

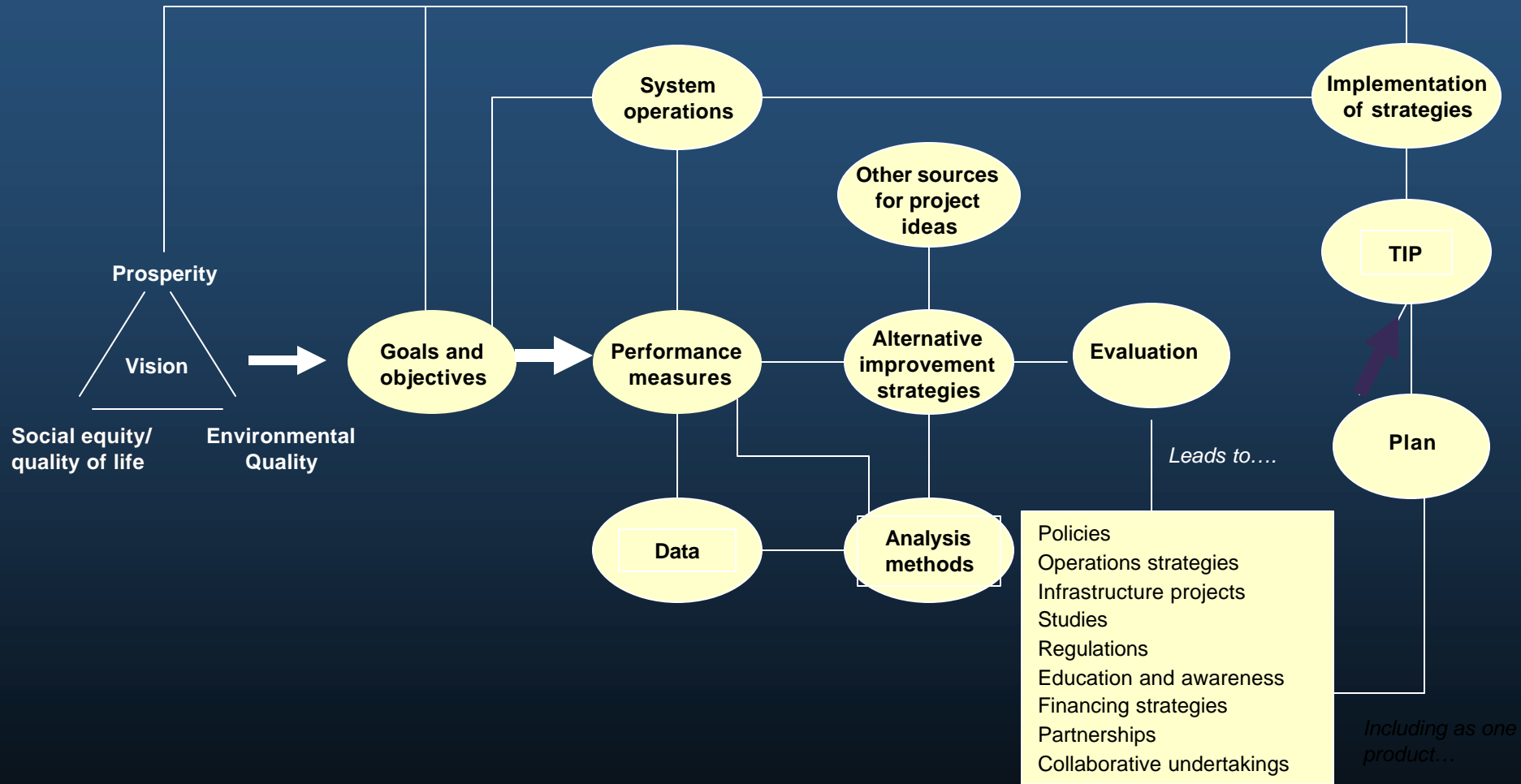
Women's Issues in Transportation: Policy and Planning

