Addressing Women's issues in Transportation: Data and Investments

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by

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To Frame Today's Discussion:

- **Data roles**
  - Data *for* investments
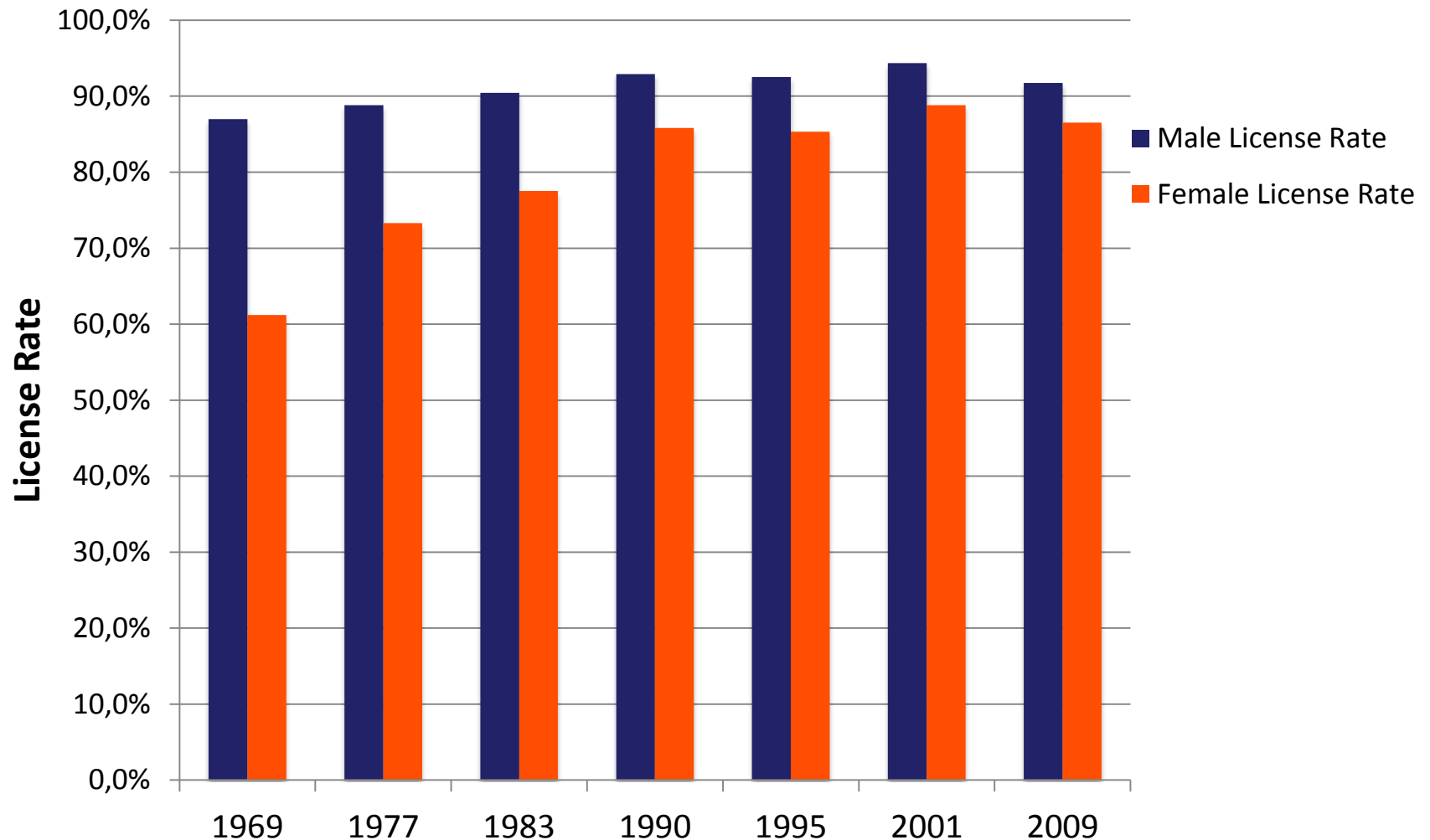 - Data *as* investments

