

The Mobilizing Justice National Survey on Transport Poverty: A Tool for Embedding Equity in Transportation Planning

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Social Sciences and Humanities
Research Council of Canada

Conseil de recherches en
sciences humaines du Canada

Canada

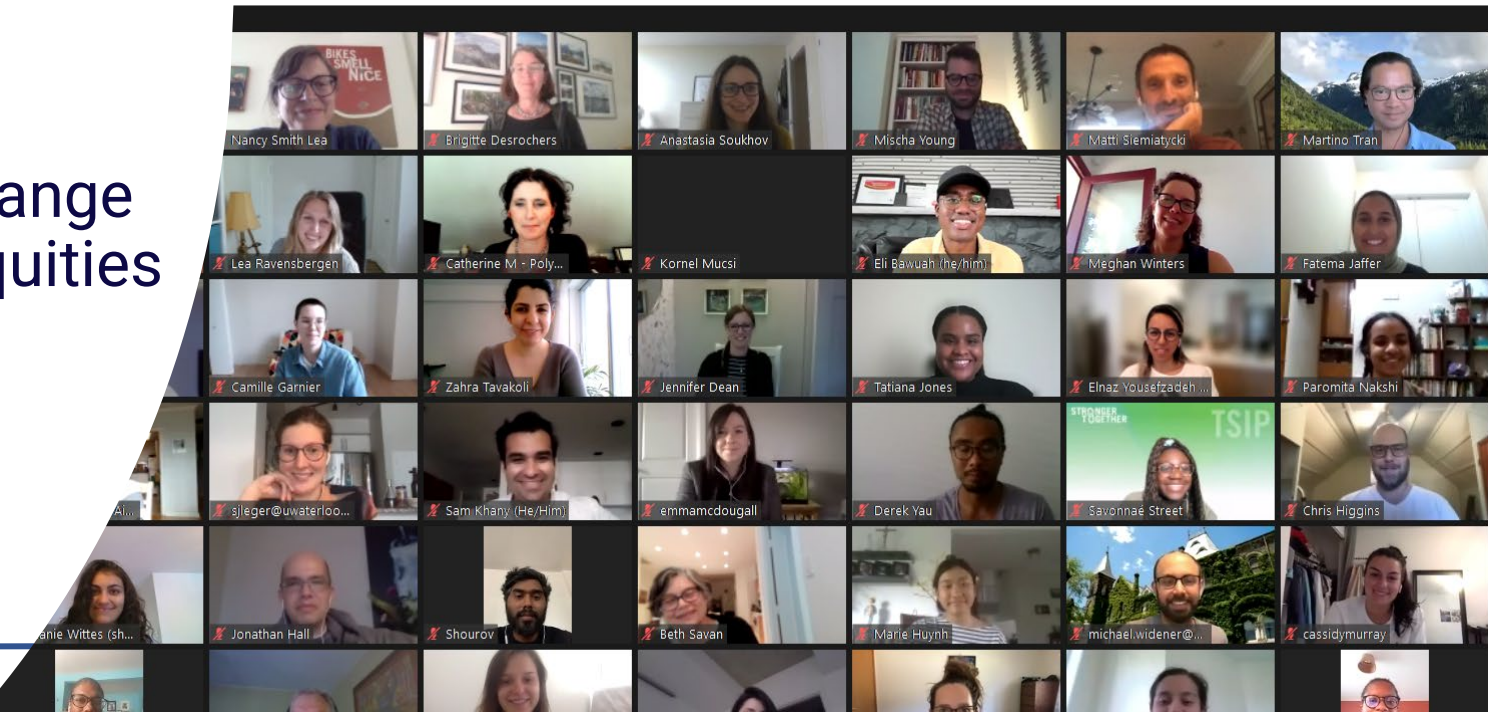
**MOBILIZING
JUSTICE**

Introduction to Mobilizing Justice

Mobilizing Justice (MJ) – Towards Evidence-Based Transportation Equity Policy

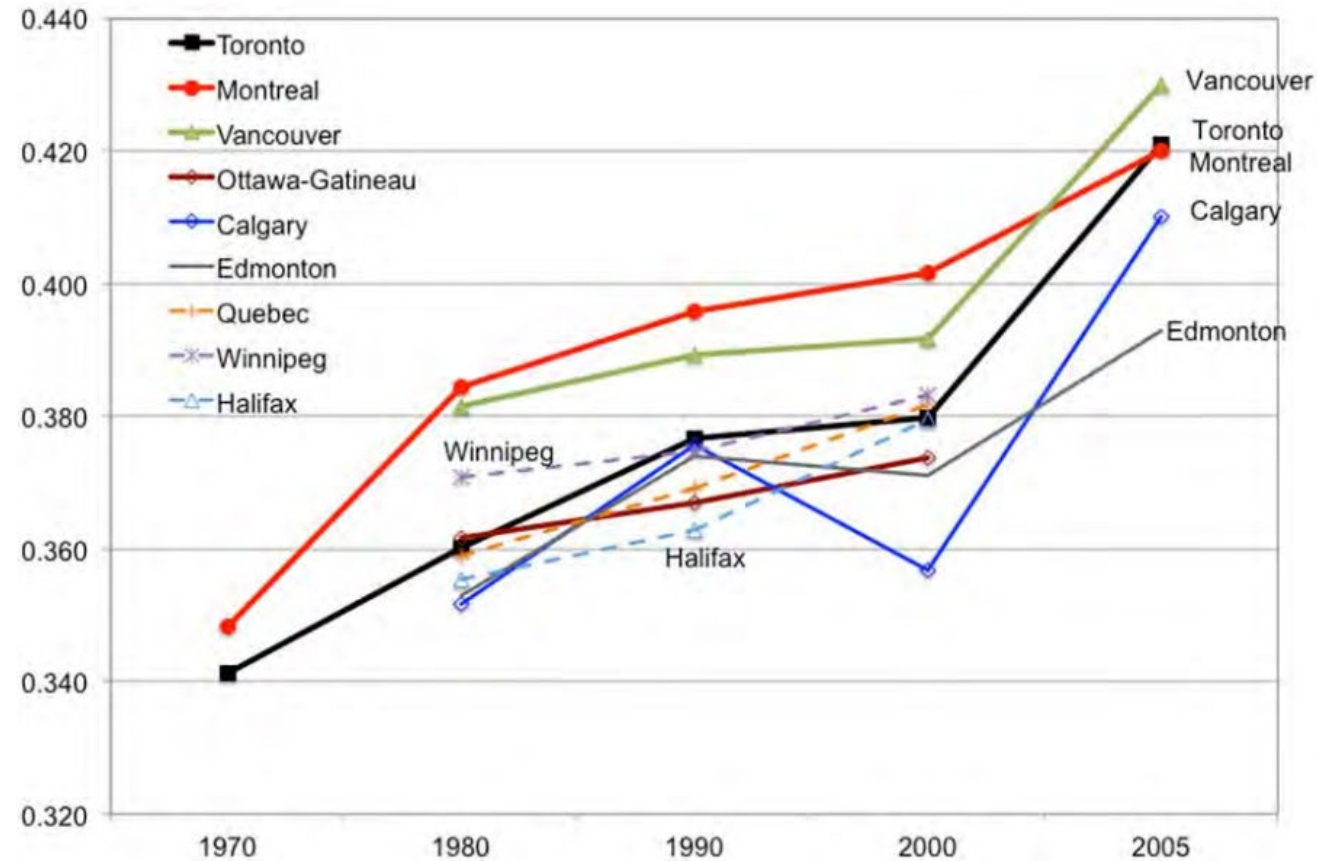
A multi-disciplinary and multi-sector
