National Accessibility Evaluation TAP Meeting

May 29, 2019

Agenda

1. Welcome from MnDOT

2. Introductions

3. Project Update

4. Bike Data & Report Discussion

5. Census LEHD Data Availability

6. Partner Check-In Highlights

7. Member Updates

8. Other Business

Welcome from MnDOT

Deanna Belden

Introductions

Claire Johnson

Project Updates

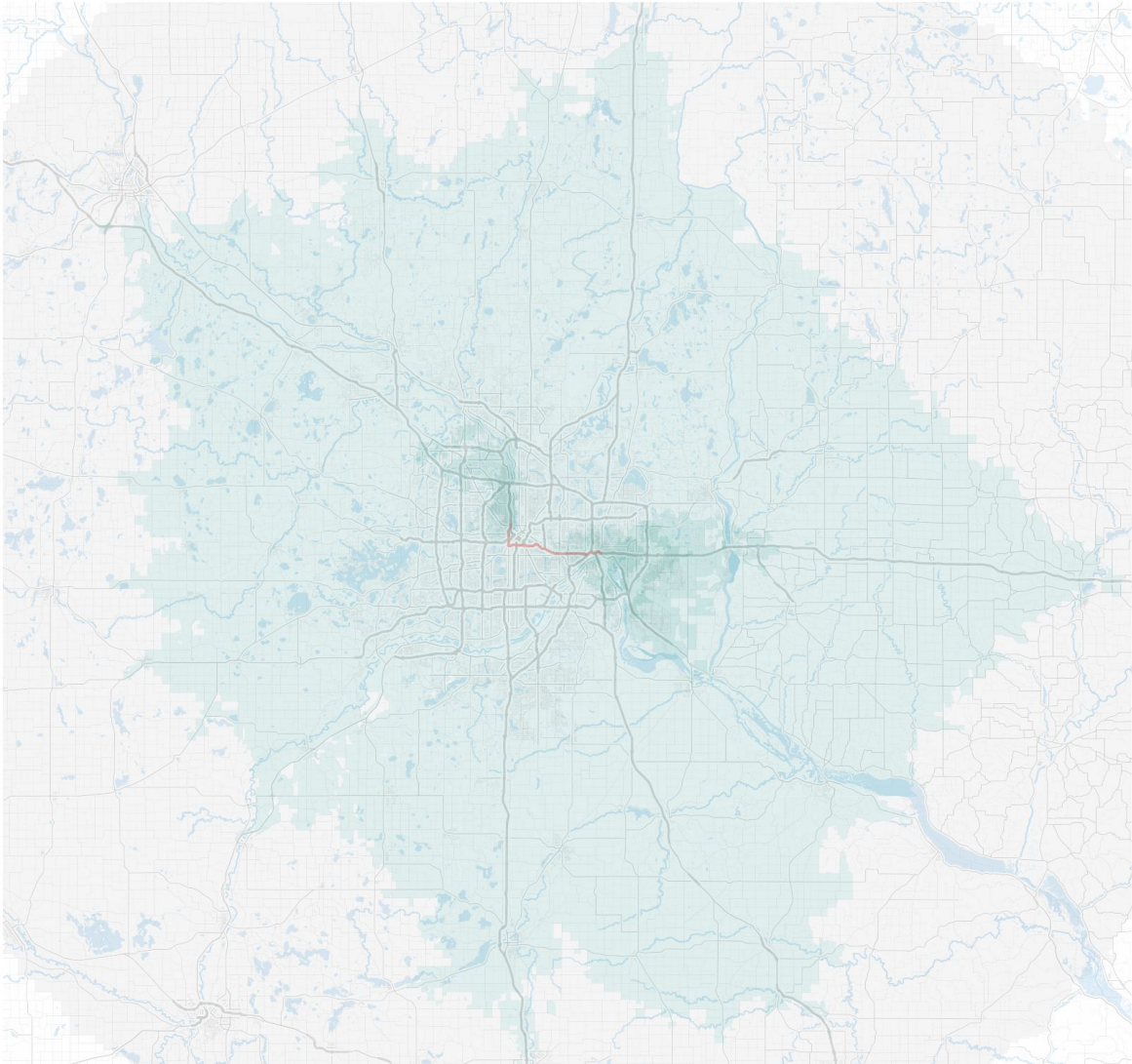Andrew Owen

Project Updates

Data and Reports

- Bike 2017
  - Data delivered
  - Reports available over next two weeks
  - Discuss timing of national report release

