

# The accessibility shift: Conceptual obstacles and how to overcome (one of) them

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**Mobility** Improvement:  
Increase in the **territory** that  
can be reached for a given  
investment of time and  
money.

**Accessibility Improvement:**  
Increase in the **value of destinations** that can be reached for a given investment of time and money.








Instrumental

Inherent

Accessibility



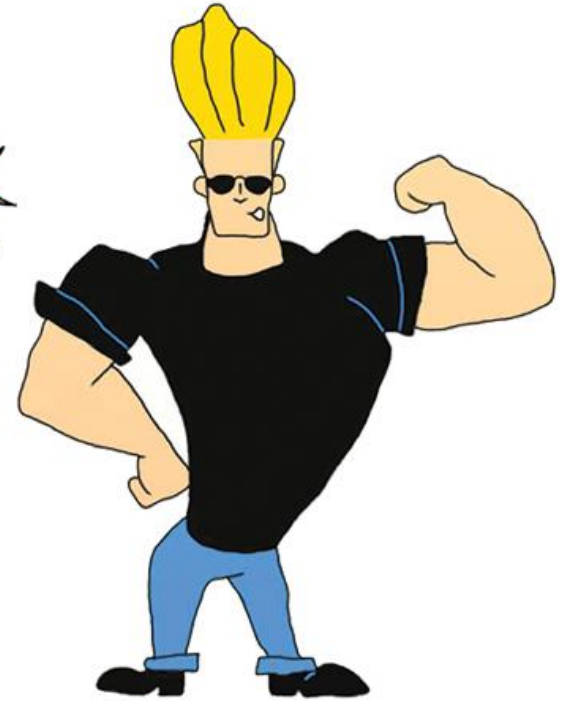
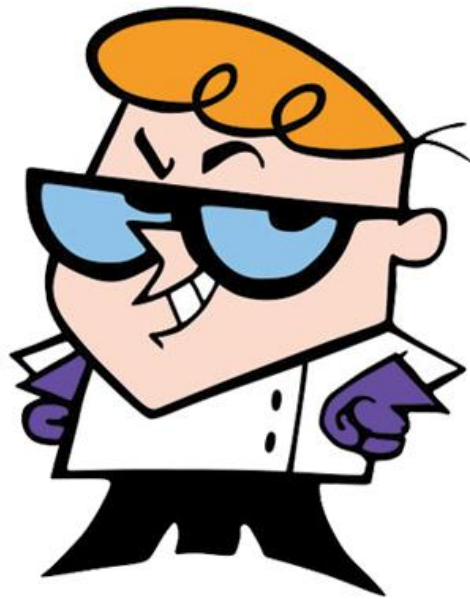
Equitable  
Accessibility