5-year partnership (2021-2026)

Sustainable connections for
research and knowledge exchange
to address transportation inequities
in Canada



Why is all of this important in Canada, right now?

Figure 7: Gini CR index of household income inequality, selected CMAs

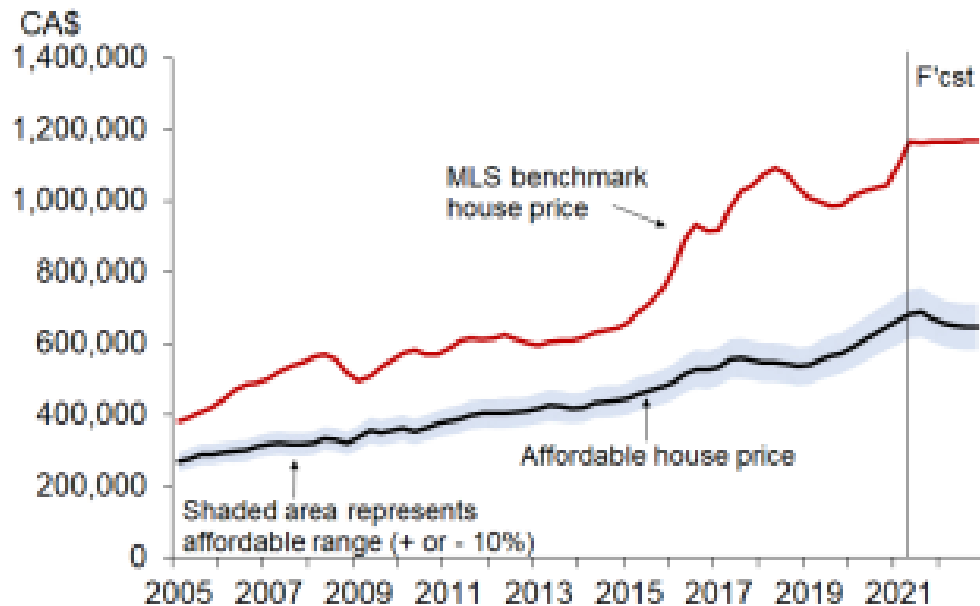


Growing Inequality

Why is all of this important in Canada, right now?

Figure 15: Vancouver homes are the most unaffordable in North America

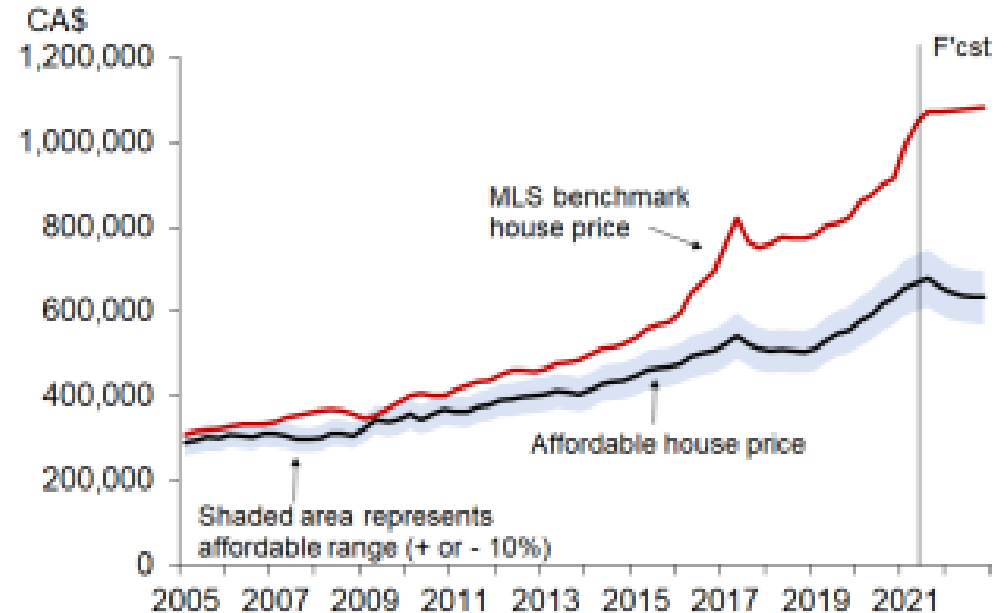
Vancouver: Maximum affordable house price



