordability for Low Income Workers

Cost of Monthly Transit Pass as Percent of Monthly Minimum Wage Income: Select Canadian Cities/ Municipalities, 2009



Metro Pass Affordability – Income Left Over After Paying for Rent, Food and a Metro Pass (2012)



							
Family Type	Total Income		Cost of Rent & Food		Cost of Metro Pass	=	Remaining
 Median Income	\$6360	—	\$2151	—	\$129	=	\$4080
 Minimum Wage	\$2639	—	\$2151	—	\$129	=	\$359
 Ontario works	\$2032	—	\$2151	—	\$129	=	-\$248
 Ontario works	\$1855	—	\$1741	—	\$129	=	-\$14
 Ontario Disability Support Program	\$1115	—	\$1265	—	\$129	=	-\$278
 Ontario works	\$642	—	\$1064	—	\$129	=	-\$550

Source: Adapted from the May 2012 Nutritious Food Basket Scenarios, Toronto Employment & Social Services. Note: Numbers are rounded. For more information <http://www.toronto.ca/legdocs/mmis/2012/hl/bgrd/backgroundfile-49920.pdf>



Transit enables people to access employment, education, health and social services, food, and recreation, which contribute to health.

It is particularly important for people on a low income who are often dependent on transit.

Next Stop Health: Transit Access and Health Inequities in Toronto

March 2013



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Toronto Public Health reports
on transit affordability
available at:

<http://www.toronto.ca/health>

CivicAction

Linda Weichel, Vice President, Initiatives

Panel Discussion:

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