



INTERSECTIONAL TRANSPORTATION TRENDS IN LOS ANGELES COUNTY

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Project Objective

This report's objective was to understand, describe and compare trends in travel behavior and collisions in Los Angeles County for populations and places that experience transportation disadvantage. Specifically, this report sought to examine trends across seven intersectional and overlapping groups and geographies: women of color, youth of color, Black people, people with disabilities, lower-income older adults, people living in families in poverty, and priority population areas.

Problem Statement

People have uneven access to the benefits and costs provided by the transportation system. The purpose of the transportation system is to connect people to opportunities. When access is uneven, the transportation system reproduces inequalities that disadvantaged people face in other areas of society. Transportation inequities in the United States persist across cities and regions, and these disparities are determined by race, ethnicity, age, gender, physical abilities, and geography. Los Angeles is no exception as transportation access disparities are long-standing issues for communities of color and low-income communities. Freeway construction, housing redlining practices, and other systemic racist and classist policies have increased racial segregation and concentrated poverty in Southern California. This history and continued status quo have led to a lack of access to adequate transportation access; an issue cited beginning in the reports commissioned in response to the Watts uprisings in the 1960s and 1990s, which continues today. Los Angeles County has an opportunity to address these long-standing disparities as the region is making significant investments in the transportation system with a growing emphasis on addressing transportation equity in the process. This report seeks to provide background information on the types of transportation investments in access and safety that can address the transportation disparities in LA County and work to reduce transportation exclusion in the region.

Research Methodology

This research used two primary data sources to analyze how people travel and understand risks and prevalence in traffic collisions and fatalities:

1. National Household Travel Survey 2017 – California Add-on, confidential edition
2. California Statewide Integrated Traffic Records System analyzing collisions between 2013-2017.

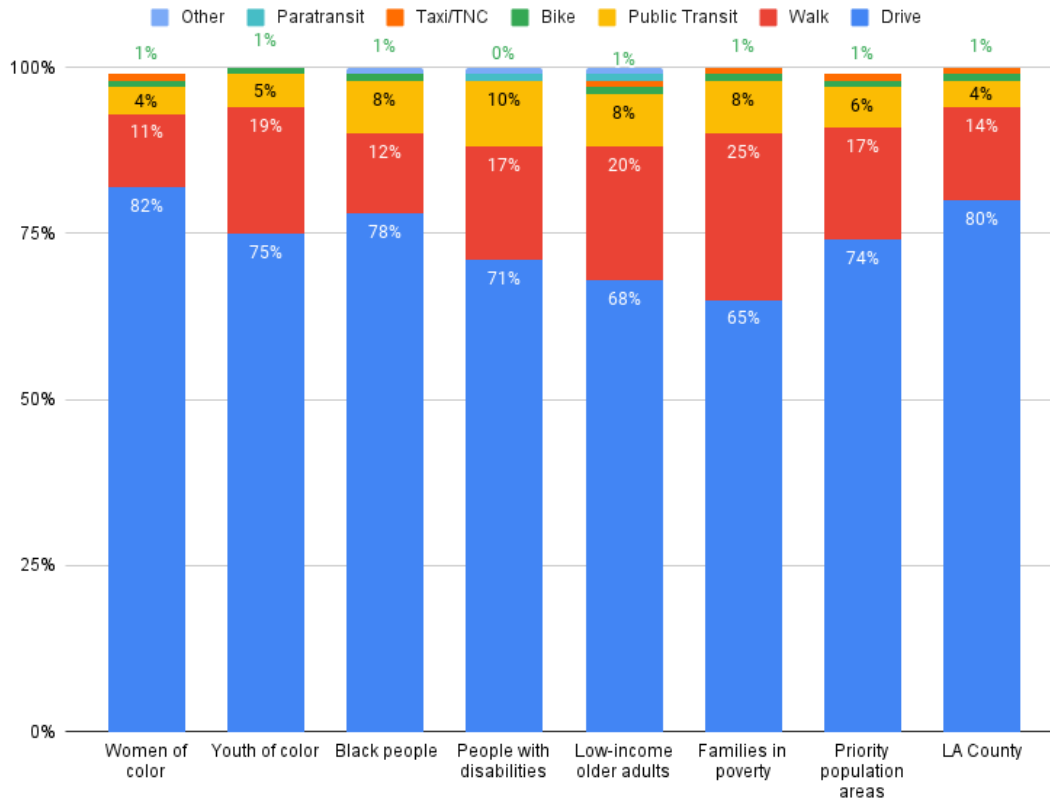
The report provides travel metrics, purposes, and modes, including the number of unlinked trips per day, average daily miles traveled, average trip length, and duration through analyzing the NHTS data. Using the collision data, we explored how often people within the highlighted groups are victims of traffic violence and how patterns in traffic collisions vary by mode and geography.

Results

This analysis found that people with less advantage because of their race, ethnicity, gender, income, physical ability, age, or geography face transportation disparities in two main ways: (1) being more reliant on transportation modes other than private vehicles and (2) facing a higher risk of being killed or

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injured while traveling. Specifically, increased reliance on public transportation and the need to travel long distances are issues for women of color, Black people, lower-income older adults, and people with travel-limiting disabilities. Because of reliance on public transit and walking, slower modes of transportation, these people likely have less available time in the day. In the most extreme cases, this may even lead to time poverty, where people have little ability to meet more than their basic needs. Using the average trip distance and average trip duration, we calculated the average travel speed for each group. The average trip speed in Los Angeles County was 18.1 mph. In comparison, this estimate was 16.1 mph for Black people, 15.4 mph for people living in priority population areas, 14 mph for people with disabilities, and 13.1 mph for lower-income older adults.



In terms of transportation safety, traffic collisions represent thousands of unintentional deaths and injuries. The burden of these losses falls disproportionately onto Black and Latino victims, older adults, and within priority population areas. People walking face a higher risk of death (34.5% of fatal victims) than people traveling by other modes, but this risk is not shared equally across race/ethnicity, geography, or age. For example, priority population areas represent 11% of the land area and 44% of the population, but 54% of fatal pedestrian crashes occur in these areas. Black travelers are overrepresented as traffic collision victims in every mode of transportation. Race and mode intersect as one in four fatal traffic collision victims in all of LA County between 2013-2017 was a Black or Latino pedestrian.