Note: Assumes 20% downpayment on a home purchase price, 25% mortgage payment-to-income ratio, 5-year mortgage rate and 30-year amortization period
Source: Oxford Economics/Haver Analytics

Figure 16: Toronto homes will remain out of reach for local households

Toronto: Maximum affordable house price

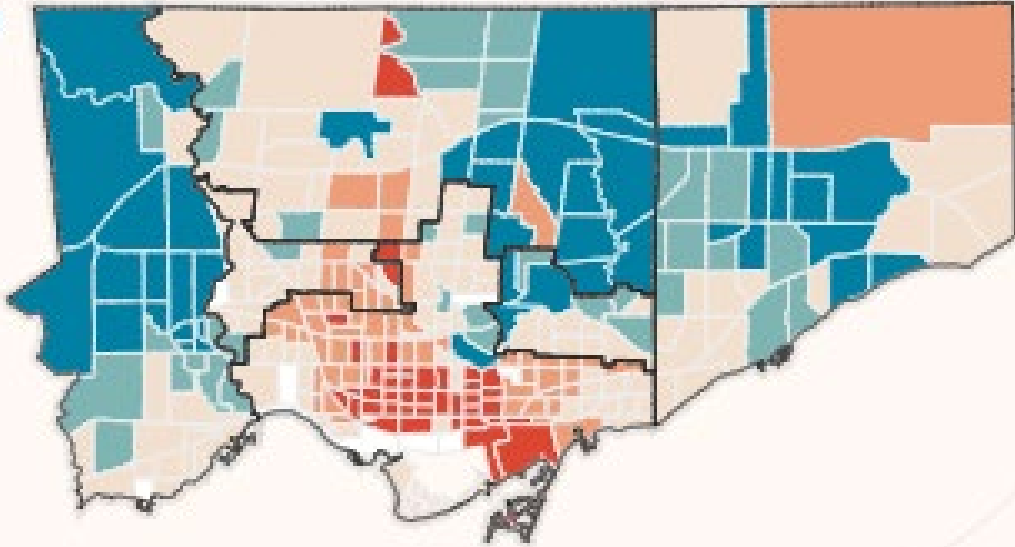


Note: Assumes 20% downpayment on a home purchase price, 25% mortgage payment-to-income ratio, 5-year mortgage rate and 30-year amortization period
Source: Oxford Economics/Haver Analytics

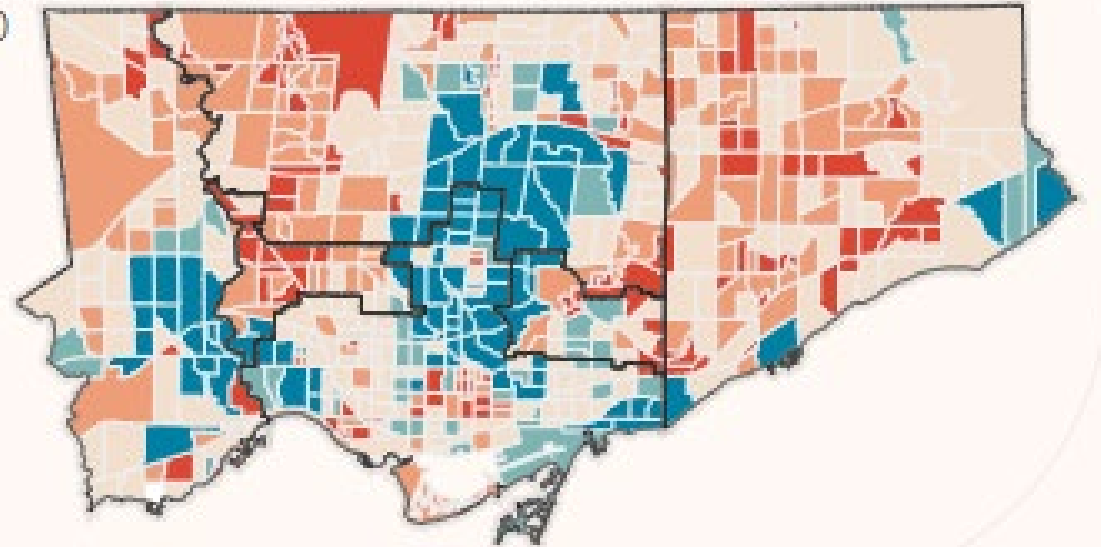
Growing Unaffordability

Why is all of this important in Canada, right now?