- Transit 2018, Auto 2018
  - Network data ready
  - Data was scheduled for June, assuming LEHD data available
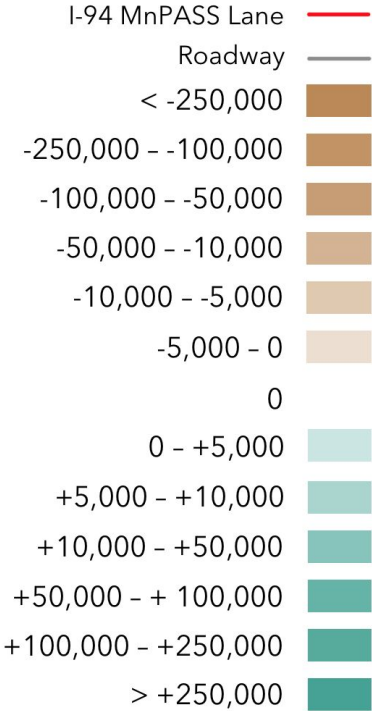 - Discuss handling of LEHD data delays

Project Updates

Scenario Evaluations

- I-94 Managed Lanes (MnDOT)
    - Impacts of managed lanes on auto & transit access to jobs
    - Presenting at Midwestern District ITE meeting, June 19–20
- Arterial BRT plans (Metropolitan Council)
    - In progress, received transit schedule scenarios from Metro Transit
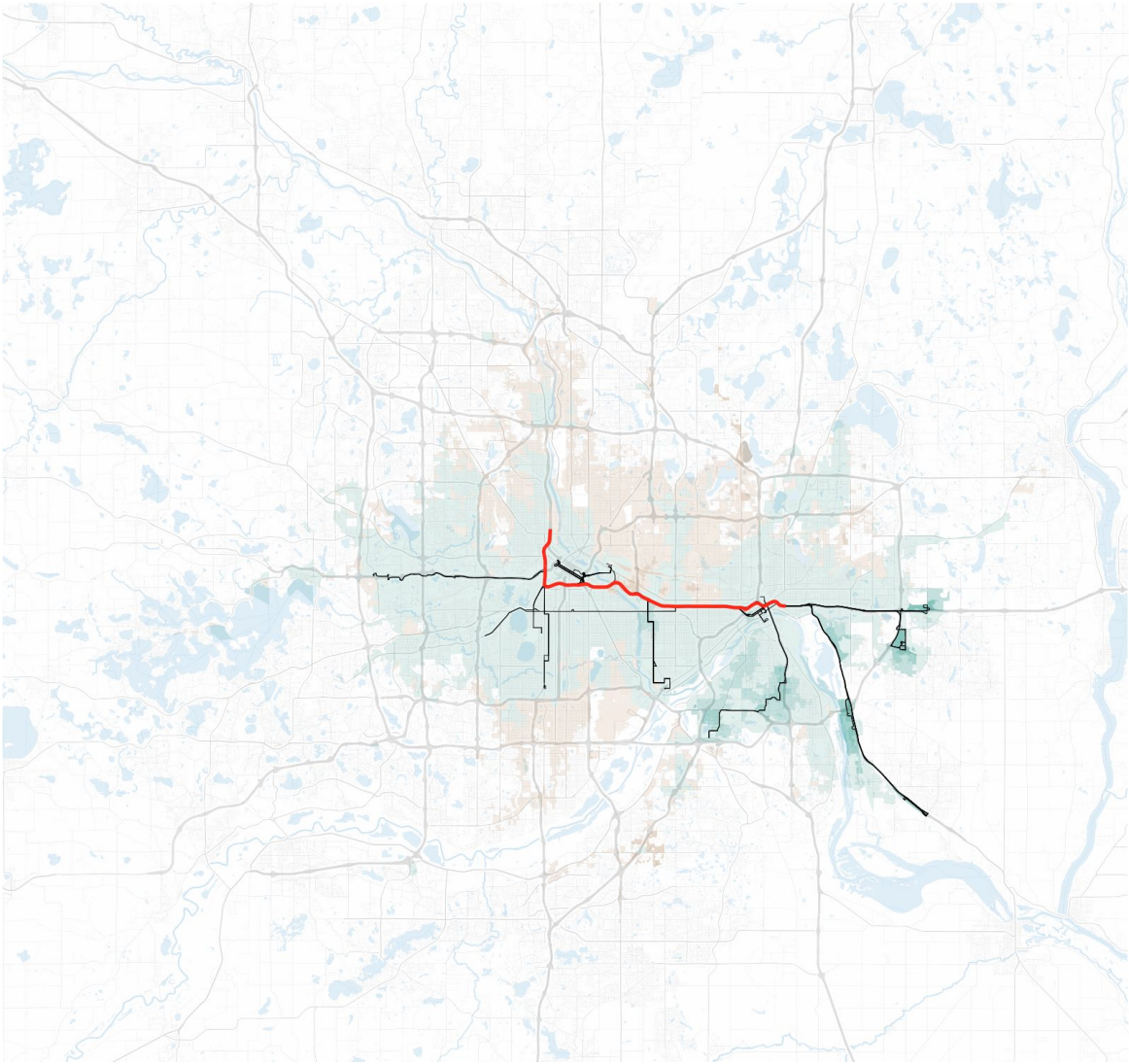
Scenario Evaluation: I-94 Managed Lanes (MnDOT)

