

Transporting the Workforce: Challenges and Opportunities

Eno

Center for
Transportation



Robert Puentes, Eno Center for Transportation



@rpuentes

About the Eno Center for Transportation

Founded in 1921 by William Phelps Eno, inventor of the stop sign



Only U.S. think tank focused:
On all modes of transportation
To all levels of government
With public, private, non-profit sectors



**Demographic &
cultural changes**



**Globalization
complexities**



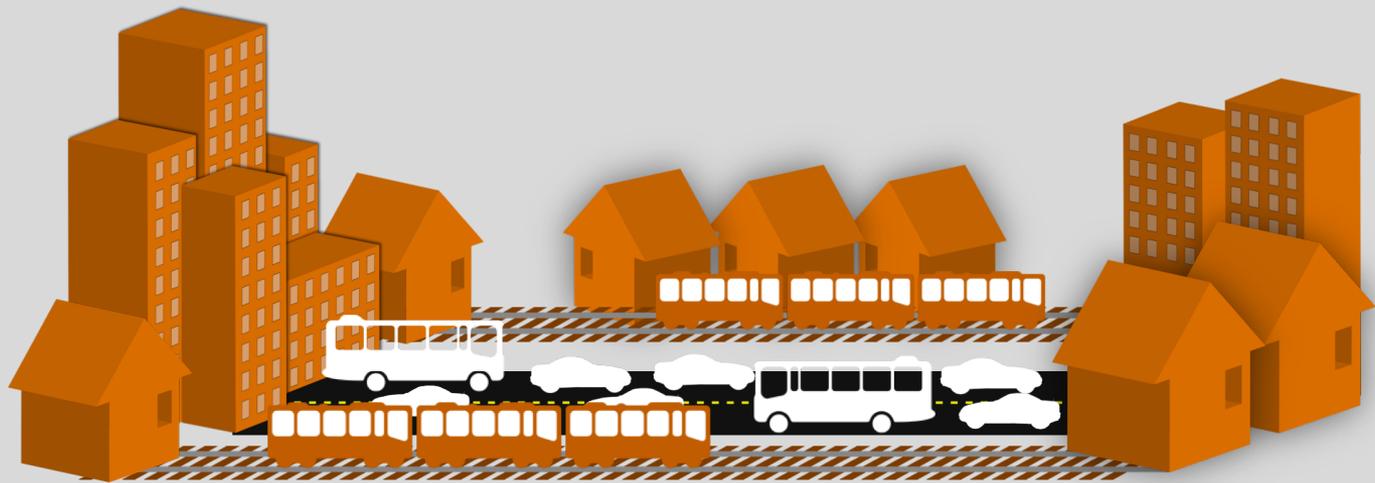
**Environment/
resiliency
concerns**



**Technological
disruptions**



**Political/
financial
hurdles**



Outline

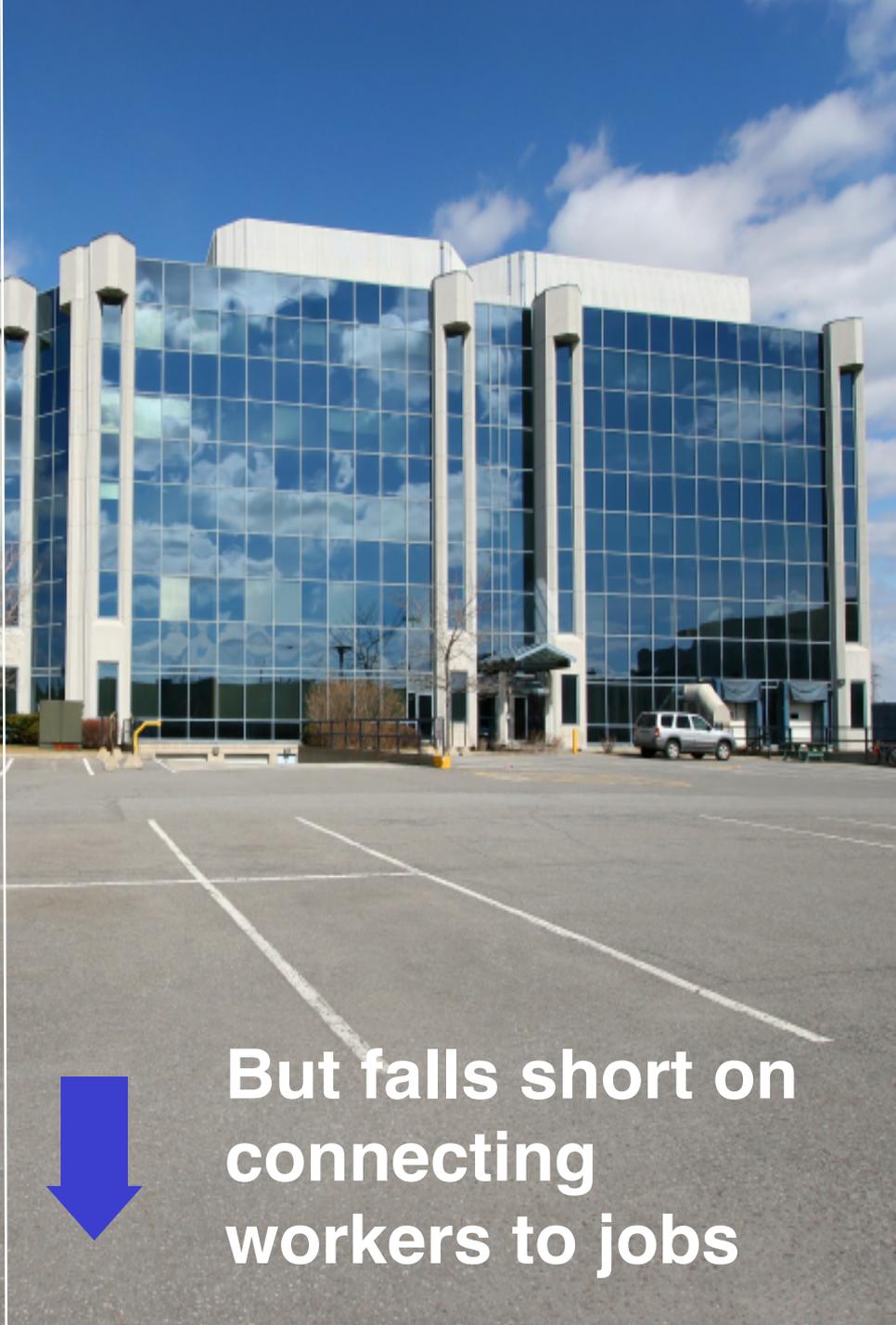
1. How well does transit provide inclusive access?