1960

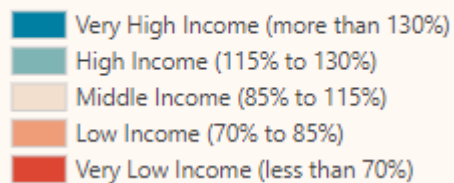


2020



Suburbanization of Poverty

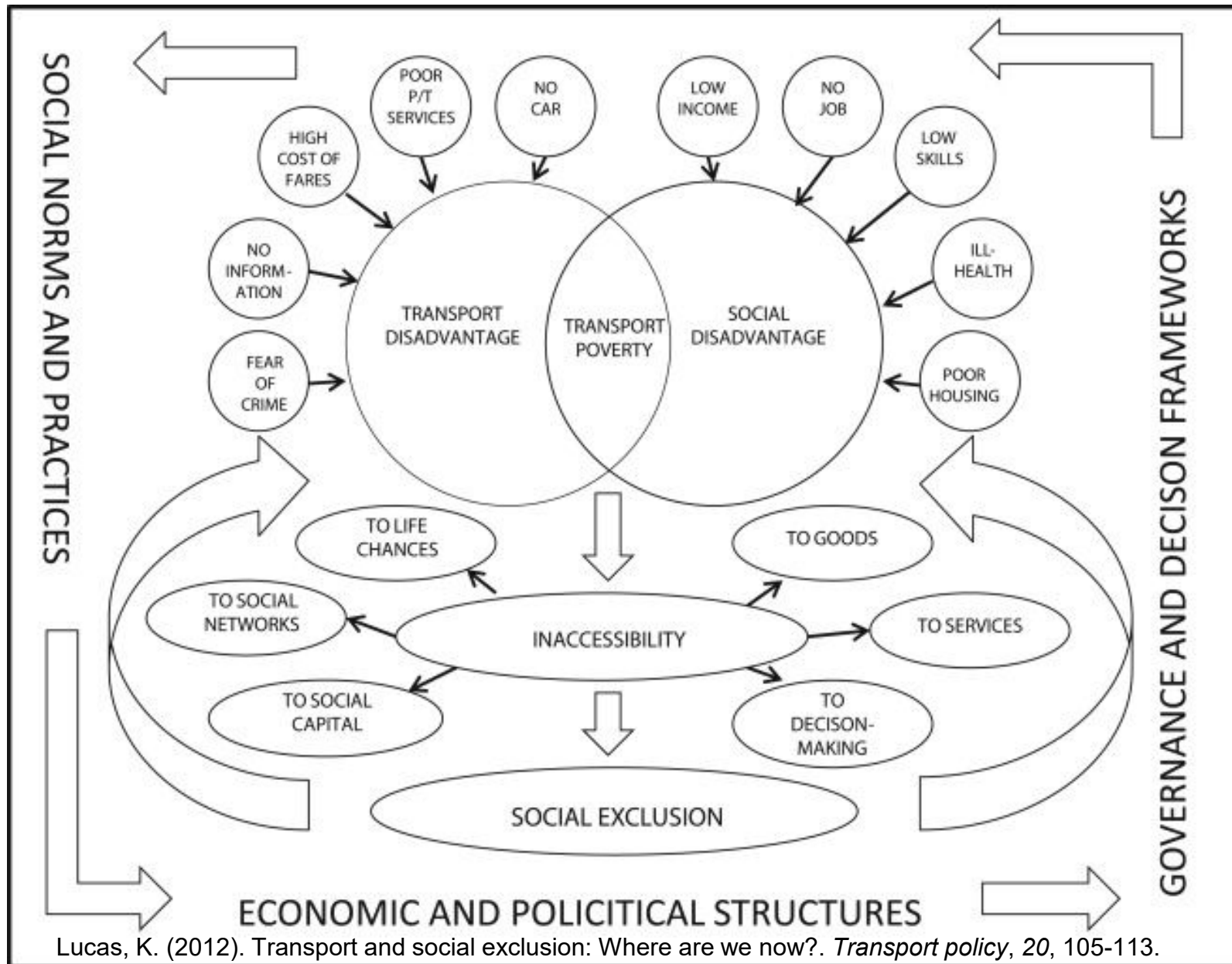
Census tract average household income relative to the City of Toronto's average for the year:



What will these socio-spatial trends imply for transportation and social exclusion?

	A<0.05	A<0.10
Toronto	330	638
Montreal	136	242
Vancouver	115	199
Calgary	39	74
Ottawa	18	45
Edmonton	38	69
Quebec	10	24
Winnipeg	7	25
All	692	1,315