Change in jobs by auto
(time-weighted)

I-94 MnPASS Lane ——
Roadway ——
< -250,000
-250,000 – -100,000
-100,000 – -50,000
-50,000 – -10,000
-10,000 – -5,000
-5,000 – 0
0
0 – +5,000
+5,000 – +10,000
+10,000 – +50,000
+50,000 – + 100,000
+100,000 – +250,000
> +250,000

Scenario Evaluation: I-94 Managed Lanes (MnDOT)


Change in jobs by transit

(time-weighted)

— I-94 MnPASS Lane
— I-94 Transit Routes
■ Rivers/Lakes
■ < -100%
■ -100% – -50%
■ -50% – -25%
■ -25% – -10%
■ -10% – -5%
■ -5% – -0
　 0
■ 0 – +5%
■ +5% – +10%
■ +10% – +25%
■ +25% – +50%
■ +50% – +100%
■ > +100%

Project Updates

Scenario Evaluations

- I-94 Managed Lanes (MnDOT)
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- Arterial BRT plans (Metropolitan Council)
  - In progress, received transit schedule scenarios from Metro Transit

Scenario Evaluation: C Line ABRT (Metropolitan Council)

Change in jobs by transit (time-weighted)

Existing Transit Network + C Line
- —— C Line Alignment
- • C Line Stations
- —— Existing Transit Network