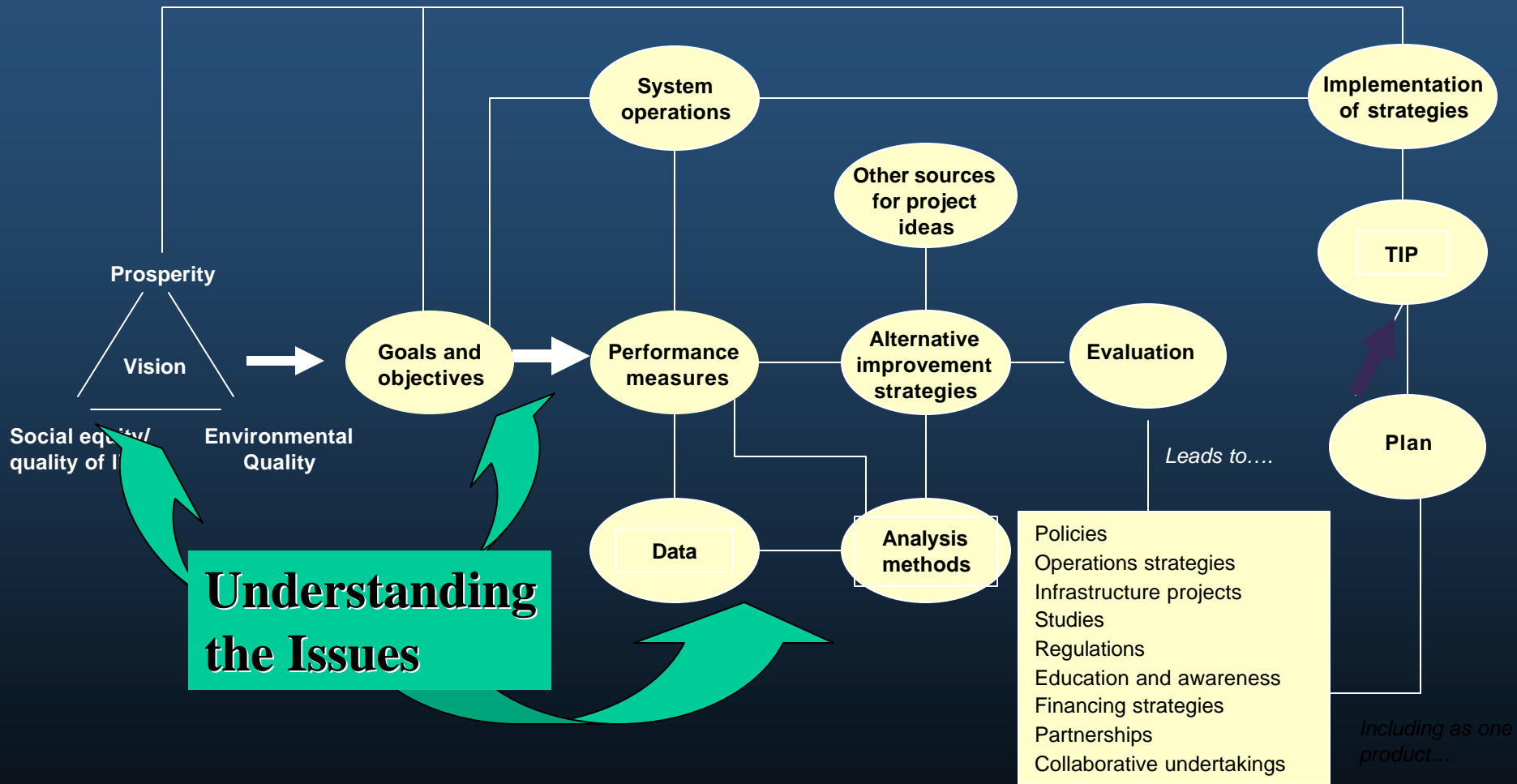
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Three Dimensions

- **What are the implications of women's trip behavior for planning practice?**
- **What are the implications of women's transportation issues for policy?**
- **What has been international experience?**

Steps in Transportation Planning





Prosperity
 Vision
 Social equity/
 quality of life
 Environmental
 Quality

Goals and objectives

Performance measures

Data

Other sources for project ideas

Alternative improvement strategies

Analysis methods

Evaluation

- Policies
- Operations strategies
- Infrastructure projects
- Studies
- Regulations
- Education and awareness
- Financing strategies
- Partnerships
- Collaborative undertakings

Implementation of strategies

TIP

Plan

Understanding the Issues

Leads to...