Mode	Is it "Accessibility?"
	✓
	✓
	✓
	✓
	✗

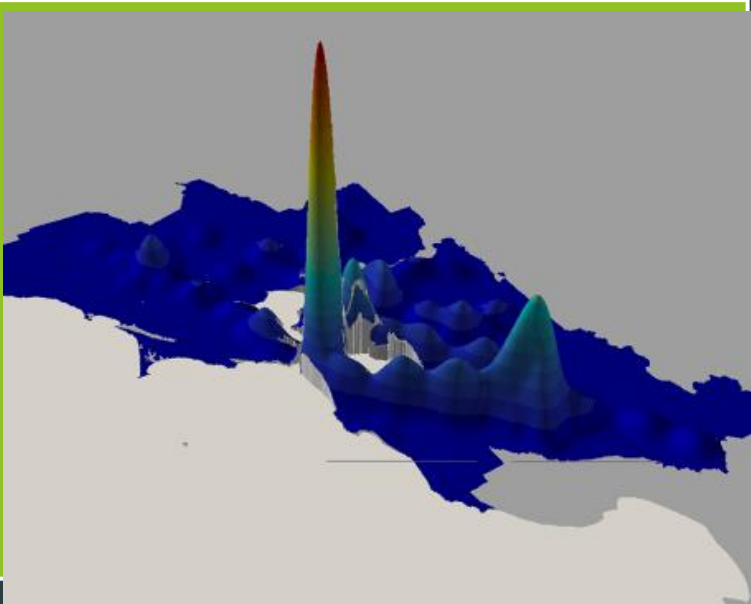


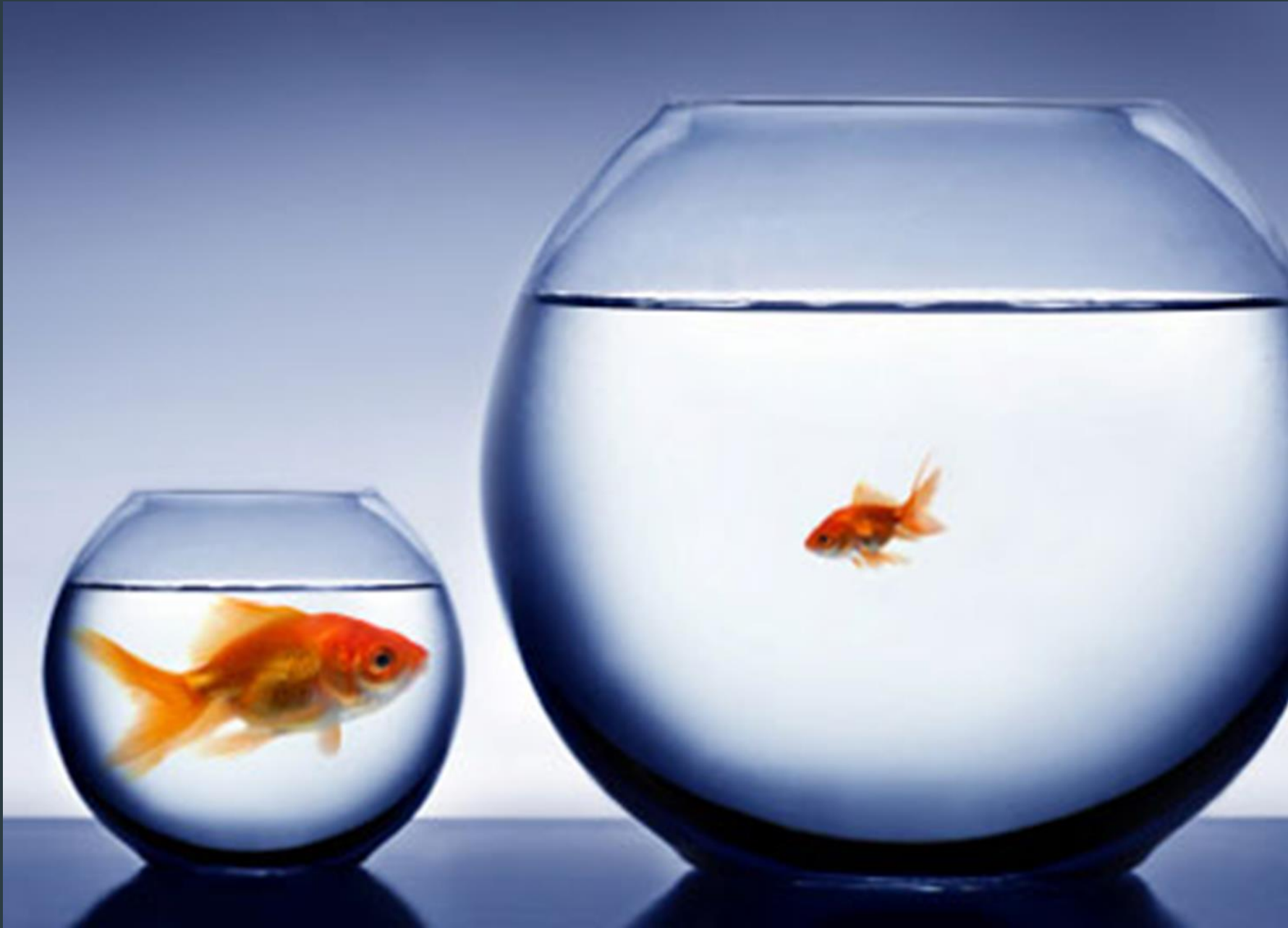


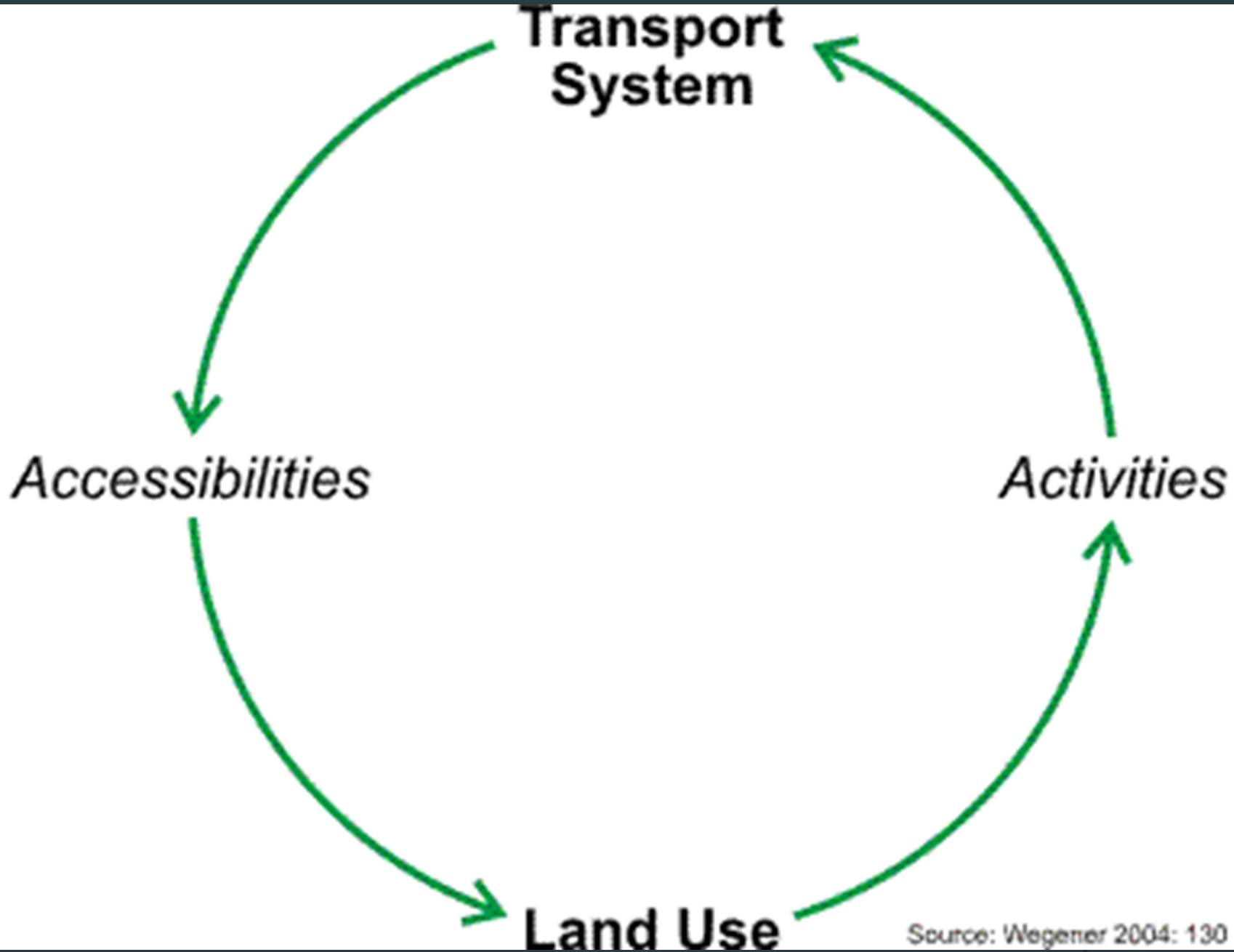






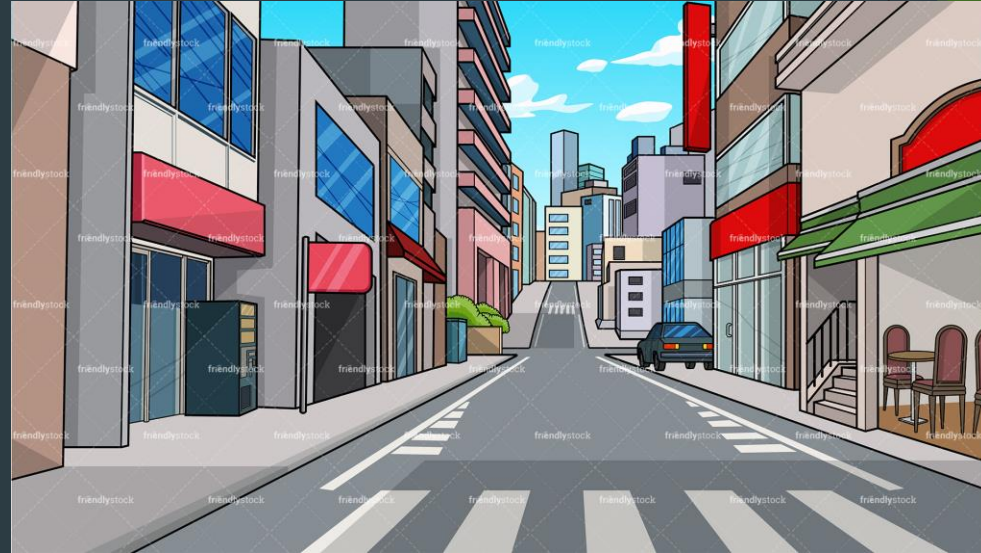


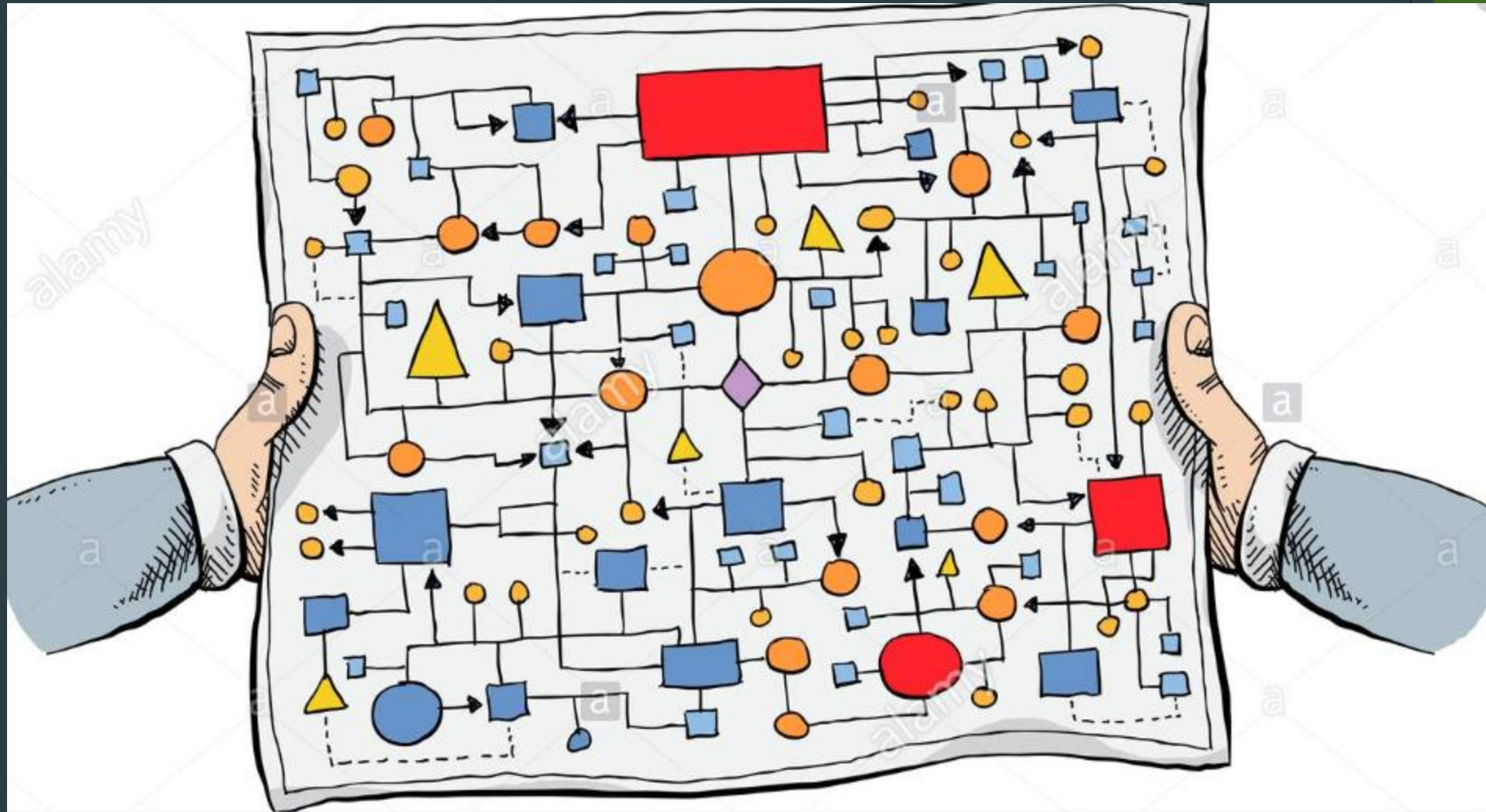




Source: Wegener 2004: 130



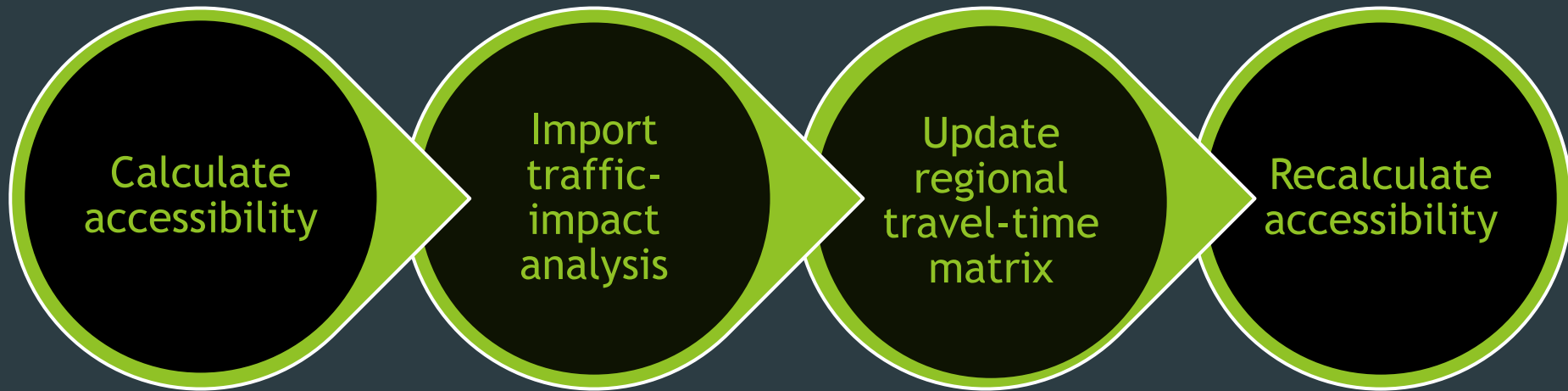


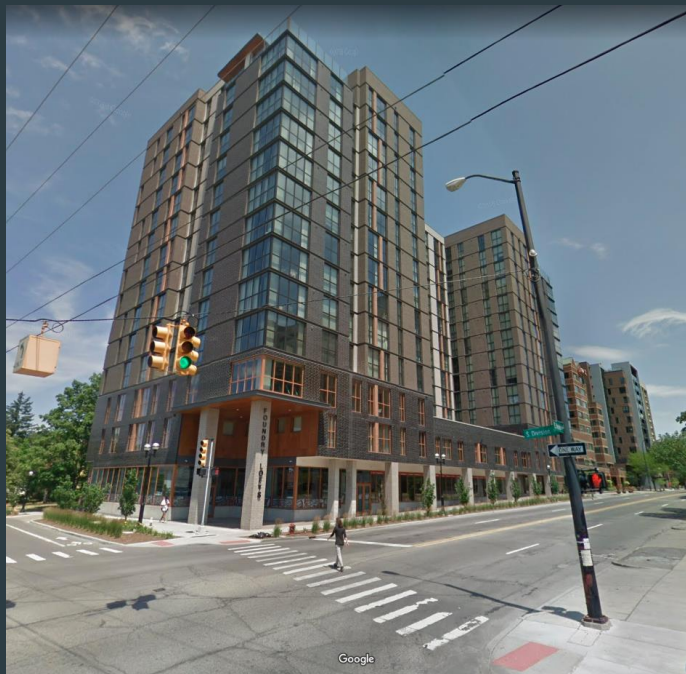




# Accessibility Elasticity =

% change in accessibility associated with project  
% change in population associated with project





Location  
Impact  
2.07



Traffic  
Impact  
-0.21



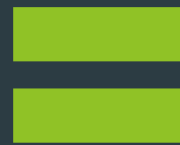
Accessibility  
Impact  
1.86



Location  
Impact  
1.06



Traffic  