- < -100%
- -100% – -50%
- -50% – -25%
- -25% – -10%
- -10% – -5%
- -5% – 0%
- 0%
- 0% – 5%
- 5% – 10%
- 10% – 25%
- 25% – 50%
- 50% – 100%
- > 100.0%
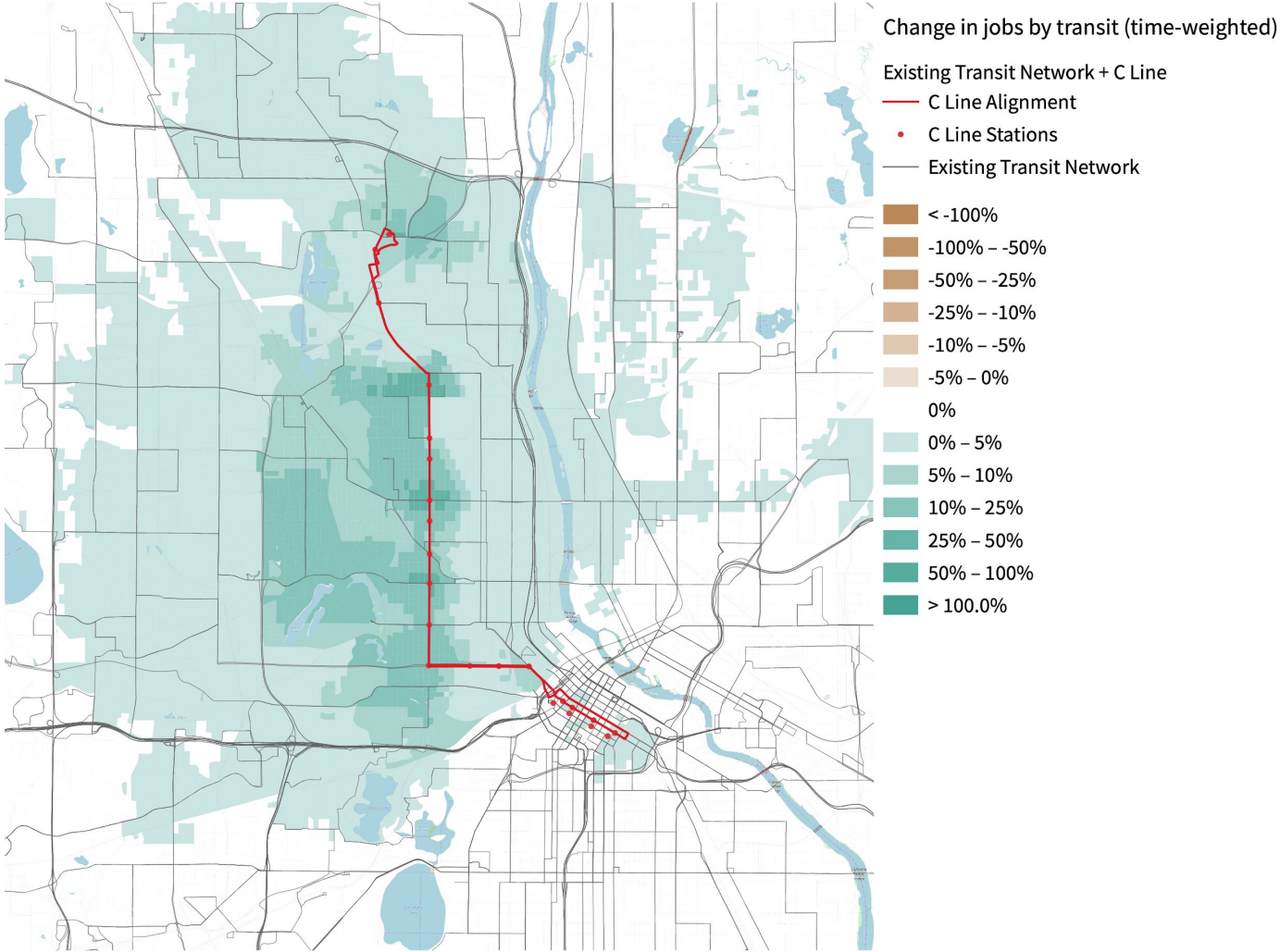
Percent change in accessibility between 7:00 to 9:00 am weekday using existing network + C Line

Bike Data & Report Discussion

Brendan Murphy

Bike Data & Reports - Status Updates

- Bike accessibility data — completed, distributed to partners

- Bike LTS network data — completed, distributed to partners

- National Bike report — being finalized currently, draft to partners mid next week (ca. 6/5)

- State partner bike reports — in progress, delivered to partners by end of next week (6/7)

- National Bike methodology report — draft delivered to partners by 6/14

- Note: walking excluded from Bike reports, but data are completed and will be distributed early next week