Including as one product...

Much of what we have heard at this conference is aimed at increasing our understanding of women's transportation issues

but.....

I think the real challenge is understanding future issues not necessarily as a projection of the past, but rather with an understanding of the dynamics of future population demographics and the potential impact of technology (and other behavior-forming influences)

For example, one might speculate that the future might hold the following....

- **A very different household mix and structure**
- **Women (and men) living (and working) longer**
- **Women having higher incomes**
- **but the income gap will likely continue to widen**
- **Much of the population growth will be in metropolitan areas, but still significant numbers of (older) people will live in rural areas**
- **A much greater cultural diversity**

For example, one might speculate that the future might hold the following....

- **A much greater familiarity with and desire to use the automobile**
- **Greater concern with environmental quality**
- **Greater use of technology for leisure and entertainment**
- **Greater use of technology for everyday needs**
- **Women will have more political power**

All of which could have significant consequences for both policy and how we plan our transportation systems

In addition.....

**Much of what I heard focused on the
“what” of women’s transportation
behavior, but left the “why” to....**

“Perhaps....

“Maybe....

“One might guess....

“We don’t know.”

**Thus, I suggest a next great challenge
to the policy and planning research
associated with women's
transportation should be.....**

Why?

For the “understanding” component.....

- What do we know (and not know) about women’s transportation issues and their defining parameters?
- For what we do know, how should this knowledge affect societal policies and goals?
- For what we do not know, what types of information and data collection are necessary to improve our understanding?
- How to account for spatial, income, immigrant, etc. effects?

Zhou, Outwater, Prousealoglou Paper
“Market Research on Gender-based
Attitudinal Preferences and Travel Behavior”

Use of market research techniques to
understand gender differences in
attitudes toward transportation

Significant difference in attitudes

- Safety**
- Stress**
- Flexibility**

(Although relative rankings were same)

**Differences affected by socioeconomic
and demographic characteristics**

Noble Paper

“Women’s Travel: Can We Square the Circle?”

Examination of travel characteristics in Great Britain

- Women’s travel will continue to grow faster than men’s travel**
- Road pricing could benefit women trip makers (e.g., more accessibility to alternative modes)**