- **On issues related to gender-related inequality to transportation services. For example, women**
  - Bear a disproportionate share of the household's transport burden
  - Have limited access to available means of transport, including individual transportation
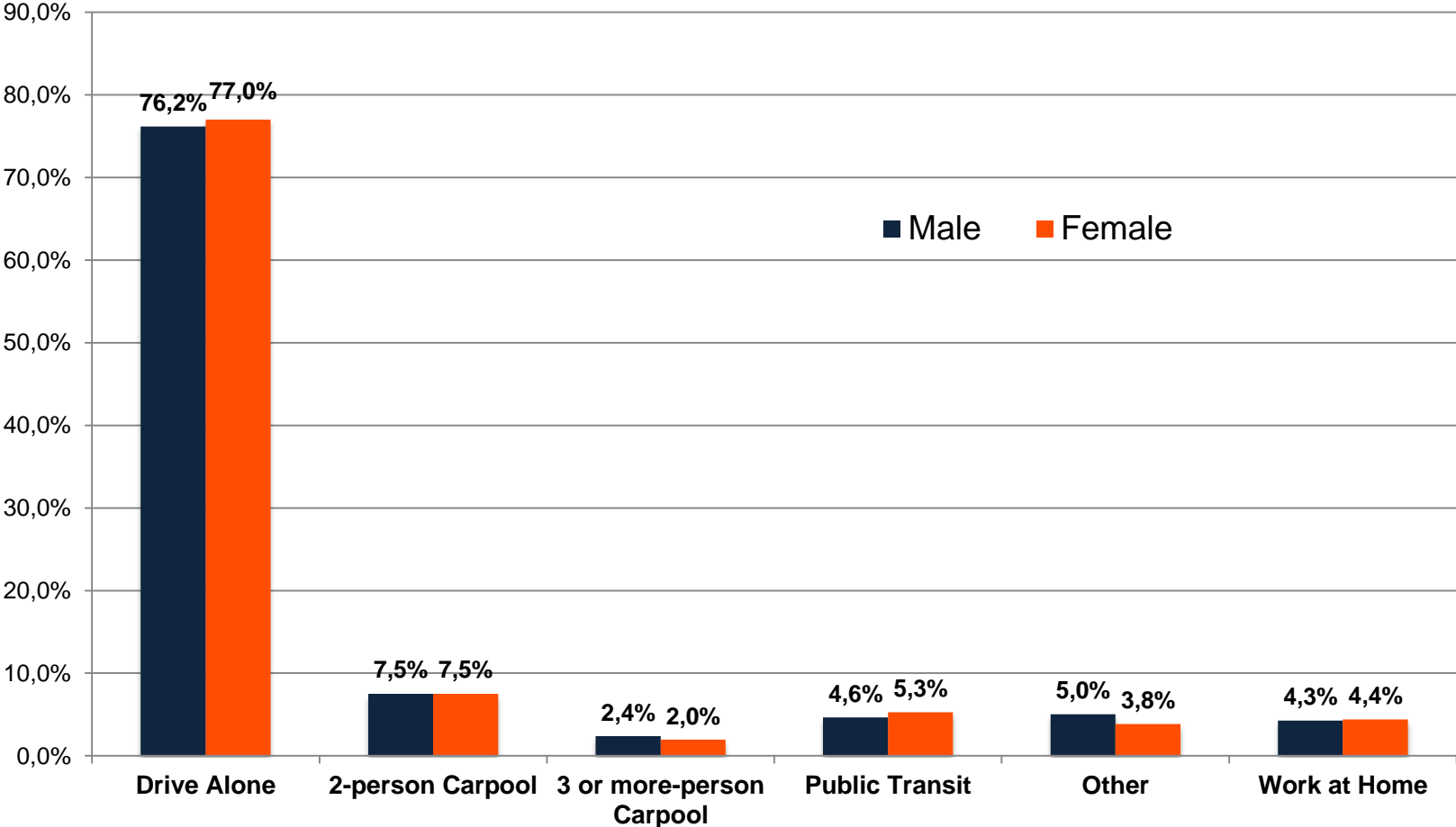 - Not all women's issues in transport are common across the society