Bike Data — Metrics

1. Low-Stress Accessibility (LTS 2)

2. Medium-Stress Accessibility (LTS 3)
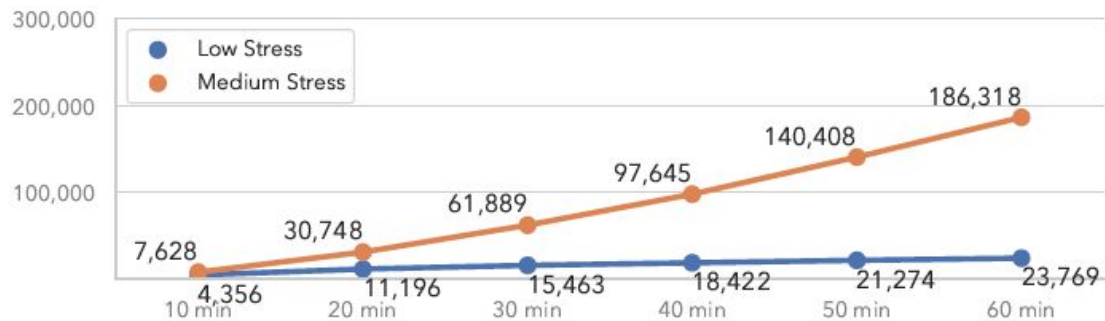
3. Accessibility Ratio, Low-Stress to "Open Streets"

Washington

Washington-Arlington-Alexandria, DC-VA-MD-WV

Rank by Weighted Low-Stress Bike Accessibility	6
Rank by Weighted Medium-Stress Bike Accessibility	5
Rank by Total Employment	7
Total Jobs	2,939,000
Average Job Density (per km^2)	203
Total Workers	2,776,148
Average Worker Density (per km^2)	191

Job and worker totals are based on LEHD estimates and may not match other sources.

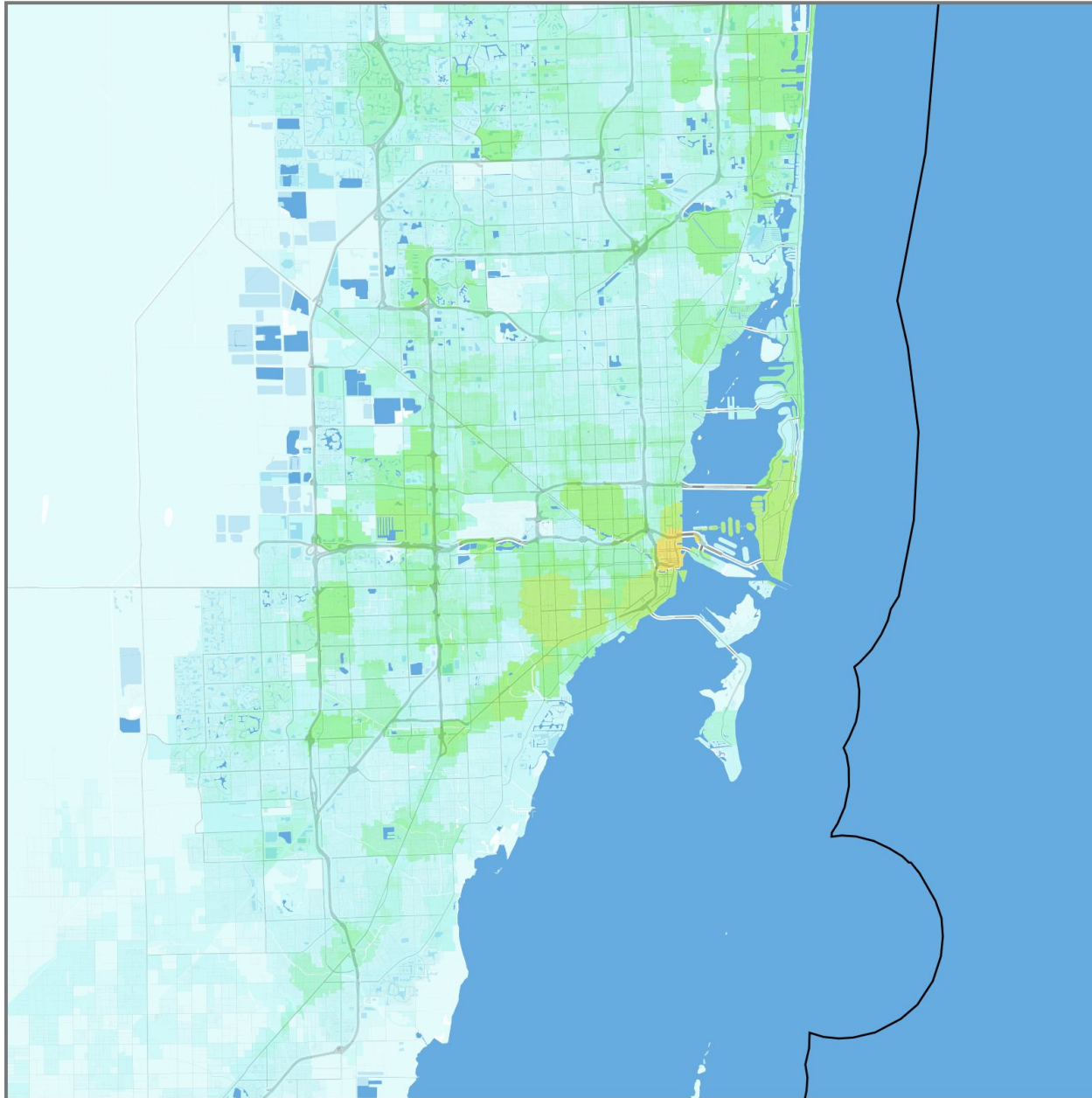## Biking Job Accessibility by Travel Time Threshold