Polk,

**“The Integration of Gender Equity in
Transport Policy and Practice in Sweden”**

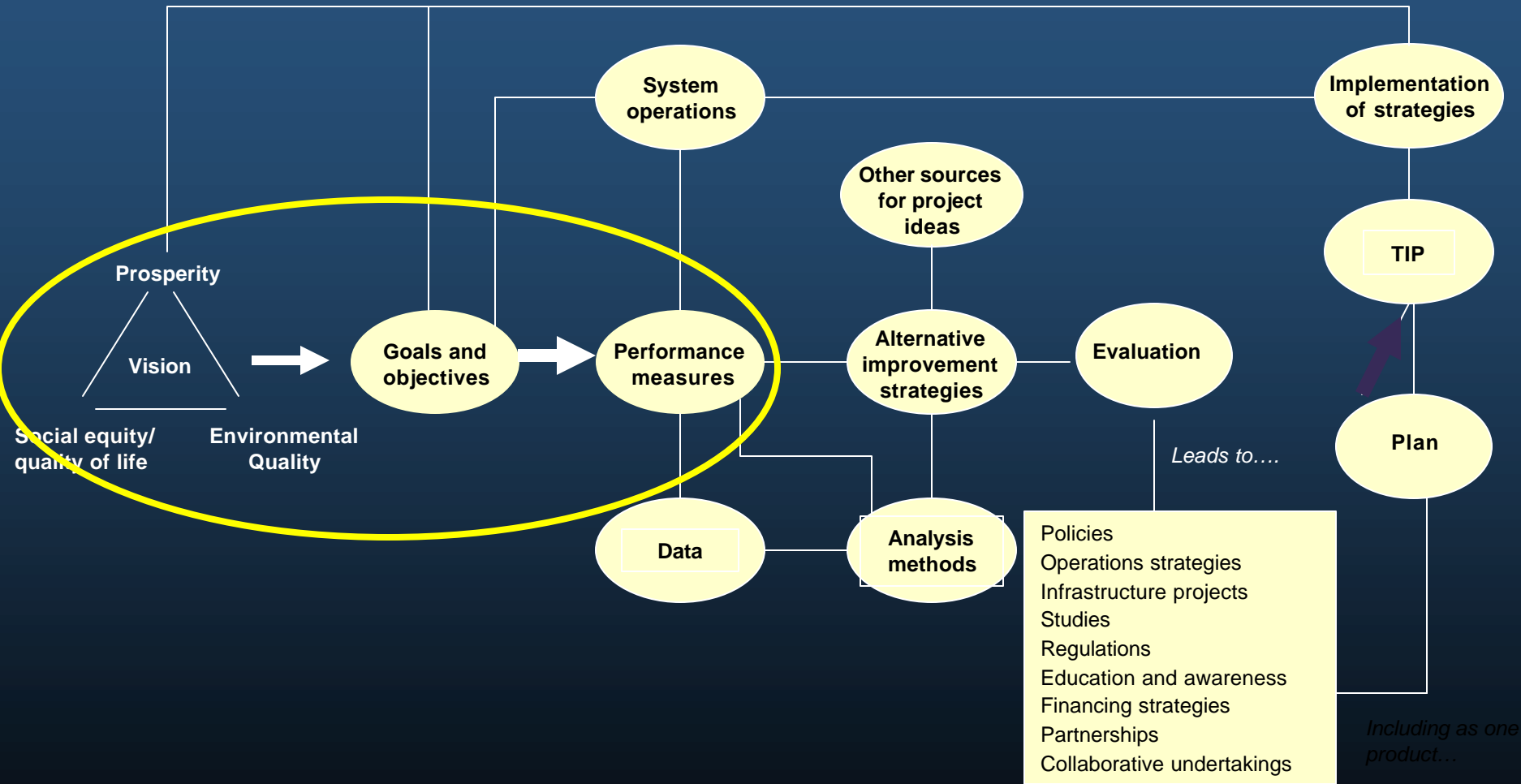
Do women and men have the same experience,
preferences and opinions regarding the design of
road system infrastructure in Sweden?

--Expert interviews

--User interviews

Four “gender dimensions” from results

- Information about road system
- Security and safety
- Experience of driving
- Transport policy goals



- Leads to...*
- Policies
 - Operations strategies
 - Infrastructure projects
 - Studies
 - Regulations
 - Education and awareness
 - Financing strategies
 - Partnerships
 - Collaborative undertakings

Including as one product...

Basic Point of Departure

The early stages of planning (and policy analysis) are important because they set the context and focus for the steps that follow

Policy/Goals Formation

- How should women's issues be incorporated into policies and goals?
- What is the impact of how we define (and measure) what we are trying to achieve with transportation policy and/or goals (e.g., performance measures)?
- For that matter, what are the goals or policy arenas most related to women's transportation issues?

Policy Implications

- Safety
- Security
- Environmental pollution
- Mobility
- Social Inclusion and Equity
- Sustainability
- Public health
- Community design
- Aging
- Housing
- Quality of life
- And most likely more....