2. How did we get here?

3. How should policy and practice respond?



 Transit serves a large share of metropolitan America



 But falls short on connecting workers to jobs



70%

Metro residents with transit access



70%

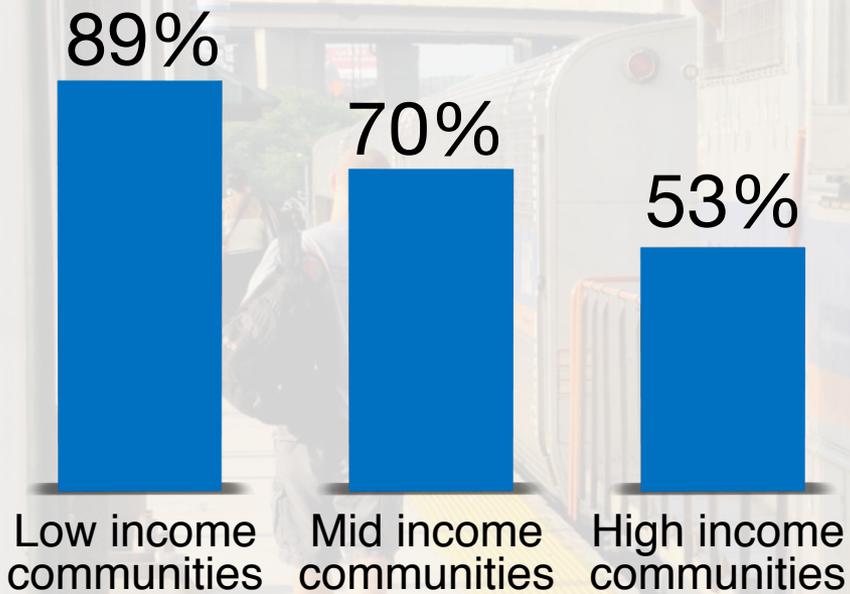
Metro jobs not accessible by transit

Camden
Yard

Track 1
To Wash.D.C.