1.3M people living in poverty with low levels of transit accessibility



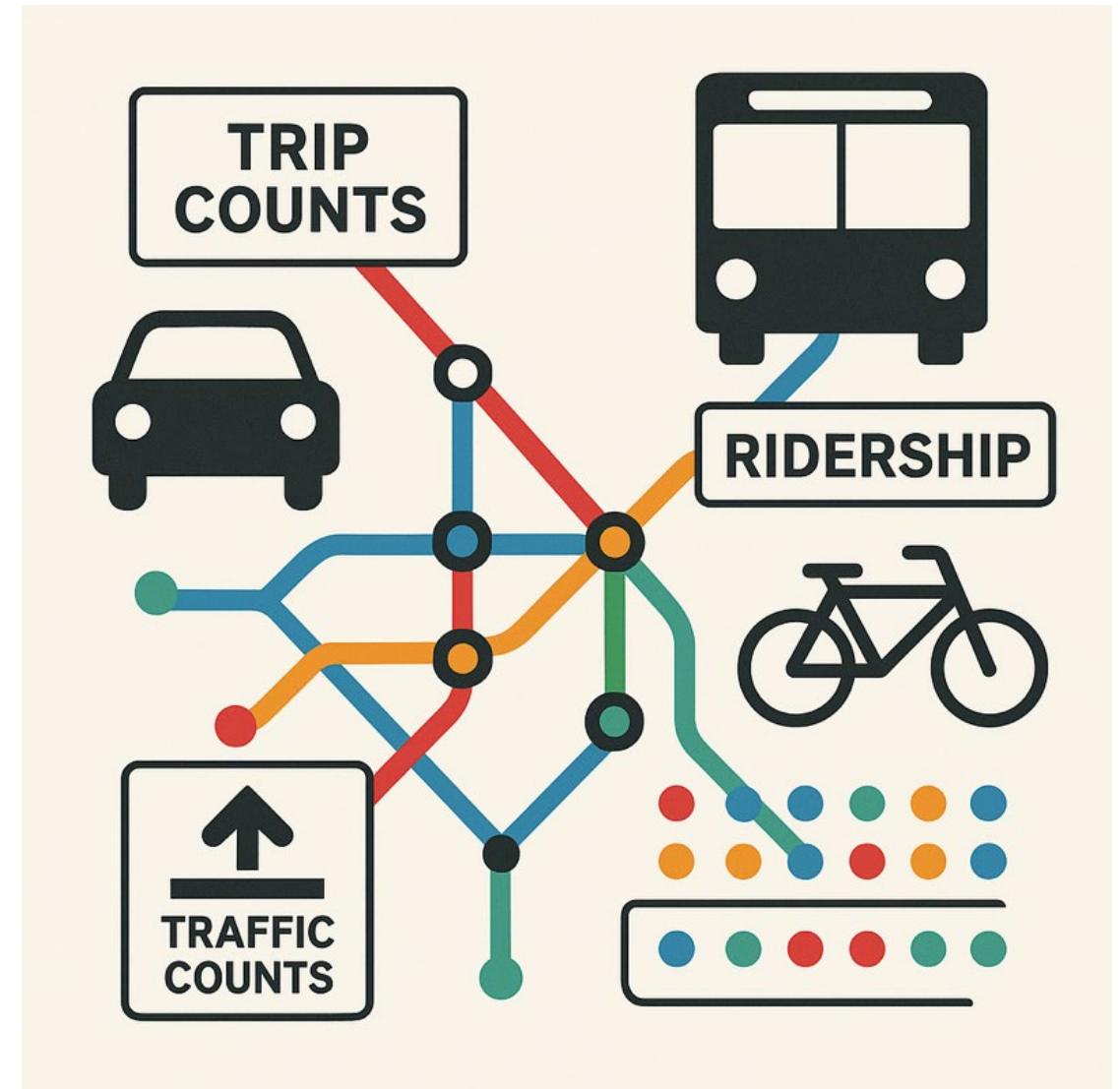
MJ Objectives

1. **Document, describe, and assess** the causes, scale, effects of, and responses to transport poverty in Canada
2. **Develop** validated transportation equity standards and equitable planning processes to be used by transport planners, decision-makers, and community advocates
3. **Evaluate** solutions to address transport poverty by conducting field experiments and socioeconomic evaluations of smart mobility and transportation policy pilots across Canada

Why We Needed The Survey

We know a lot about travel demand and supply...

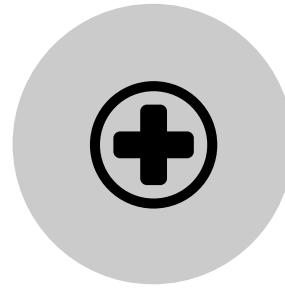
- Travel Surveys → trip counts, modes, times
- Census → commuting flows, occupations, demographics
- Transport Supply → roads, transit networks, bike lanes
- Accessibility → SAM, Proximity, Land use



...But Not About Who Gets Left Behind



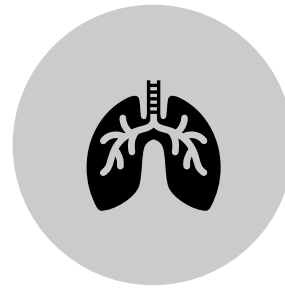
Who can't afford the trips they need?



Who has a hard time reaching jobs, schools, health care?



Who is forced to travel long distances and times?



Who is exposed to pollution or unsafe conditions?