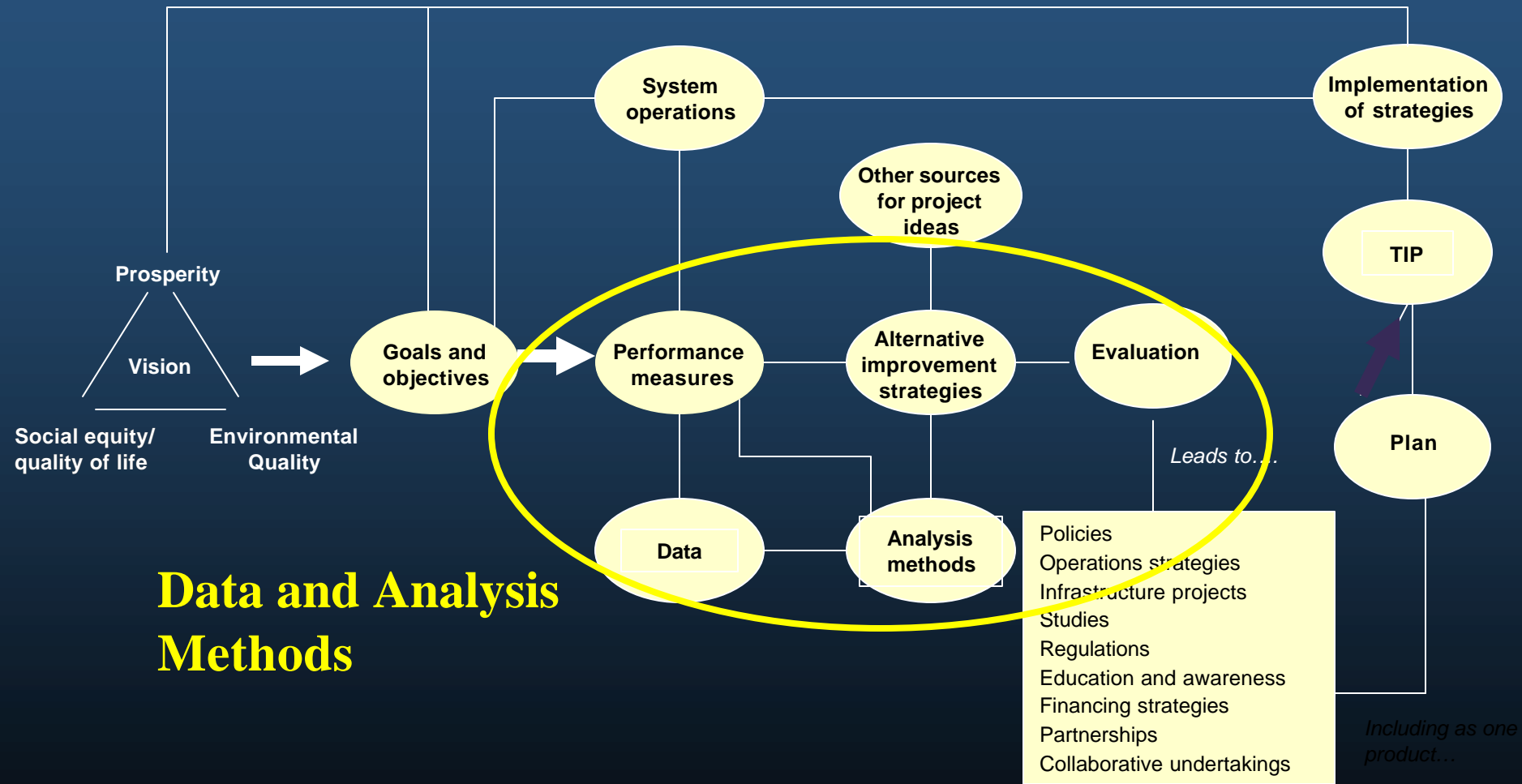
Vagland Paper

, “Gender Equality as a Subsidiary Objective of Swedish Transport Policy”

Explicit gender equity statement in national transport policy (2001)

“The transport system shall be designed so that it meets both men’s and women’s transport requirements.

Women and men shall have the same opportunities to influence the construction, design, and management of the transport system, and their values shall be given equal weight”



For data....

We have seen at this conference,
challenges with data with respect to...

--Quantity....not enough

--Quality....more needed

--Definition and interpretation

--Challenges in data collection methods

--Limited answers to “why?”

For analysis tools....

Just as the late 1960's and early 1970's questioned modal bias in the substance and form of transportation demand models, I suspect the 2000's will question the gender and demographic bias (or at least limitations) incorporated into our underlying travel behavior theories, databases, and model constructs.

For evaluation methods....

Current approaches to evaluation and presentation of information to decision makers seldom examine distributional (or equity) impacts of plans, strategies, or investment actions....not only for women, but also for other under- represented groups.

In many ways, this is a key precursor to changing policies and plans

Data/Analysis Methods

- What is the current status of data as it reflects women's transportation issues? What is missing?
- What are the deficiencies in data collection strategies and methods?
- How do state-of-the-practice models and analysis methods treat gender-related travel phenomena? What improvements are needed?
- Are evaluation methods/techniques (which are often very general, e.g., benefit/cost analysis) sensitive enough to differences in travelers?