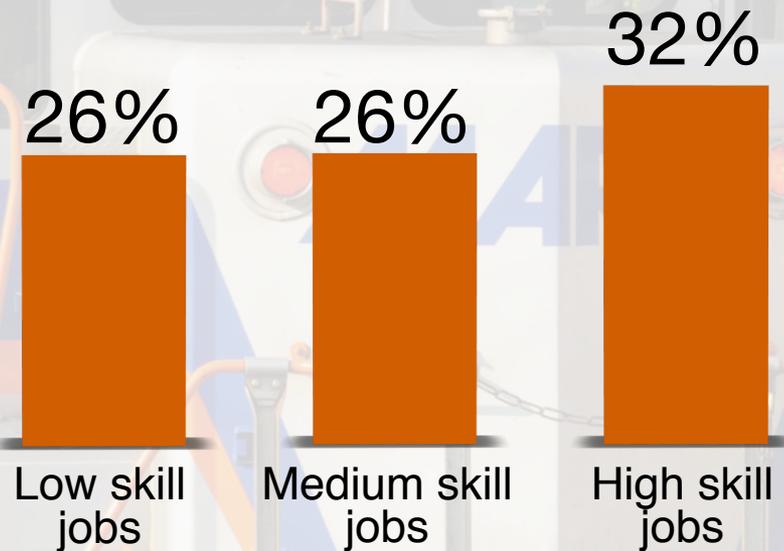
Transit Coverage

By Income

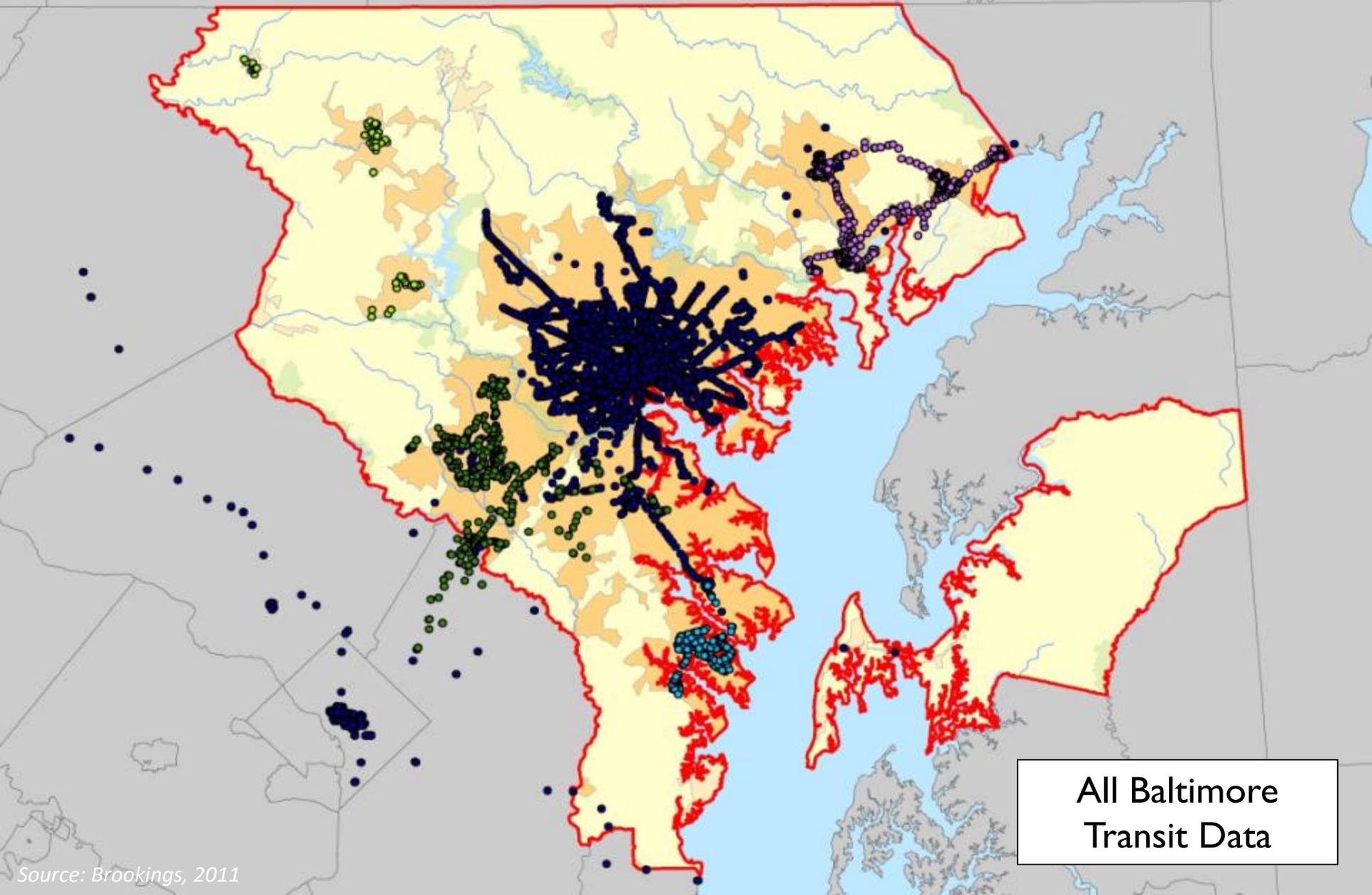


Job Access

By Skill Level

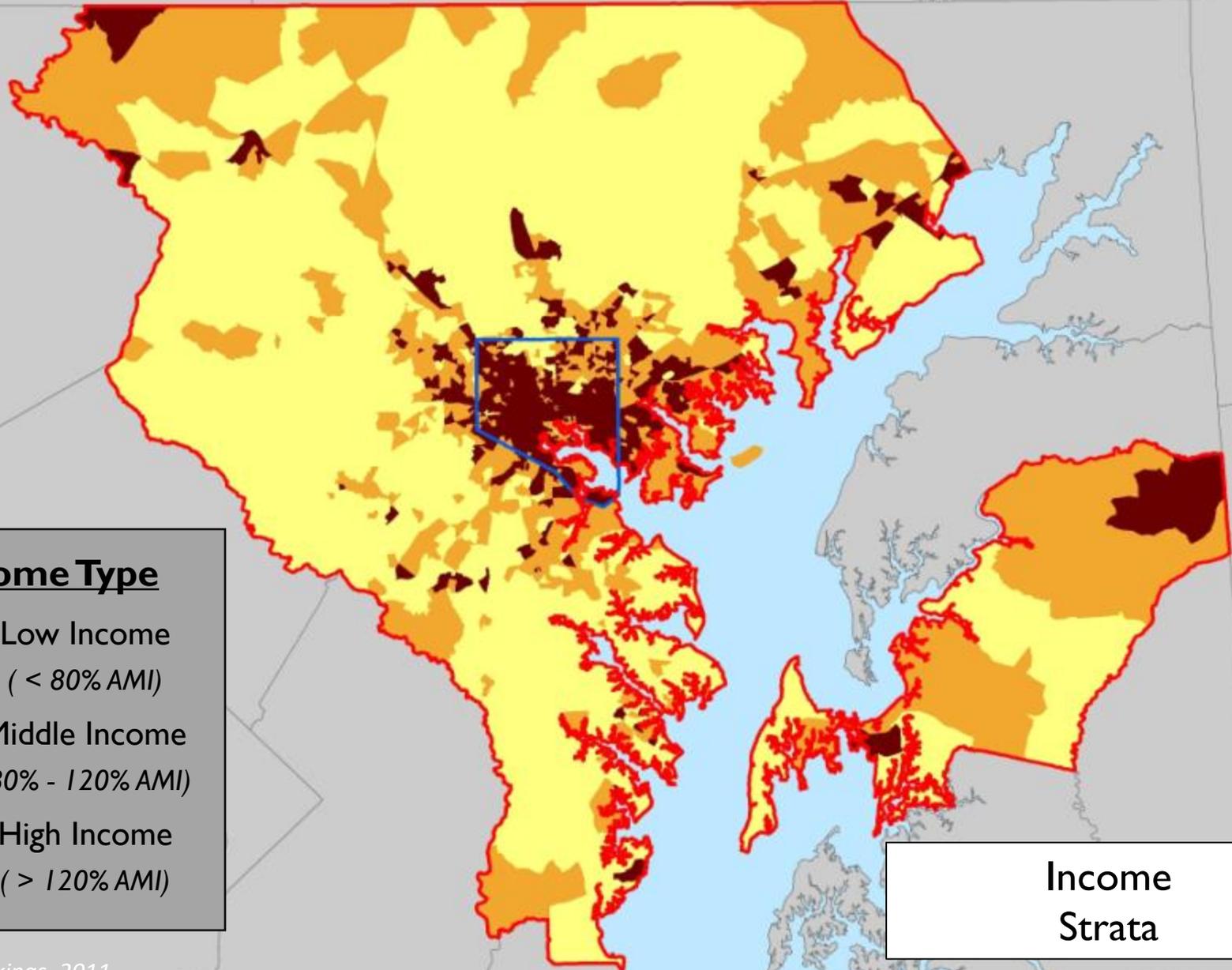


Baltimore-Towson, MD - Metropolitan Area



All Baltimore