Impact  
-0.46



Accessibility  
Impact  
0.60

# Conclusion

- ▶ Beyond Traffic-Impact Analysis
- ▶ Accessibility together with other goals
- ▶ Remaining obstacles

FROM MOBILITY TO ACCESSIBILITY  
TRANSFORMING URBAN TRANSPORTATION  
AND LAND-USE PLANNING

JONATHAN LEVINE, JOE GRENGS,  
AND LOUIS A. MERLIN



URBAN STUDIES

"*From Mobility to Accessibility* will have lasting influence on urban justice and be of great interest for courses in regional transportation planning, policy, and planning theory."  
—**GWEN UREY**, California State Polytechnic University, Pomona

"Transportation planners today are declaring that accessibility to opportunities is more important than moving traffic. Many are adopting this approach, but Levine, Grengs, and Merlin have taken the deepest dive into the emerging paradigm. They address fully and clearly its history, methods, and consequences."  
—**MARTIN WACHS**, UCLA

"This book convincingly argues why planners need to move away from planning faster transport, particularly by car, and inject accessibility thinking, metrics, and models into their planning practice. A must-read for any transportation professional."  
—**KARST GEURS**, University of Twente, the Netherlands

In *From Mobility to Accessibility*, an expert team of researchers flips the tables on the standard models for evaluating regional transportation performance. Jonathan Levine, Joe Grengs, and Louis A. Merlin argue for an "accessibility shift" whereby transportation planning and the transportation dimensions of land-use planning would be based on people's ability to reach destinations, rather than on their ability to travel fast.

Existing models for planning and evaluating transportation, which have taken vehicle speed as the most important measure, would make sense if movement were the purpose of transportation. But it is the ability to reach destinations, not movement per se, that people seek from their transportation systems. While the concept of accessibility has been around for the better part of a century, *From Mobility to Accessibility* shows that the accessibility shift is compelled by the fundamental purpose of transportation. The book argues that the shift would be transformative to the practices of transportation and land-use planning but is impeded by many conceptual obstacles regarding the nature of accessibility and its potential for guiding development of the built environment. By redefining success in transportation, the book provides city planners, decision makers, and scholars a path to reforming the practices of transportation and land-use planning in modern cities and metropolitan areas.

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