Weighted Biking Job Accessibility Ratio, Bike Networks to Open Streets (LTS 4)
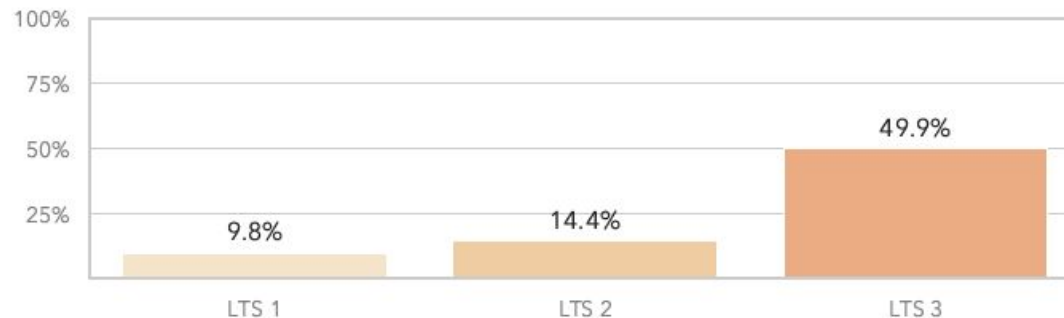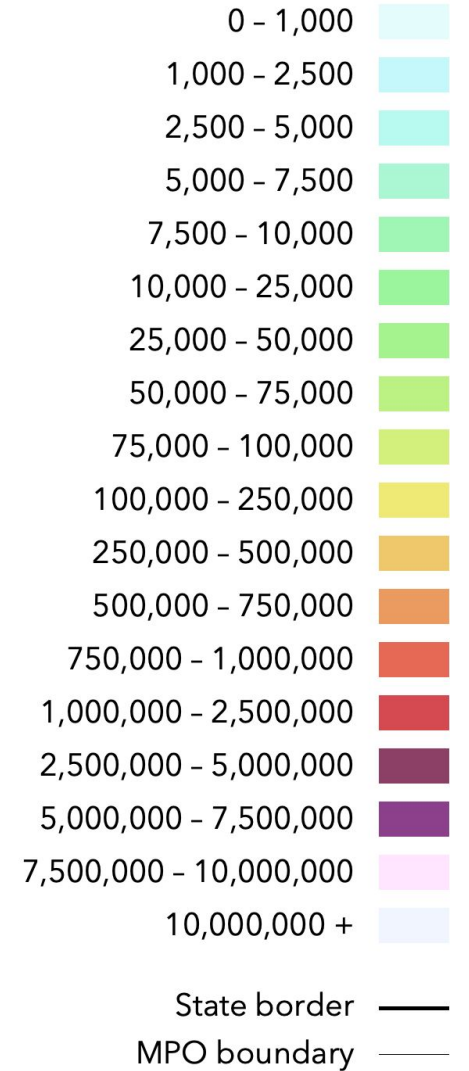
Miami