Transit Data

Baltimore-Towson, MD - Metropolitan Area

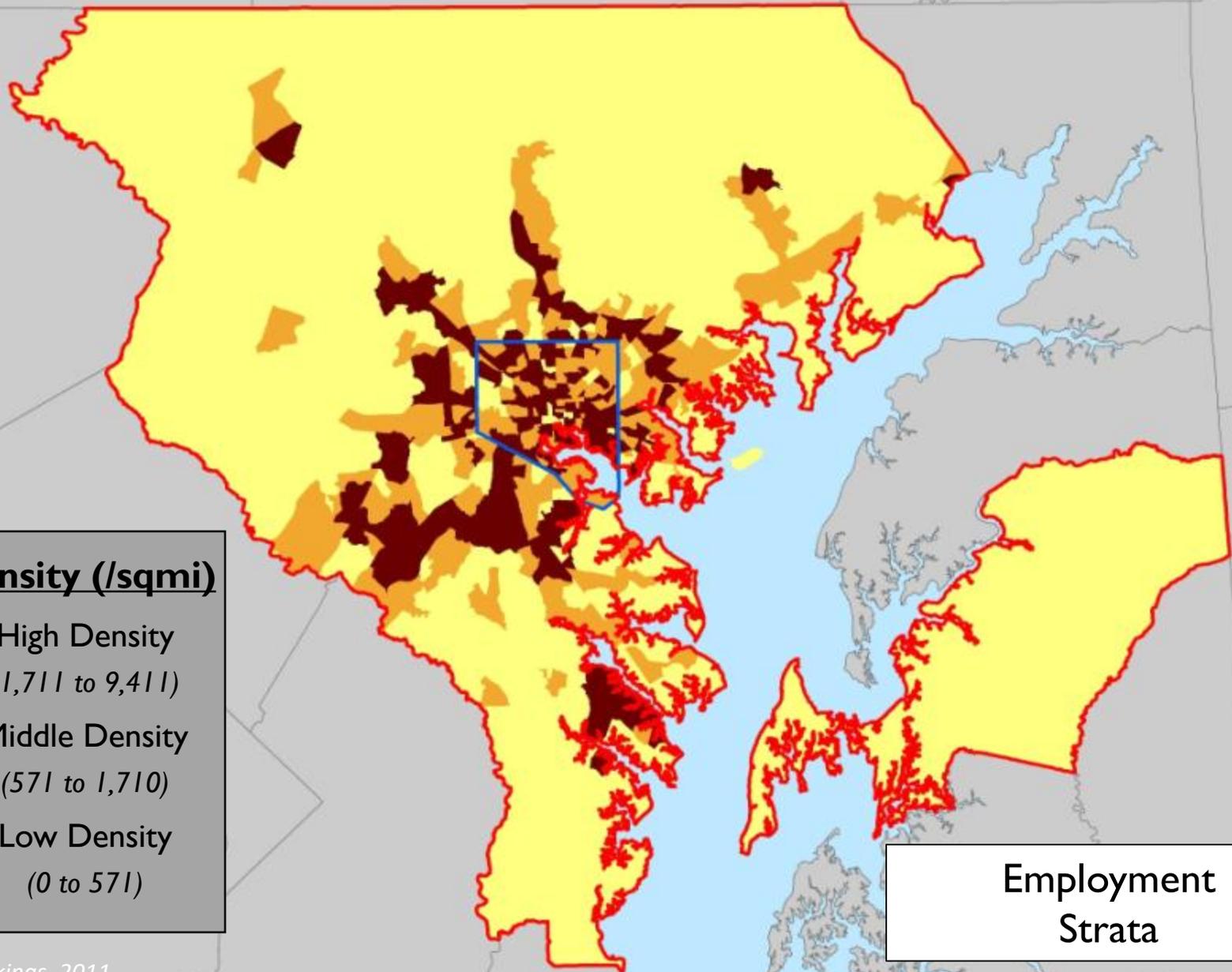


Income Type

- Low Income
(< 80% AMI)
- Middle Income
(80% - 120% AMI)
- High Income
(> 120% AMI)

Income
Strata

Baltimore-Towson, MD - Metropolitan Area