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Data Serve Many Purposes

1. Monitor system performance to develop baseline and trends

2. Identify and diagnose issues, and discover causational factors

3. Develop strategies and policies

4. Assess trade-offs to inform and prioritize investment decisions

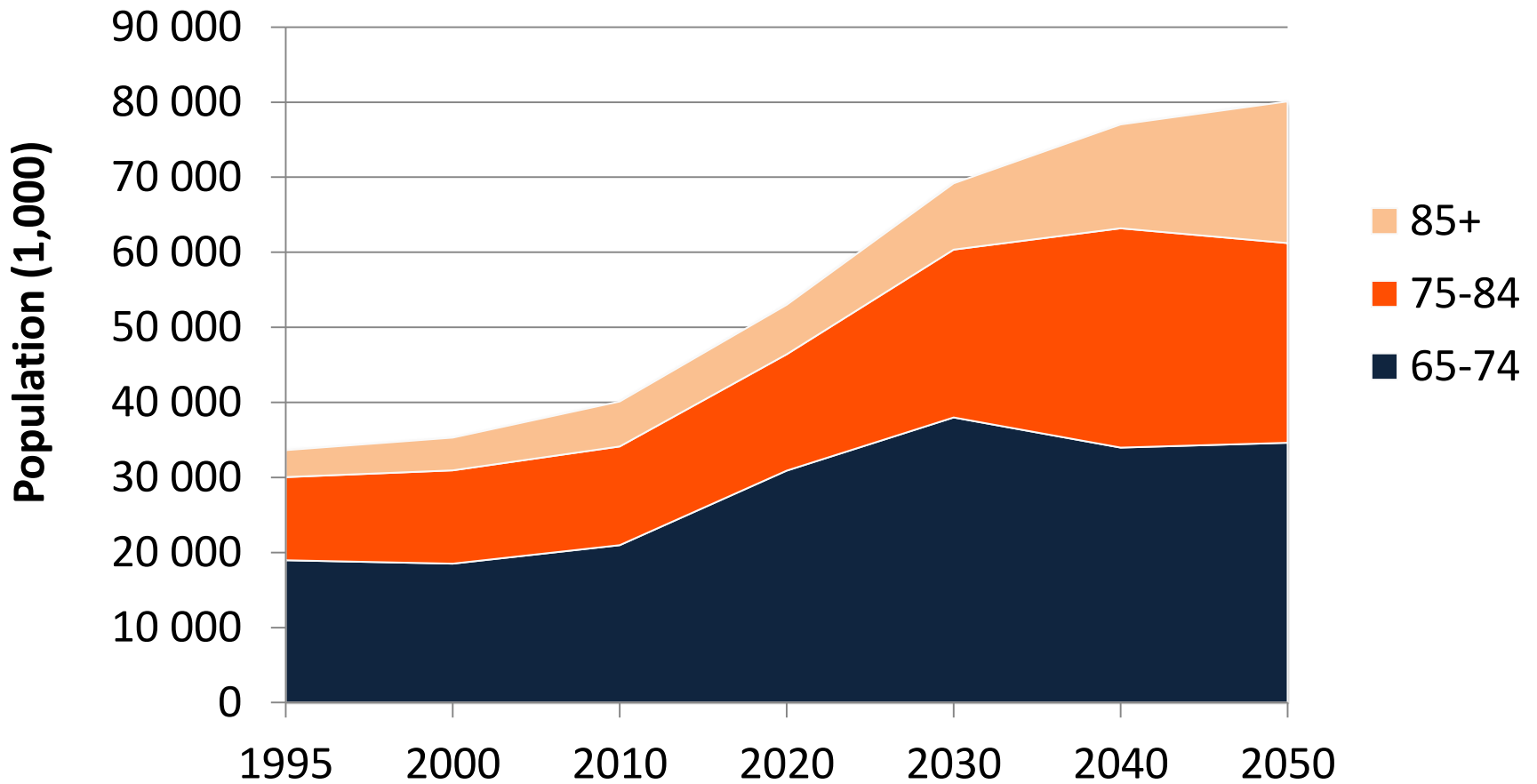5. Evaluate impacts and effectiveness

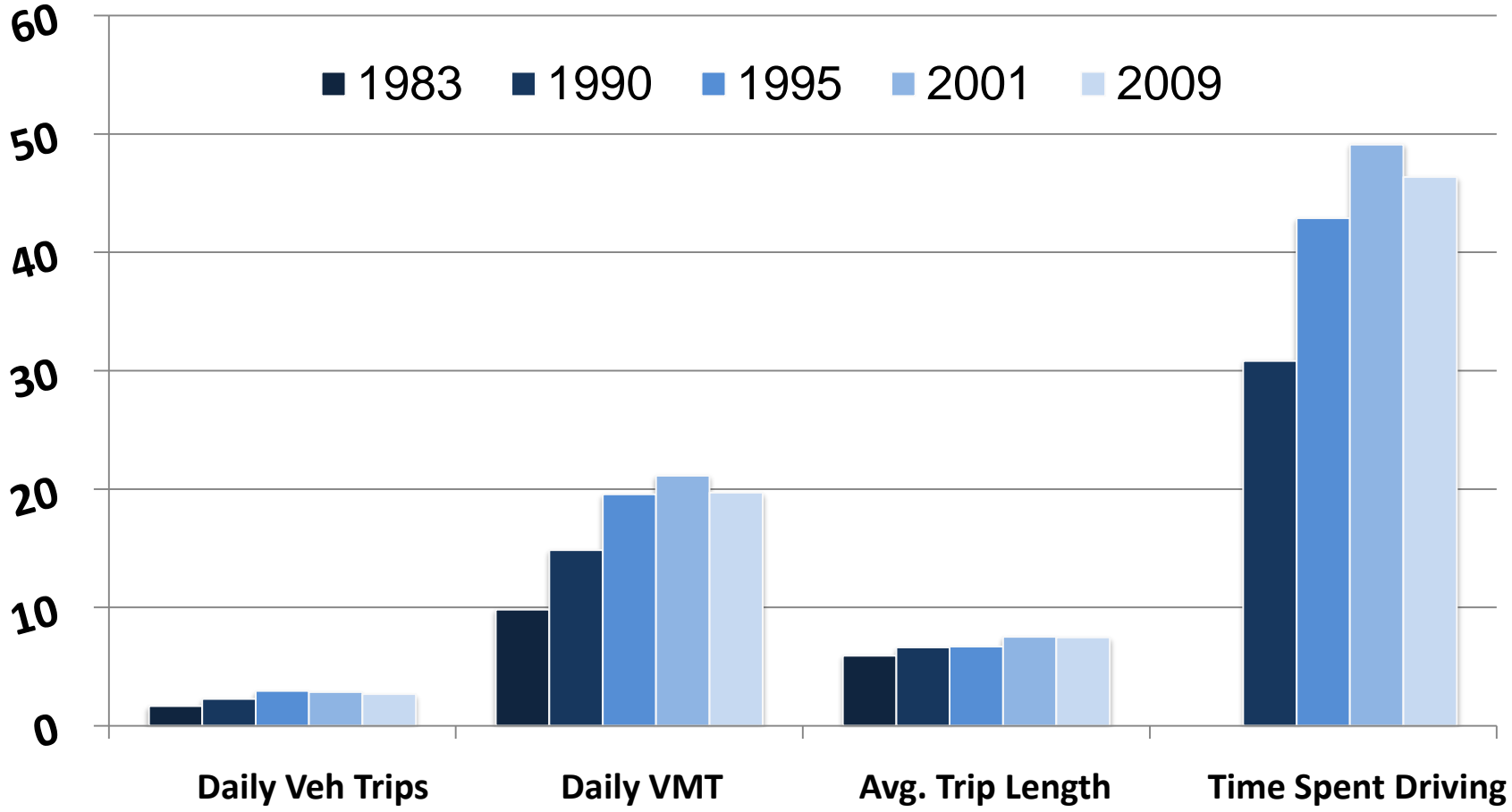# Women Are Less Likely to Have Driver's Licenses than Man. However, the Gap is Narrowing.