Niemeier Paper

“We All Know We Should, But Do We? A Comparative Assessment of How Gender Roles Are Handled in Current Travel Demand Forecasting Models”

How are differences in travel based on gender are incorporated into transportation modeling?

“Little advancement has been made in terms of modeling joint household allocation decisions that result in trip differentials between members within a household.”

“Activity-based models seem most promising for capturing household activity decisions and subsequent travel choices.”

McCray and Brais Paper

“Filling the Gap: Developing Activity-based Methodologies to Better Understand Disadvantaged Women’s Travel Patterns in Quebec City”

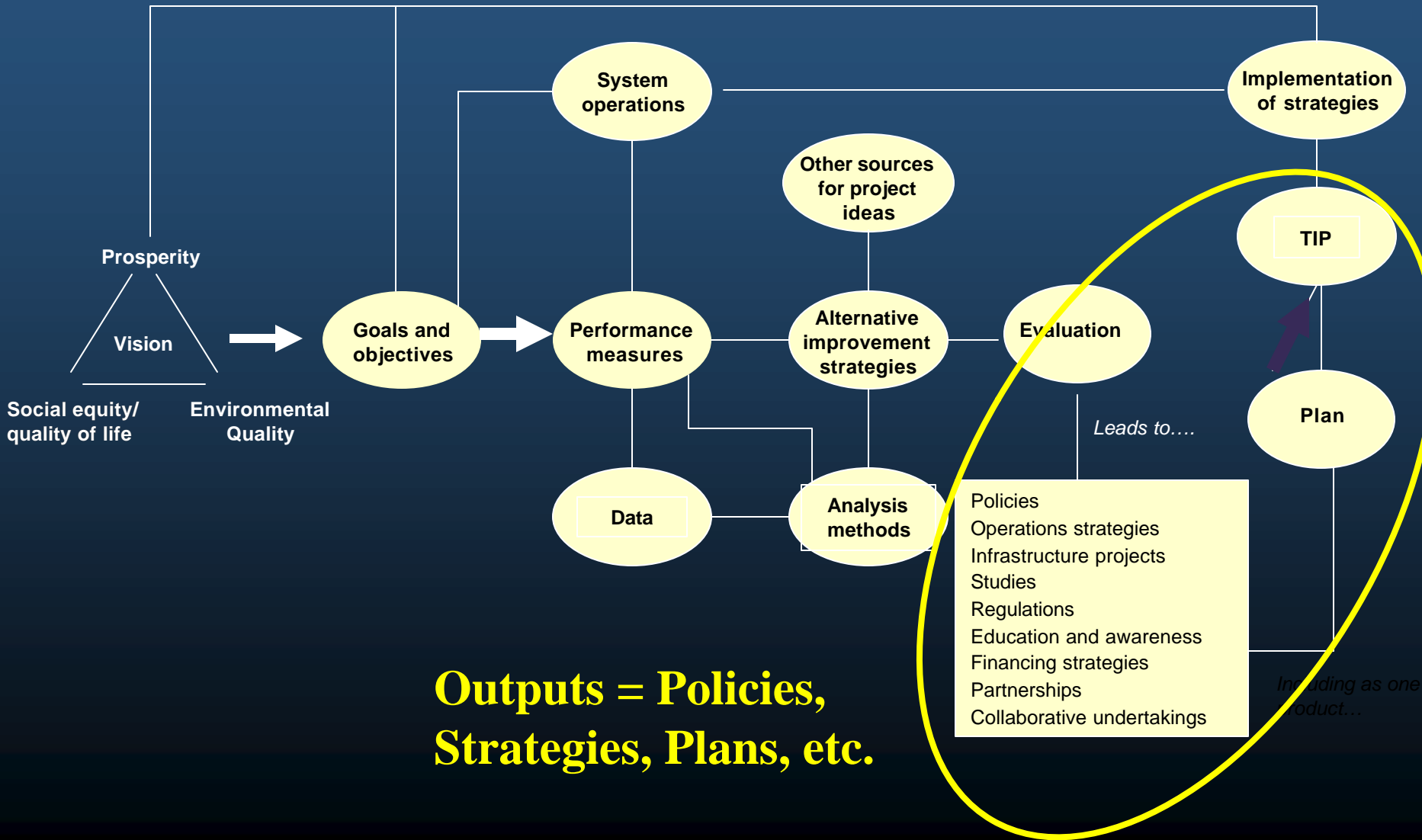
- Important limitations in previous research and studies of including disadvantaged women in effort
 - Focus groups
 - Self-mapping of individual space (using GIS)
 - Combination of qualitative and quantitative data
- “Accessibility does not merely allow one to get from place to place, it equally conditions an individual’s participation in society....social exclusion.”

