Indicators for Sustainable Mobility

Joe Chestnut & Jacob Mason
Agenda

- Introduction to the project
- Key Findings
- Next Steps
- Q&A
Indicators for Sustainable Mobility

We measured 12 indicators across 28 cities in North America. They can be separated into three categories:

- Proximity To Transit
- Accessibility
- City Characteristics
Key Results
Job Accessibility

![Graph showing relationship between sustainable transport mode share and number of jobs accessible. The trendline indicates an R² value of 0.809.](image-url)
People Near Frequent Transit

[Graph showing the relationship between Sustainable Transport Mode Share and Percent Near Frequent Transit, with a trendline and an R² value of 0.798.]

- Sustainable Transport Mode Share
- Trendline $R^2 = 0.798$
- Houston
Corridors of Frequent Transit

Minneapolis People Near Frequent Transit

<table>
<thead>
<tr>
<th>People Per Square Kilometer</th>
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</thead>
<tbody>
<tr>
<td>0.000</td>
</tr>
<tr>
<td>1 - 1,000</td>
</tr>
<tr>
<td>1,001 - 2,000</td>
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<tr>
<td>2,001 - 4,000</td>
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<tr>
<td>4,001 - 8,000</td>
</tr>
<tr>
<td>8,001 - 45,370</td>
</tr>
</tbody>
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Islands of Frequent Transit

Dallas People Near Frequent Transit

City Limit
Accessibility to Frequent Transit
Water Features
People Per Square Kilometer
0
1 - 1000
1001 - 2000
2001 - 4000
4001 - 8000
8001 - 16246

Miles
Biking and People Near Frequent Transit

- Percent Additional for Bicycling
- Percent near Frequent Transit (Walk Only)
Mismatch between Jobs and People Near Frequent Transit
The number of jobs correlates more strongly than the share of jobs.
30 Minutes correlates more strongly with mode share

30 vs 60 Minutes for Access to Jobs

Chart 20. Jobs Accessible in 30 Minutes and Sustainable Transport Mode Share

Chart 16. Jobs Accessible in 60 Minutes and Sustainable Transport Mode Share

Stronger Correlation

More Weak Correlation
Low Income Households and Access to Low-Skill Jobs

Low Income Households have better access to frequent transit
But, access to low-skill jobs is worse than access to all jobs.
Access to People

Functional Proxy for Access to Jobs

![Graph showing the relationship between people and jobs accessed](image)

- **Census Tracts**
- **Trendline $R^2 = 0.833$
Online Interactive Tool

Indicators for Sustainable Mobility

www.naindicators.itdp.org
Implications & Limitations

• Sample is small - more data needed
• Correlations show association not causation
• Mode Share data is not comprehensive
• Analysis is only as good as the data
• People Near Frequent Transit and Access to Jobs correlated most strongly with mode share
• Cities that did best on proximity to transit had corridors of transit
• Gap between Jobs and People Near Frequent Transit
• Number of jobs accessible is more important than the share
• Access in 30 Minutes correlates better than 60 Minutes
• Mismatch between Low Income Households Near Frequent Transit and Low-Skill Job Access
• Access to People is a functional proxy for Access to Jobs
Next Steps
Thank you!

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naindicators.itdp.org

Joe.Chestnut@itdp.org
Jacob.Mason@itdp.org