Job Density (/sqmi)

-  High Density
(1,711 to 9,411)
-  Middle Density
(571 to 1,710)
-  Low Density
(0 to 571)

Employment
Strata

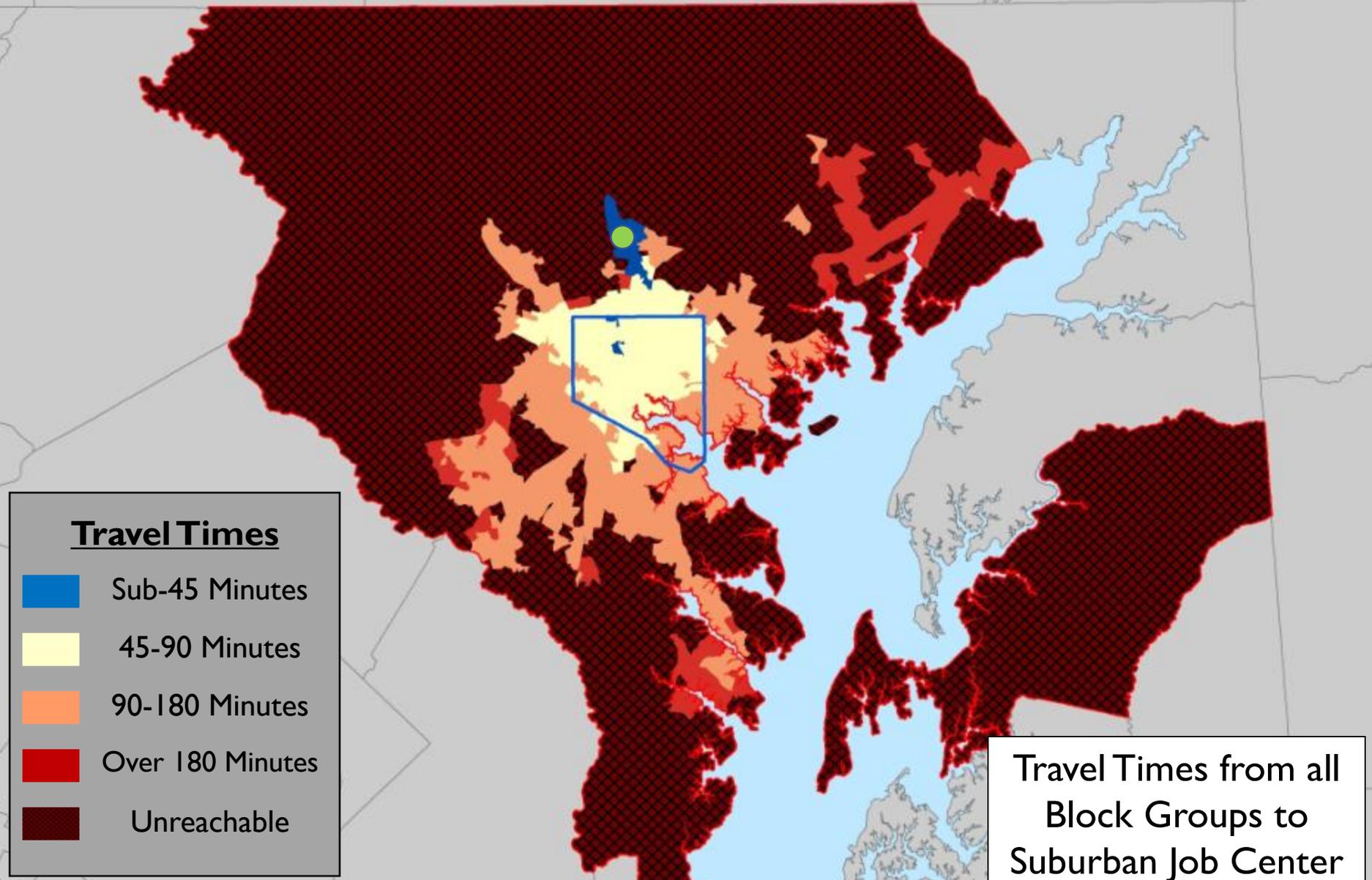
Baltimore-Towson, MD - Metropolitan Area