My own sense of key directions....

- Activity-based modeling will provide the means by which women's travel behavior can be more effectively incorporated into travel demand models
- Better spatial location technologies in combination with data collection methods will provide a quantum leap in our understanding of what is going on
- Safety will be a key opportunity for planning data and methods (re: reauthorization of federal transportation legislation)
- Research will find its way into practice with respect to impact of community development policies

My own sense of key directions....

- Research will find its way into practice with respect to analyzing better modes other than the automobile
- Better models and tools will be available for planning and analysis at smaller scales (e.g., neighborhoods)
- Transportation will continue to be linked to other societal goals/issues (e.g., public health), which draws us to the question, “for whom?”
- However, funding (which drives transportation decision making) will likely continue in the short term to direct investments into “traditional” strategies



**Outputs = Policies,
Strategies, Plans, etc.**

- Policies
- Operations strategies
- Infrastructure projects
- Studies
- Regulations
- Education and awareness
- Financing strategies
- Partnerships
- Collaborative undertakings

Including as one product...

Results/Outputs/Strategies

- What are the types of outputs (of the planning process) that most affect women's transportation challenges and opportunities?
- If more attention is paid to such issues earlier in the planning and policy analysis process, how would the results manifest themselves in planning products?
- How does transportation policy/planning outcomes relate to other societal policy arenas?
- How to assure a multi-modal perspective?
- What are possible unintended consequences?

Pytel and McNeil Paper

“Policy Implications of Trip Chaining”

Influences on trip chaining behavior (e.g., policies, initiatives, and practices) with respect to different trip patterns

- Restructuring fares
- Monthly passes
- New service structures
- Location efficient mortgages and employer assisted housing
- Mixed use development and livable communities
- Safe routes to schools programs