Miami-Fort Lauderdale-Pompano Beach, FL

Jobs within 30 minutes
(Biking, low stress, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +

State border ———
MPO boundary ———
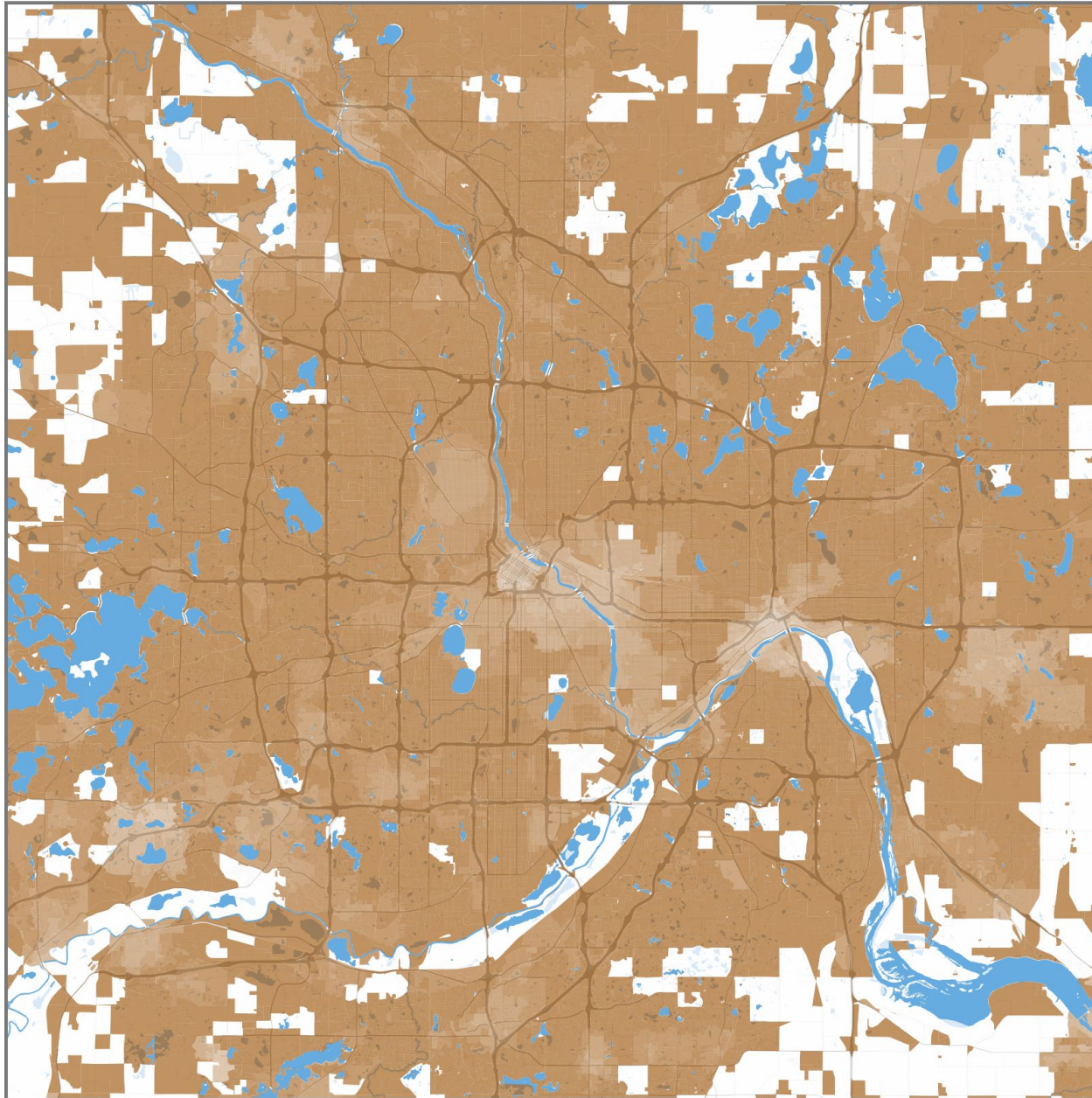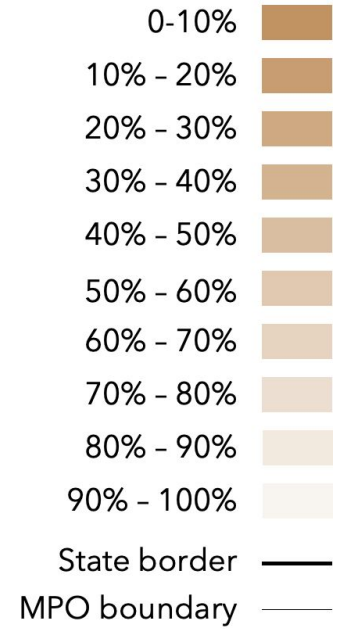
Minneapolis
Minneapolis-St. Paul-Bloomington, MN-WI