Female Workers Are More Likely to Take Public Transit Than Men

Bar chart comparing Male and Female workers by transportation mode:

Mode	Male	Female
Drive Alone	76.2%	77.0%
2-person Carpool	7.5%	7.5%
3 or more-person Carpool	2.4%	2.0%
Public Transit	4.6%	5.3%
Other	5.0%	3.8%
Work at Home	4.3%	4.4%

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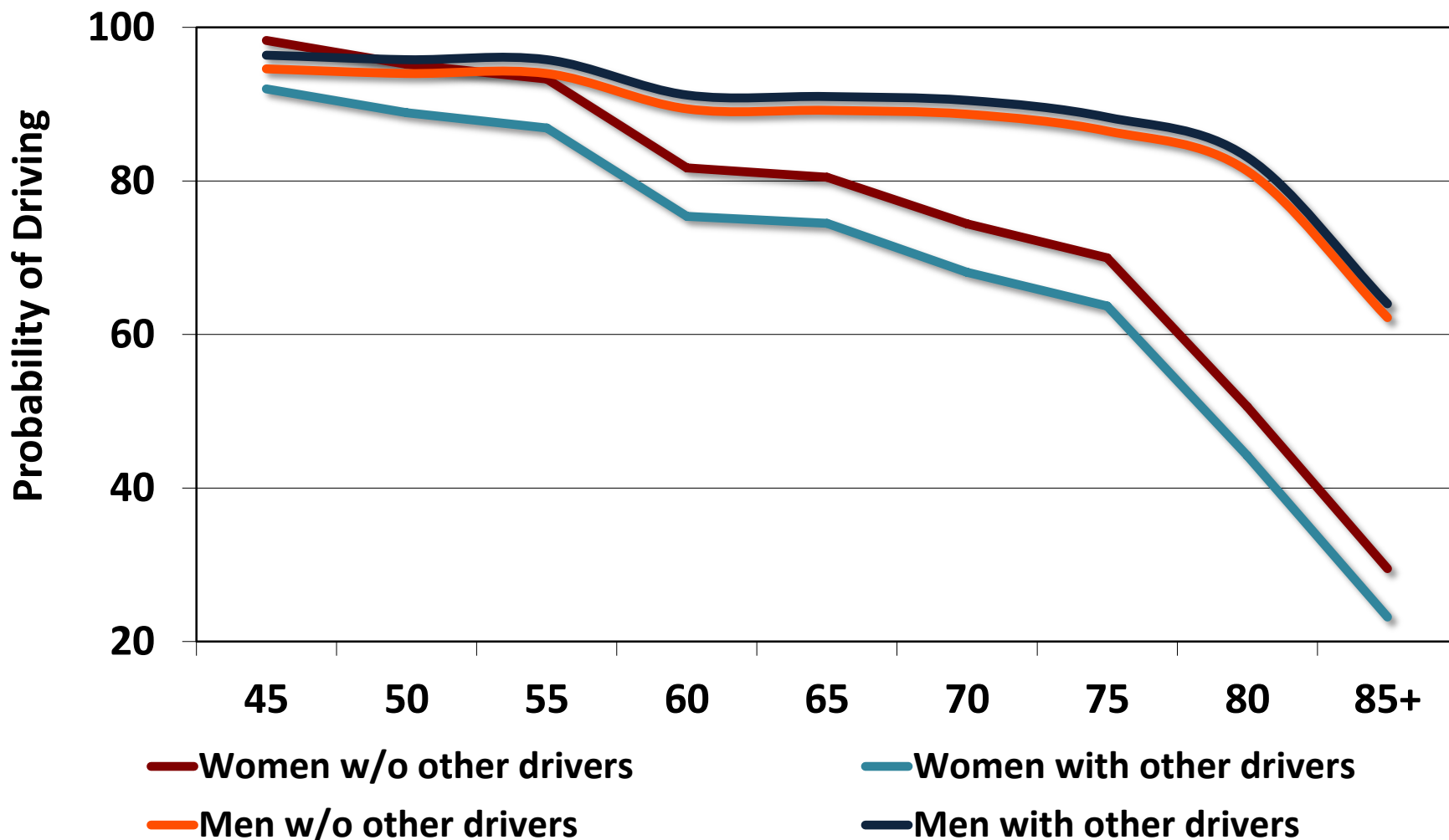**Bureau of Transportation Statistics**