Travel Times from
all Block Groups
to Downtown

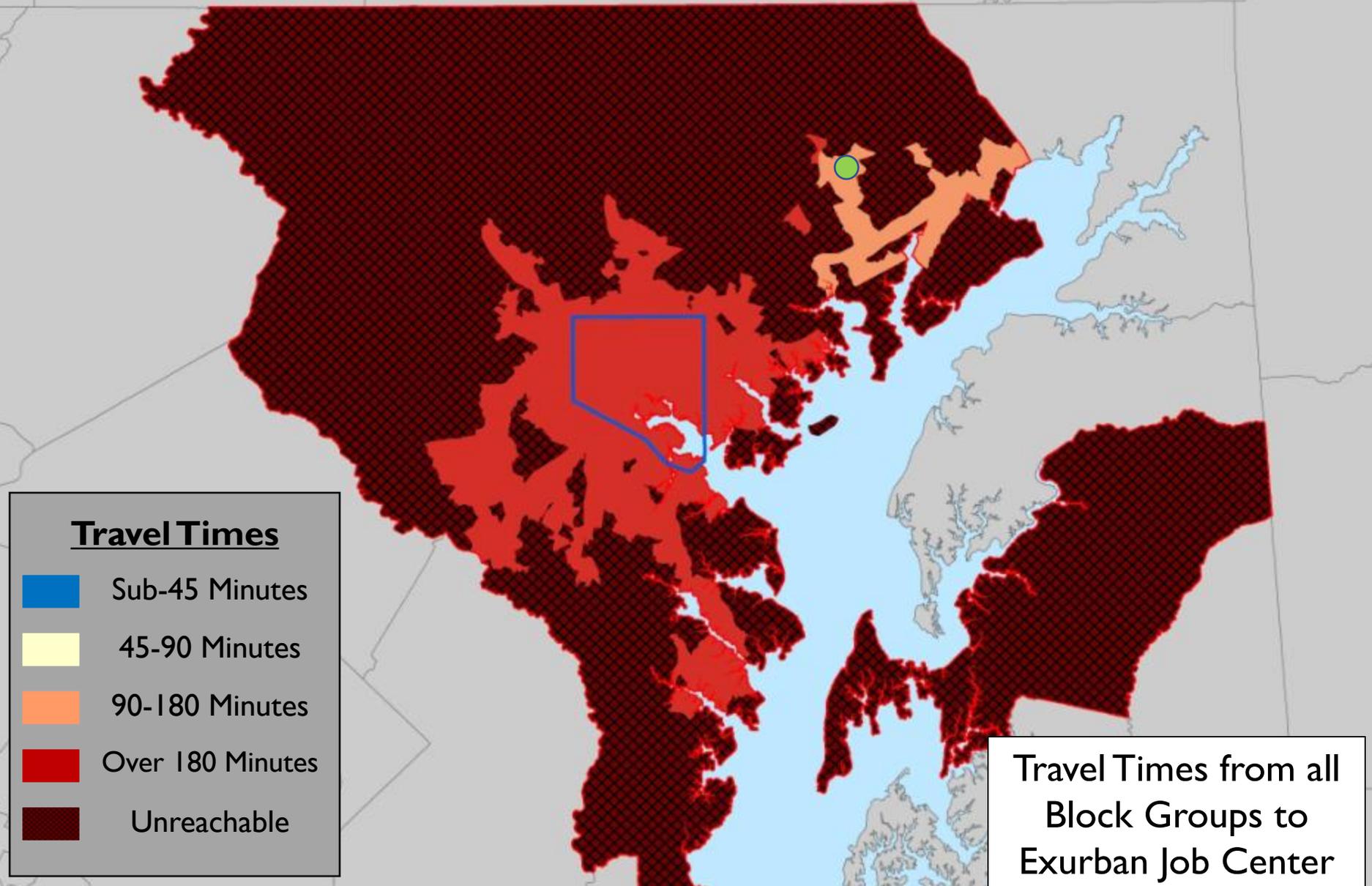
Source: Brookings, 2011

Baltimore-Towson, MD - Metropolitan Area

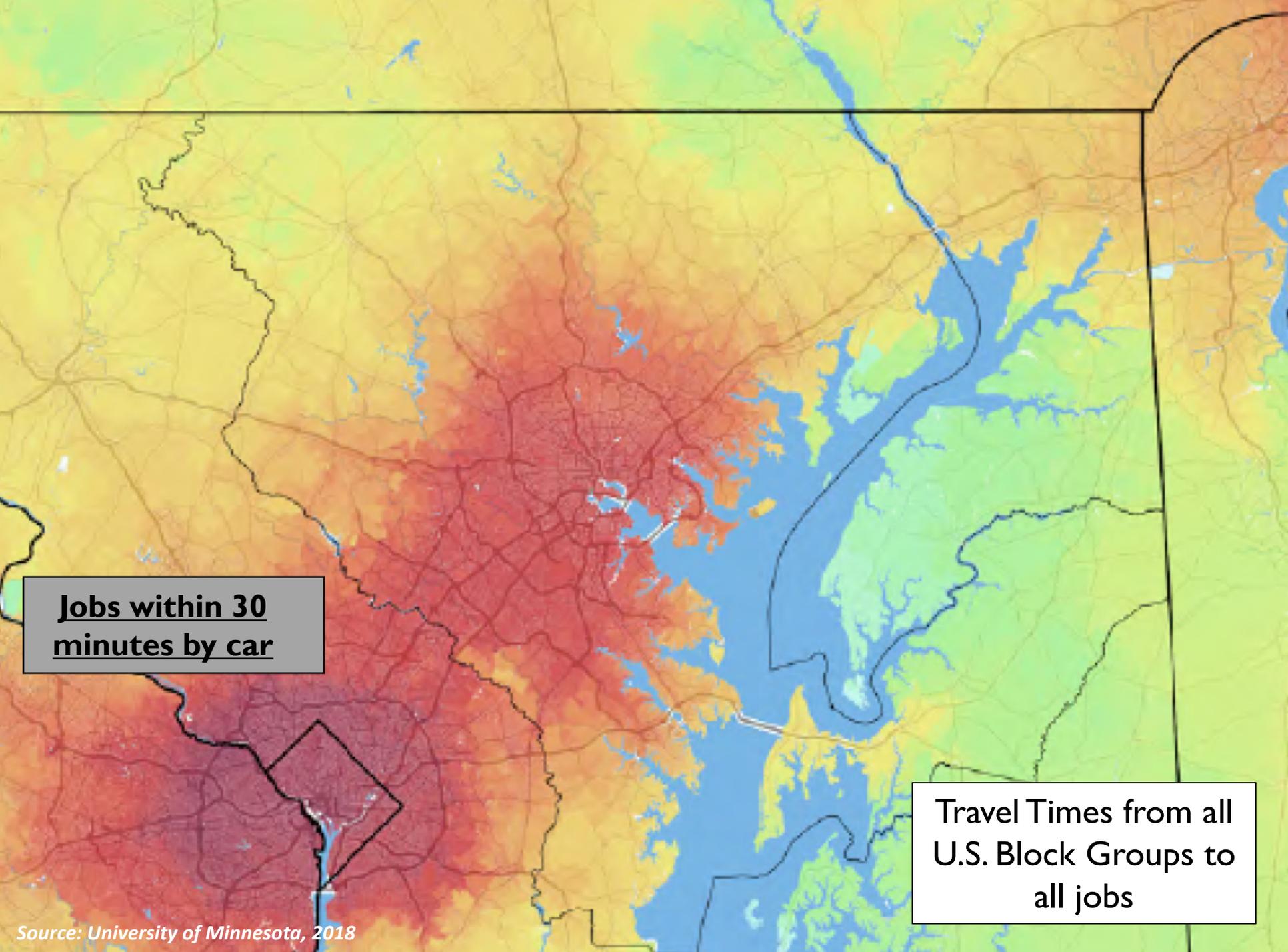


Source: Brookings, 2011

Baltimore-Towson, MD - Metropolitan Area



Source: Brookings, 2011



Jobs within 30 minutes by car

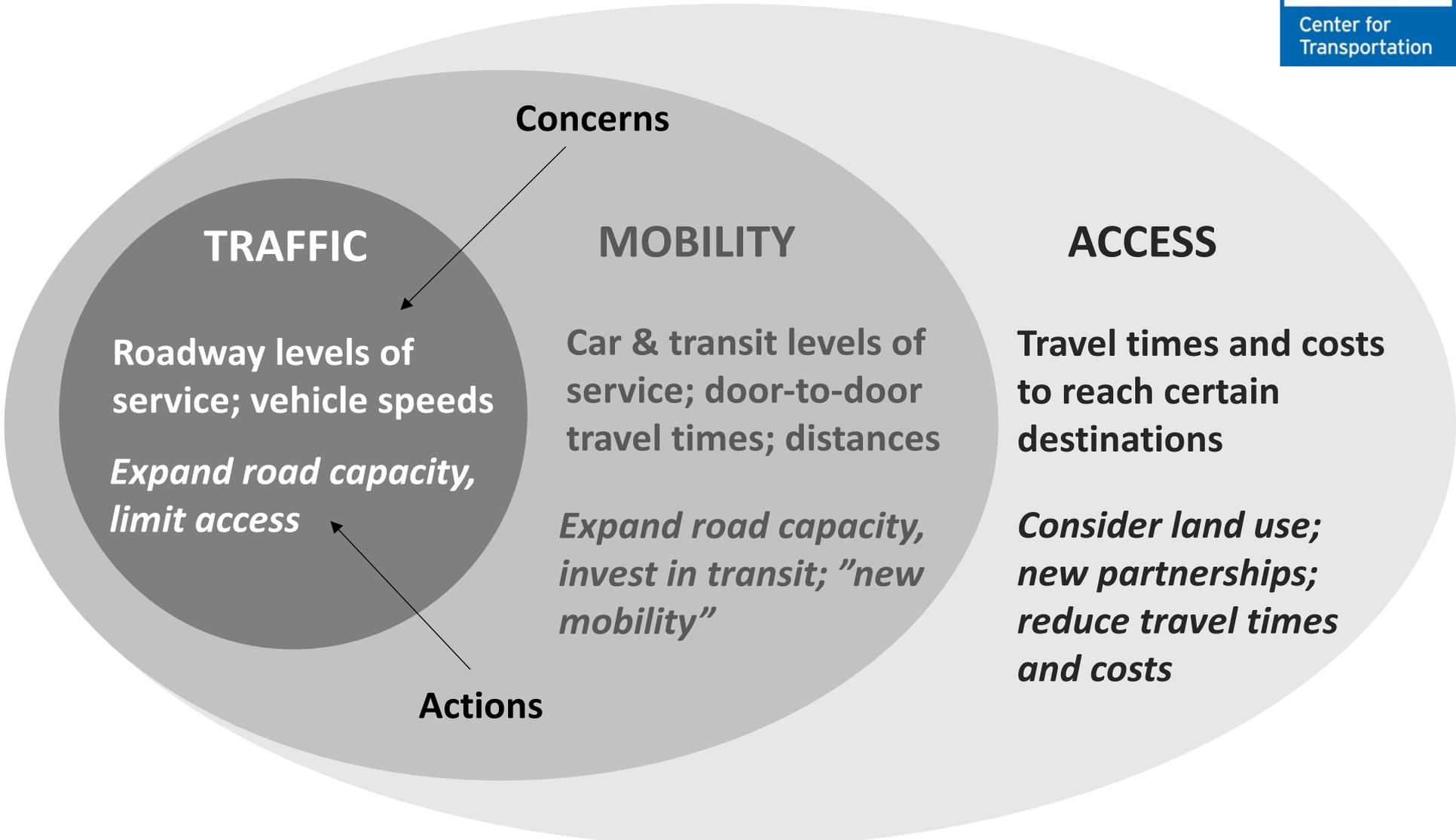
Travel Times from all U.S. Block Groups to all jobs

Outline

1. How well does transit provide inclusive access?

2. How did we get here?

