

Neighborhood Transportation Equity: Using LED to Make the Case for Transit

Question your work tried to answer	Highlight the differences between neighborhoods that have access to good mass transit and those that don't. What improvements to job access can be expected if mass transit is built?
Local Employment Dynamics data sources used	<input checked="" type="checkbox"/> OnTheMap <input type="checkbox"/> QWI <input type="checkbox"/> Industry Focus <input type="checkbox"/> Raw data files from CD or VRDC <input type="checkbox"/> Other: _____
Other data sources used	Housing Data from Hennepin County and MetroGIS Sales Tax Revenue Data from MnDOR
Software/ data processing tools used	ArcMap Microsoft Excel
Brief description of methodology (if someone wanted to do a similar analysis, how should they approach it?)	Buffer station areas on existing transit lines and select Census block groups within buffer zones. Use OTM to calculate jobs, wages, distance, direction and commutesheds Compare increase (or decrease) in employment with citywide values and block groups in neighborhoods lacking light rail transit. Use OTM to estimate the number of jobs reached by areas where transit lines are planned. Examine other data along transit corridors (sales tax revenue, housing prices, Census) to see other effects of transit availability
Benefits of methodology/ data	Annual updates can be run and using block groups allows for easy comparison and integration with a variety of data sources
Drawbacks/problems with methodology/data	Small-scale station areas are prone to greater error. Hard to prove cause-effect with employment, housing, transit data
Anything else?	
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