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By Year 2050, The Number Of Individuals 65 Years And Older Will Double.
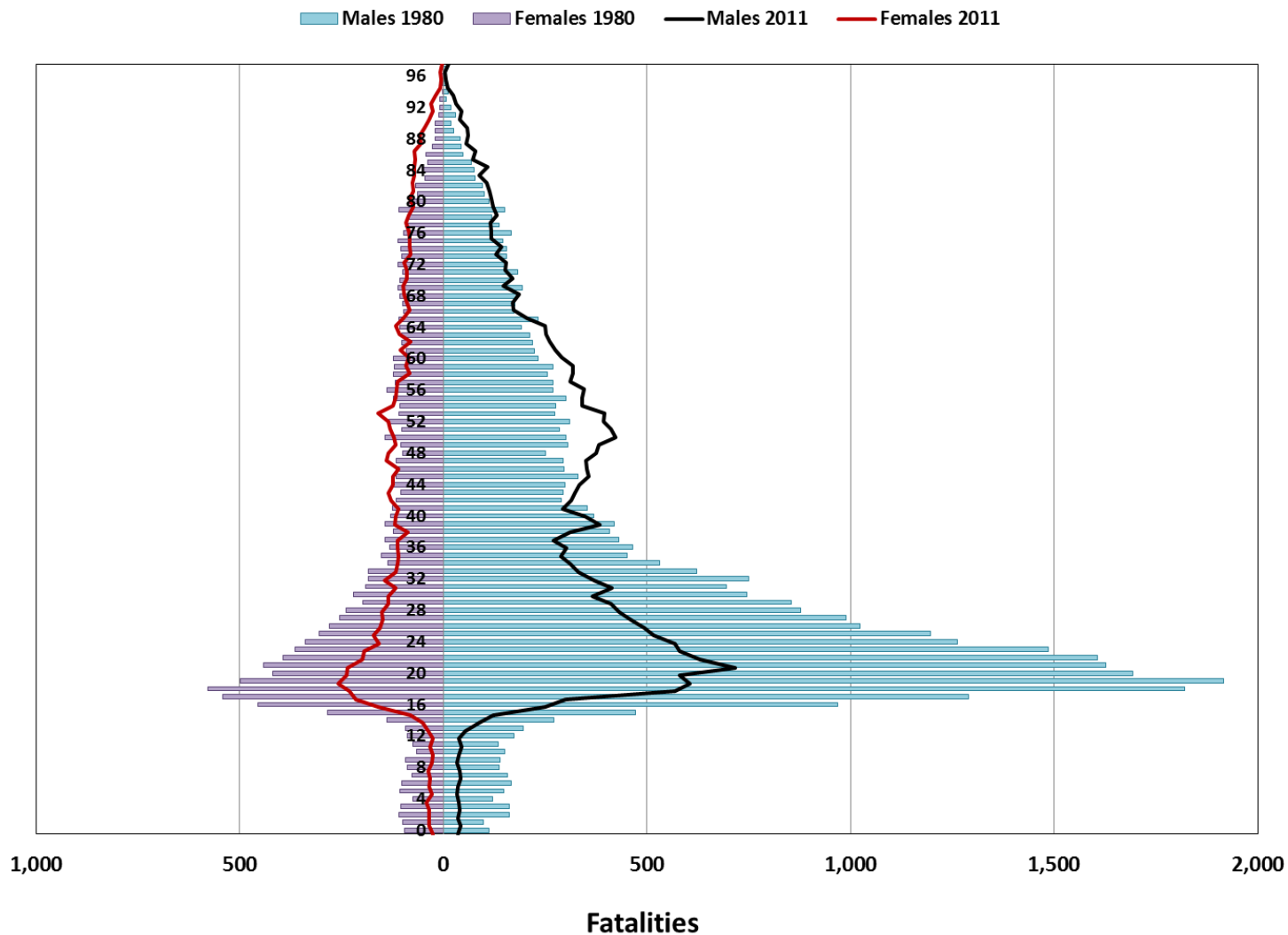
The Population 65 And Older Tended To Be More Mobile Than Its Cohorts Two Decades Ago.