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Total Transport

Make job access part of transportation decision making



Invest in key fixed route systems to address coverage gaps



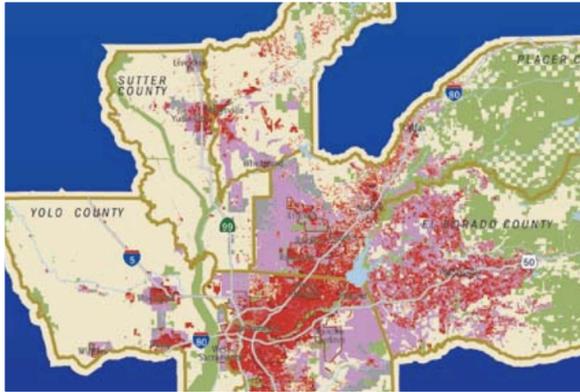
Deploy flexible, lower-cost options including car sharing and privately run systems



Develop low income car ownership programs

Beyond Transport

Link job access to next-generation metro growth policy and practice



Conduct comprehensive metropolitan planning to develop land use policies that improve job access



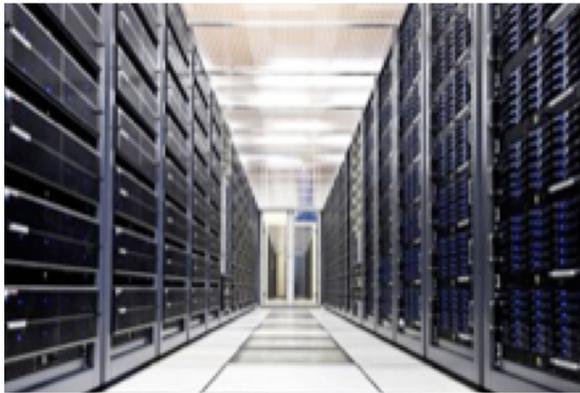
Focus specifically on the mismatch between transit access and jobs



Orient TOD to jobs in addition to the residential sector

Information

Deploy data and advanced technologies for decision making



Federal-Metro collaboration on standardized national transit database



Use accessibility metrics to redesign bus networks



Use new metrics on jobs as a metric for discretionary grants

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