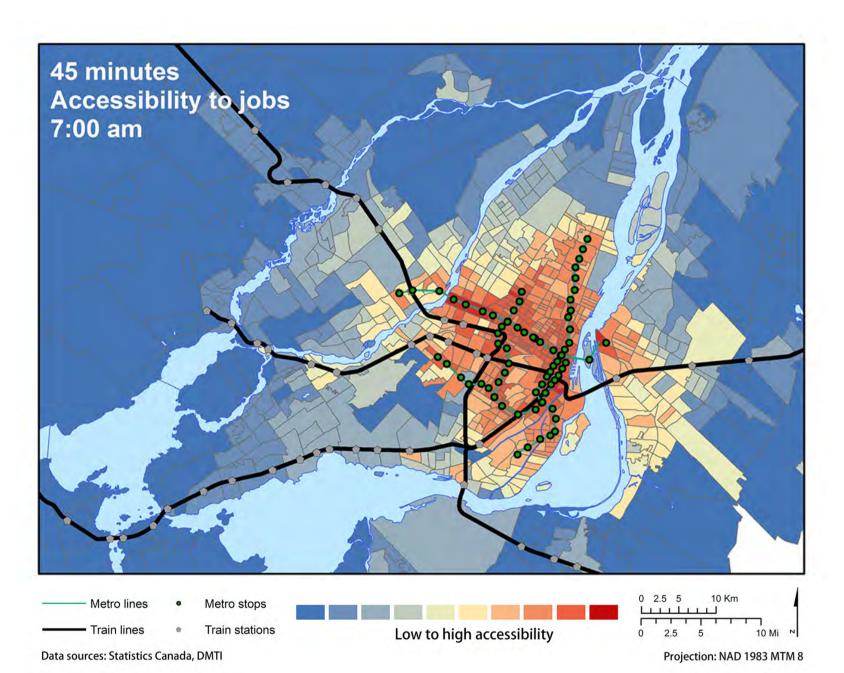
Geneviève Boisjoly HOW TO GET THERE? Ahmed M. El-Geneidy School of Urban Planning, McGill University A critical assessment of accessibility objectives and indicators in metropolitan transportation plans

CONTEXT

Accessibility, the ease of reaching destinations, captures the complex interactions between land use and transportation systems.

A simple example of accessibility metrics is the number of jobs that can be reached within 45 minutes of travel time using public transport.



Number of jobs accessible by public transport (Montreal)

While transport planning is largely based on mobility indicators (e.g., travel speeds and vehicle-miles travelled), **increasing attention** is given to accessibility indicators. Yet, little is known on how they are used in **practice**.

RESEARCH AIM AND QUESTIONS

The aim of this study is to critically assess how accessibility is considered within metropolitan transportation plans and translated into performance indicators around the world to ultimately derive policy recommendations.

Research questions

- To what extent and how is **accessibility included** in metropolitan transportation plans around the world?
- O To what extent are accessibility goals translated into **performance indicators** reflecting the ease of reaching destinations?
- What are the **best practices** and how could accessibility objectives be better integrated in metropolitan transportation plan?

• Qualitative assessment of 32 metropolitan land use and transportation plans (8 metropolitan areas in the U.S., 3 in Canada, 8 in Europe, 2 in Australia, and one in Asia)

1. Identification of the vision, goals, and objectives

4. Detailed analysis of a subset of plans

RESULTS

Accessibility is often used as a buzzword and as a result rarely translated into access-to-destinations indicators.

While most plans emphasize the need to improve accessibility, few plans have accessibility-based indicators that guide their decision-making processes.

"Maximize mobility and accessibility for all people and goods in the region." - RTP 2040 (SCAG)

"Improve regional accessibility with the most appropriate modes, to support economic and social dynamism." (translated by the authors)

METHODOLOGY

Inclusion criteria for metropolitan areas

Population > 2.5 million (2 million in Europe)

Plans available in French or English

Located in a high-income country

Structuring content analysis

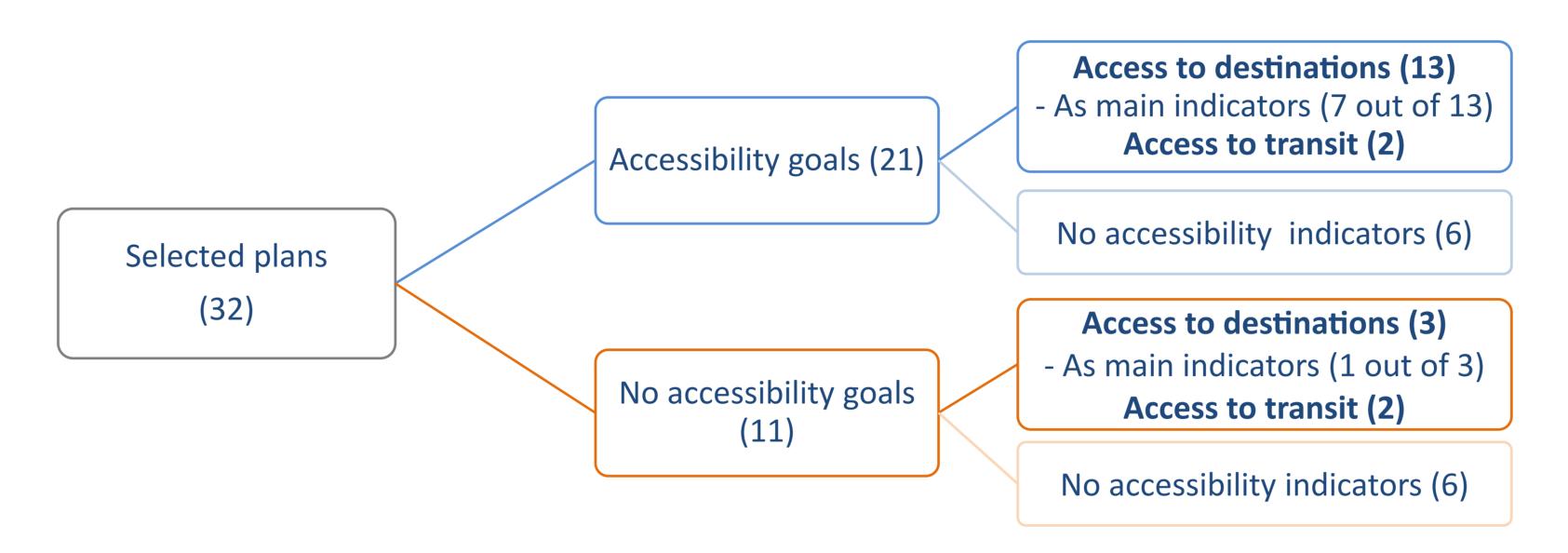
2. Identification of the performance indicators related to accessibility