Availability Of Other Drivers In The Household Has A Greater Impact On Older Women's Likelihood Of Continuing

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Between 1980 and 2011, significant progress was made in highway safety

Two of the Major Data Programs in US

- **National Household Travel Survey**

  - Conducted almost every 5 years

  - Collects data on

    - Household and household members

    - Household vehicles

    - Every trip taken by every household member on the sample day

      - When, Why, How, and with Whom

- **Fatality Analysis Reporting System**

  - A nationwide census on annual data regarding fatal injuries occurred in motor vehicle traffic crashes

  - Collects data on drivers, passengers, vehicles..

Given Competing Priorities, It Is Difficult to Make Transport Investment Decisions

■**Invest and spend on transport system to:**

- □ Improve traveler's safety and security

- □ Develop more affordable transport options

- □ Design and retrofit transport facilities and services to be more women and children friendly

- □ Improve transit services at off-peak hours

- □ Provide more direct and convenient connections

- □ …

Data Program Should Begin with the End in Mind

■**What issues do we want the data to address?**

- ▪ **Issue 1: To improve personal safety and security**

- ▪ **Issue 2: To increase accessibility to affordable transportation**

- ▪ **Issue 3: To provide transportation options to special populations (women, low income, aging, disable)**

■**In what analysis framework will data be used?**

- ▪ **Micro vs. macro-level analysis**

- ▪ **Time series analysis vs. cross sectional analysis**

- ▪ **How long is the investment horizon?**

- ▪ **Long-term investment should take into account the uncertainty in future demand**

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Data Needs to Inform Investment Decisions

- **Understanding travel behavior and decisions to travel across the population, such as**
  - Accessibility to transportation services
  - Travel costs and convenience
  - Safety and security concerns
  - In the context of socio-economic, demographic, and occupation factors; and urban area characteristics
- **Estimating impacts and trades-off among competing investments**
- **Measuring use and performance**
  - The effectiveness of the investments
  - Undesirable consequences
    - Accidents

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Concluding Remarks

- **Good Analysis Needs to Inform Investment Decisions**

- **Our analysis is only as good as our data**

- **Communicate the message that data and analysis programs are part of the budget pie, and are deserving of an appropriate piece**

- **Because they are needed to support sound policy and decision making**