Existing Data for Transportation Equity are Patchy and Localized



Regional travel surveys cover only some metros



Specialized surveys have been small-sample and geared for academic inquiry



Existing data is mode specific, population group specific, or geography specific

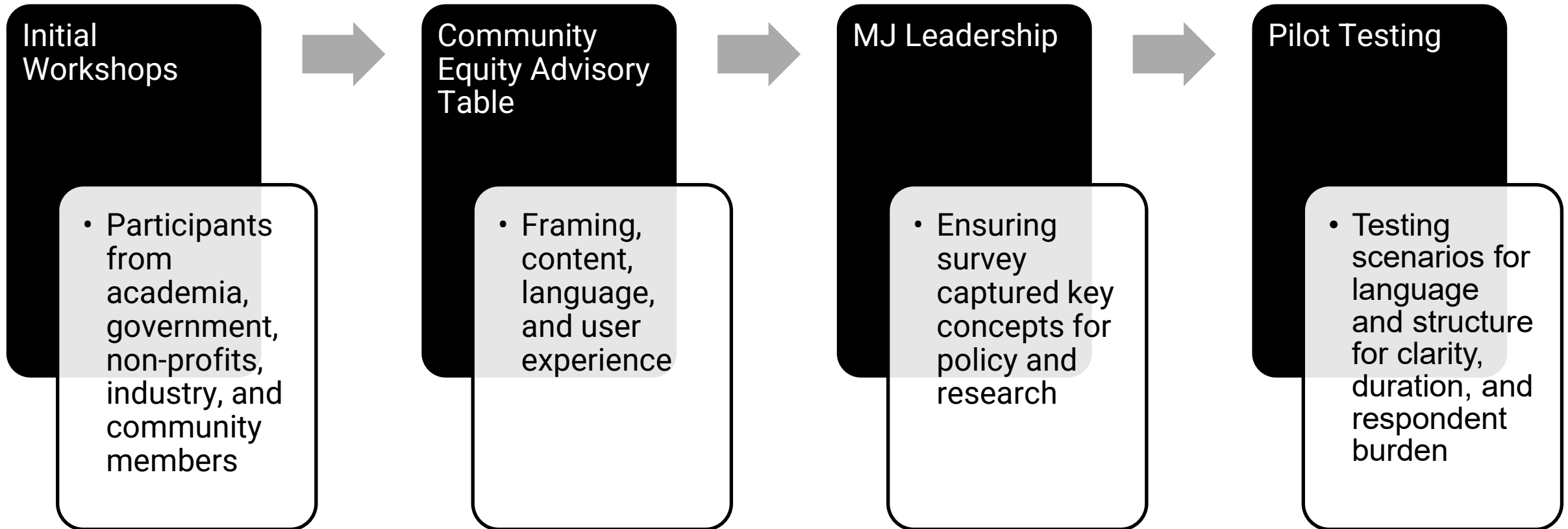
Better Data = Better Policy



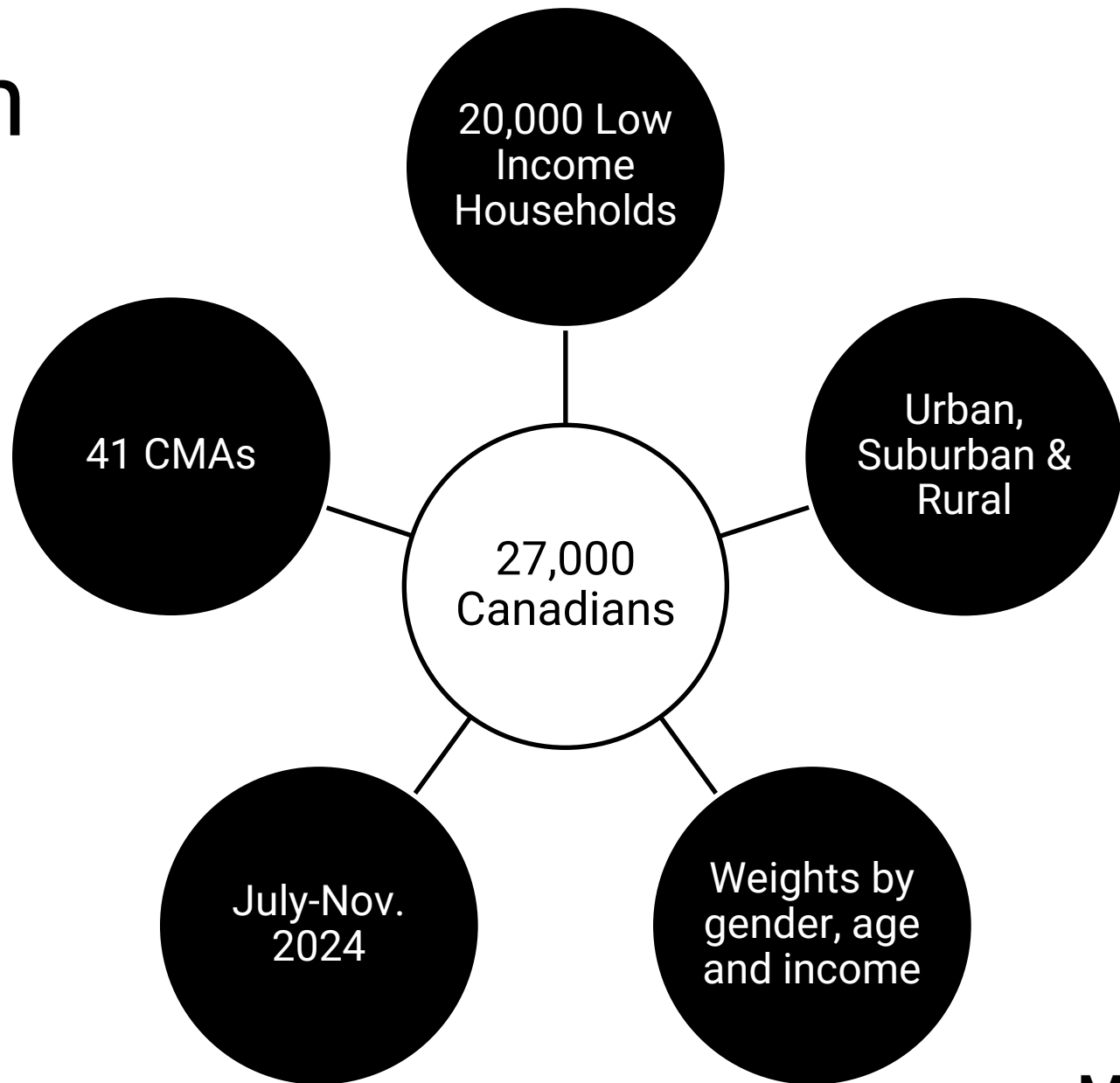
- **Planning Failures:** Infrastructure investments without understanding who benefits
- **Policy Gaps:** housing affordability discussions that don't include transportation costs
- **Equity Mandates:** federal and provincial commitments that can't be tracked without data