Ratio of Weighted Jobs
(Biking, Low-Stress to Open Streets)

- 0-10%
- 10% – 20%
- 20% – 30%
- 30% – 40%
- 40% – 50%
- 50% – 60%
- 60% – 70%
- 70% – 80%
- 80% – 90%
- 90% – 100%

State border
MPO boundary

Bike Metrics — Top 10 Rankings

Low-Stress

1. New York
2. San Francisco
3. Chicago
4. Denver
5. Philadelphia
6. Washington
7. Los Angeles
8. Portland
9. Seattle
10. San Jose

Medium-Stress

1. New York
2. San Francisco
3. Chicago
4. Denver
5. Washington
6. Portland
7. Minneapolis–Saint Paul
8. Seattle
9. Boston
10. San Jose

Bike 2017 Report Publication

- Week of July 8?

Census LEHD Data Availability

Andrew Owen

Census LEHD Data Availability

- Census' Longitudinal Household-Employer Dynamics data program provides job and worker location datasets for our accessibility calculations

- 2018 accessibility data & reports would be based on 2016 LEHD data

- LEHD 2016 delayed due to data use negotiations with federal Office of Personnel Management

- LEHD will go ahead with calculations **without federal workers**, available "this summer"

Census LEHD Data Availability

Potential approaches:

A. Calculate accessibility now, using updated transportation data but last year's LEHD data
   - Year-over-year changes would reflect only transportation effects
   - Data available ~end of July
B. Wait for new LEHD data
   - Year-over-year changes reflect both transportation and employment effects
   - Interpretation complicated by removal of federal employees
   - Data available ~August–October, depending on availability of LEHD update
C. Wait for new LEHD data, then calculate accessibility using **both** LEHD data years
   - Opportunity to evaluate both sets of data before deciding what is most valuable to report
   - Might be able to use old data to adjust for federal worker difference in new data
   - Data available ~August–October, depending on availability of LEHD update

Partner Check-In Highlights

Andrew Owen

Partner Check-In Highlights

- 4 conversations so far, another next week

- Common themes:

  - Current data formats are a barrier to use

    - We're evaluating alternative formats that are more GIS-ready, testing with partners soon

  - Desire for assistance in helping other departments/divisions understand and use accessibility data

    - We're beginning to outline summary documents and training webinars targeted at DOT staff beyond panel members

  - Looking for guidance and examples of how accessibility can/should be integrated with planning processes

    - We can help with scenario evaluations, including data preparation

    - Continue sharing partner experiences

    - Monitoring NCHRP 08-121 "Accessibility in Practice"

Member Updates

Member Updates

- TDOT — congestion data used in public outreach planning, coverage in ArcUser magazine
    - https://www.esri.com/about/newsroom/arcuser/environmental-justice/

Other Business

Claire Johnson

Thank you!