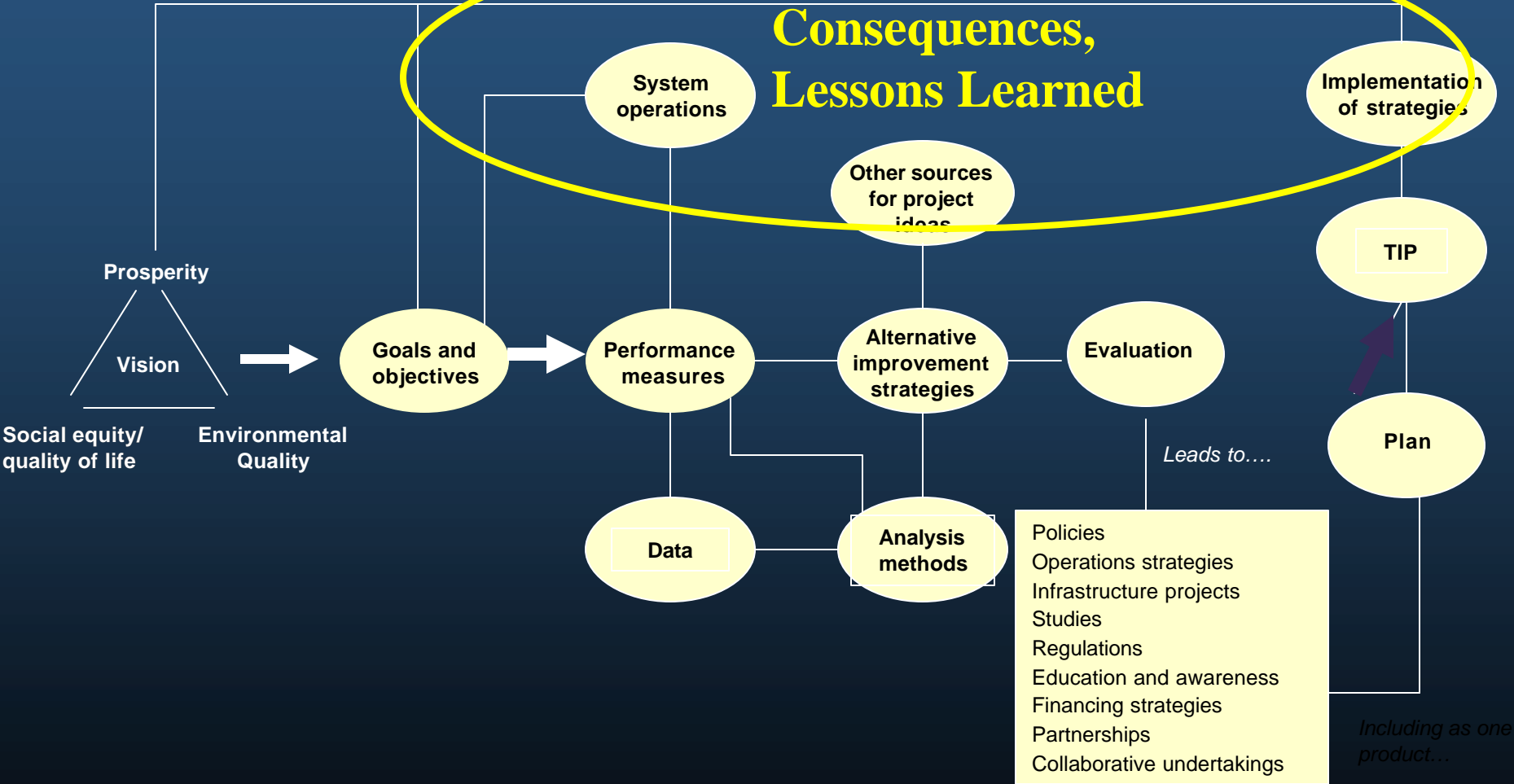
Vagland Paper
**“Gender Equality as a Subsidiary
Objective of Swedish Transport Policy”**

- Planning instructions
- Targets for proportion of women in different agency functions
- Performance measures for gender-related characteristics
- Review of working methods and procedures
- More research
- Encourage more women researchers
- Information and training

Series of activities relating to implementing these actions....

“Women’s perspective and values are not represented when it comes to planning, decision-making and management of the transport system.”

Outcomes = Effects, Consequences, Lessons Learned



Policy Implications

- Safety
- Security
- Environmental pollution
- Mobility
- Social Inclusion and Equity
- Sustainability
- Public health
- Community design
- Housing
- Quality of life
- And most likely more....

Policy Implications

From a retrospective perspective.....

What have been the policies most affected by, and those most affecting, women's transportation issues?

Policy Implications

In looking toward the future....

- What are the implications of changing gender/sex demographics in a range of policy areas?
- What are the implications to transportation policies?
- What are the supporting roles that transportation policies can play in meeting other societal goals important to women?

Policy Implications

The scale issue.....and interrelationships

National

State

Metropolitan

Community

Local



Tax policy

Transit

Environmental

Health

International Experience

One of the exciting contributions of this conference is the examination of women's transportation issues in other countries and cultures

International Experience

Difference between developed and developing countries

--urban and rural

--economic and social well-being

--public health

Sitha, “Women’s Issues in Cambodia”

- Compared to other developing countries, few limitations or restrictions on involvement of women in transport sector
 - Constitutional guarantees
 - Role of women in economy (transport)
 - Aftermath of war

Women's engagement with transport does differ from that of men

- Use of mode (manual v. engine-propelled)
- Little presence in policy making
- Higher incidence with crashes

Finally, although touched on indirectly in the papers, there is an important issue of women's engagement or participation in the planning and policy-making processes

What has been the experience?

What are the barriers?

What are the opportunities?

How can the planning and policy-making processes be more inclusive?

Three Dimensions

- What are the implications of women's trip behavior on planning practice?
- What are the implications of women's transportation issues on policy?
- What has been international experience?