Survey Design and Implementation

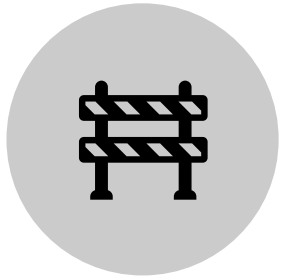
Getting the Content Right



Data Collection



Survey Content



BARRIERS AND
CONSTRAINTS



WELLBEING
OUTCOMES



SATISFACTION &
ATTITUDES



SUPRESSED &
EXCESS TRAVEL



ASPIRATIONS



SOCIOECONOMICS



DISABILITY








HOUSING



TRIPS AND

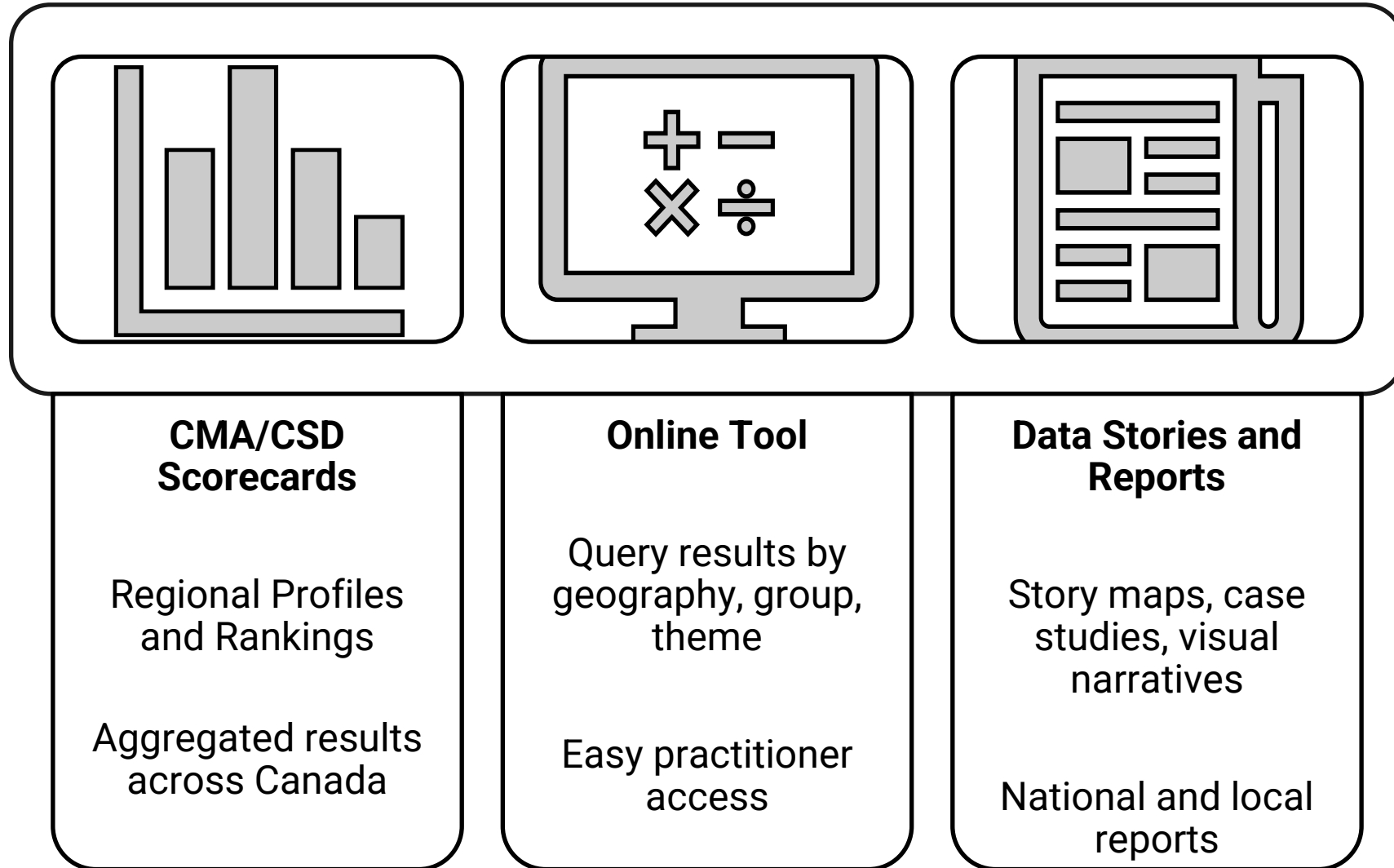
MODES MOBILIZING
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Example Statistics

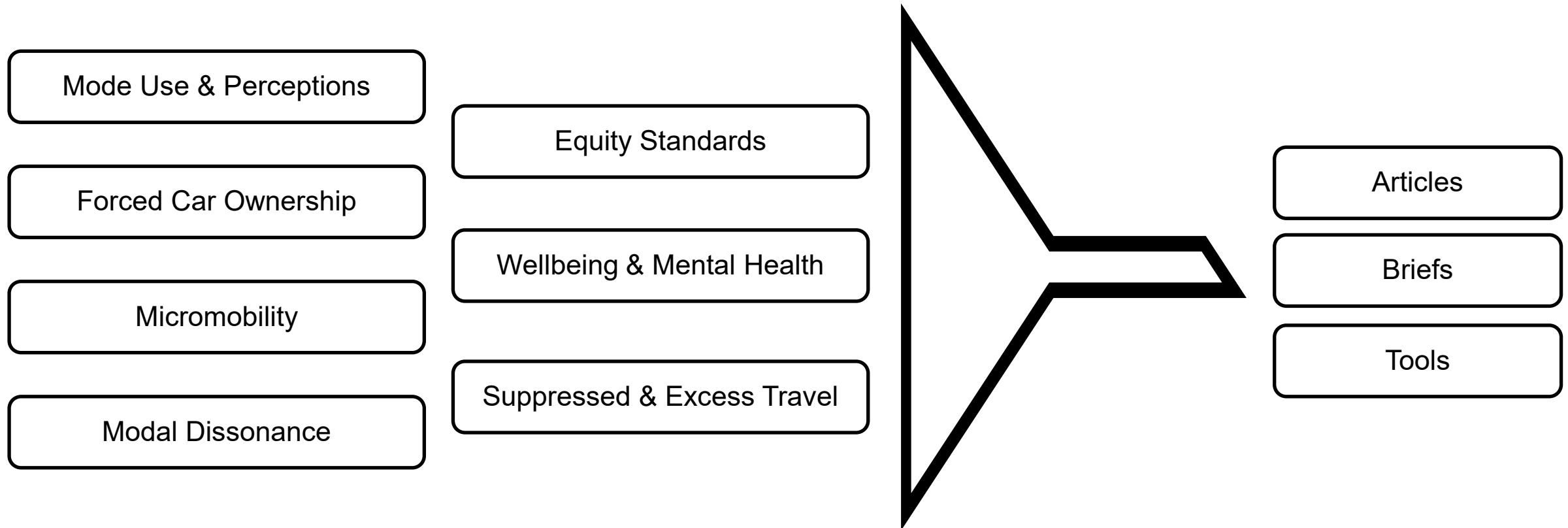
	Low Income (≤\$60k)	Higher Income (>\$60k)
 Not own a private vehicle	31%	6%
 Take transit to work 5 times per week	15%	5%
 Decline employment	31%	16%
 Miss appointments	14%	9%
 Can't afford to use preferred mode	17%	7%