3. Keywords in context analysis: access, accessibility, link, connection, reach, and "get to"

- Bruxelles Mobilité 2011

RESULTS (CONT'D)

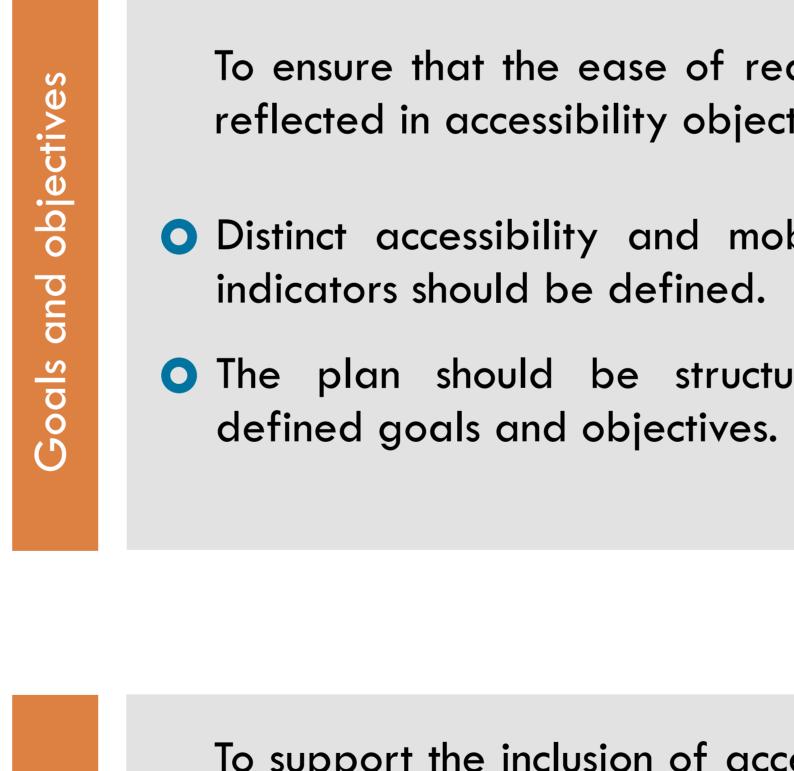
Out of the 32 plans assessed, less than half (15) included both accessibility goals and indicators. Among those 15 plans, only 7 of them included accessibility indicators reflecting access to destinations as main performance indicators. The other plans either:



Summary of the plans assessment

RECOMMENDATIONS AND BEST PRACTICES

Recommendations



To support the inclusion of accessibility indicators in decision-making processes:

- included in performance analyses.

) defined accessibility metrics as potential indicators, but did not include them in the plan,

ii) used access-to-destinations metrics in their environmental justice assessment, but this one was not included in the main plan,

iii) did not specify the metrics or how these were included in the plan (other), or

iv) only included access-to-transit indicators.

To ensure that the ease of reaching destinations is reflected in accessibility objectives and goals:

O Distinct accessibility and mobility objectives and

O The plan should be structured around clearly

Examples of best practices

Regional transportation goals

"Improve accessibility: Help people of all ages and abilities to access specific destinations

Improve mobility: Help people and freight to move reliably and efficiently"

- Maximize 2040 (Baltimore)

• Accessibility indicators should be systematically

• Accessibility metrics are used to assess the general performance of the land use and transportation system, in addition to the social equity assessment.

Accessibility indicators included in a multi-criteria prioritization framework:

"How well does the project improve access to areas of opportunity? How well does the project support job retention or expansion by improving access?" - RTP2040 Update 2014 (Puget Sound)



RECOMMENDATIONS (CONT'D)

To ensure that accessibility metrics reflect the ease of reaching destinations:

• Accessibility indicators should be based on access to destinations (e.g.: jobs), rather than to transport amenities (e.g.: public transport stop)

• Accessibility should be measured for various modes of transport

Performance indicators

"Improvement in employment accessibility: The change in the number of jobs accessible by public transport within 45 minutes travel time.

Improved access to employment from deprived **areas**: Percentage of population in the 10 % most deprived areas of London within 45 minutes travel time of international and metropolitan centers."

-Transport 2025 (Transport for London)



ACKNOWLEDGEMENTS

The authors want to thank Adie Tomer and Enrica Papa for their insights on accessibility planning. The authors would also like to acknowledge the Transportation Research At McGill (TRAM) members, in particular Lesley Fordham, for their feedback on this study. This research is funded by the Brookings Institution, the Social Sciences and Humanities Research Council and the Natural Sciences and Engineering Research Council.

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