In The Pipeline

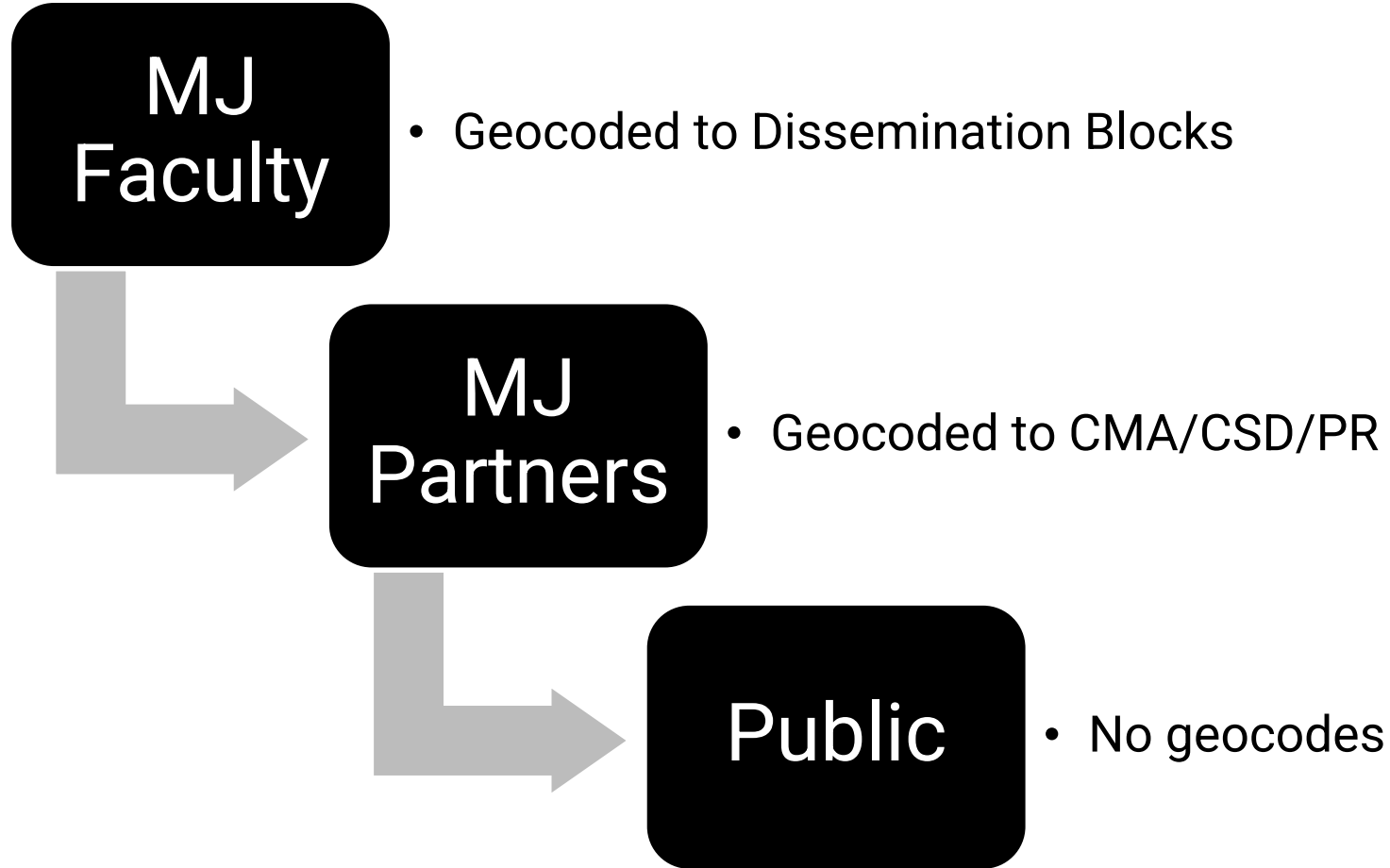
Mobilizing Justice Products



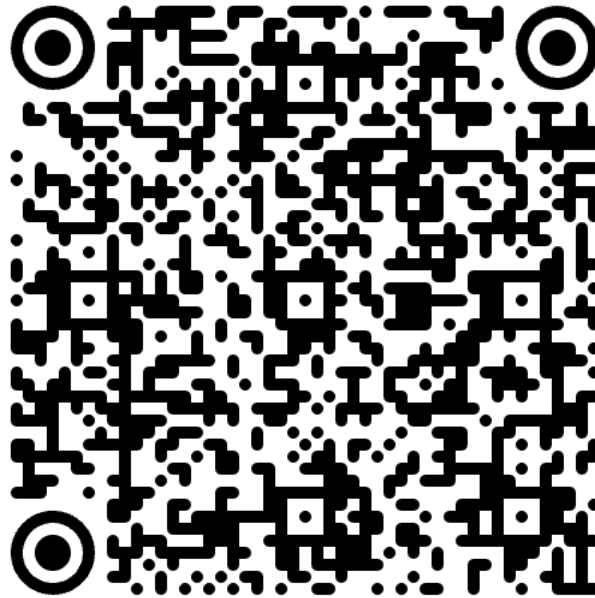
Researchers are digging in...



Three tiers for raw data access



Thank You



<https://mobilizingjustice.ca/>



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