

EQUITY IN WORK & MOBILITY



Equitable outreach,
marketing, and access to
services in the Atlanta
Regional TDM Program

EQUITY IN WORK & MOBILITY

Goal

To develop a series of reports and data analysis tools that help us understand equity as it relates to work and commuting.

Assumption

Understanding differences in mobility and access to transportation infrastructure among the working population in our region is key to addressing equity issues through TDM.

Approach

Examine the relationships among:

- *home and work locations*
- *commute patterns*
- *equitable target areas*
- *Vulnerable industry workers*
- *access to transportation infrastructure*
- *mobility*

Data & Scope

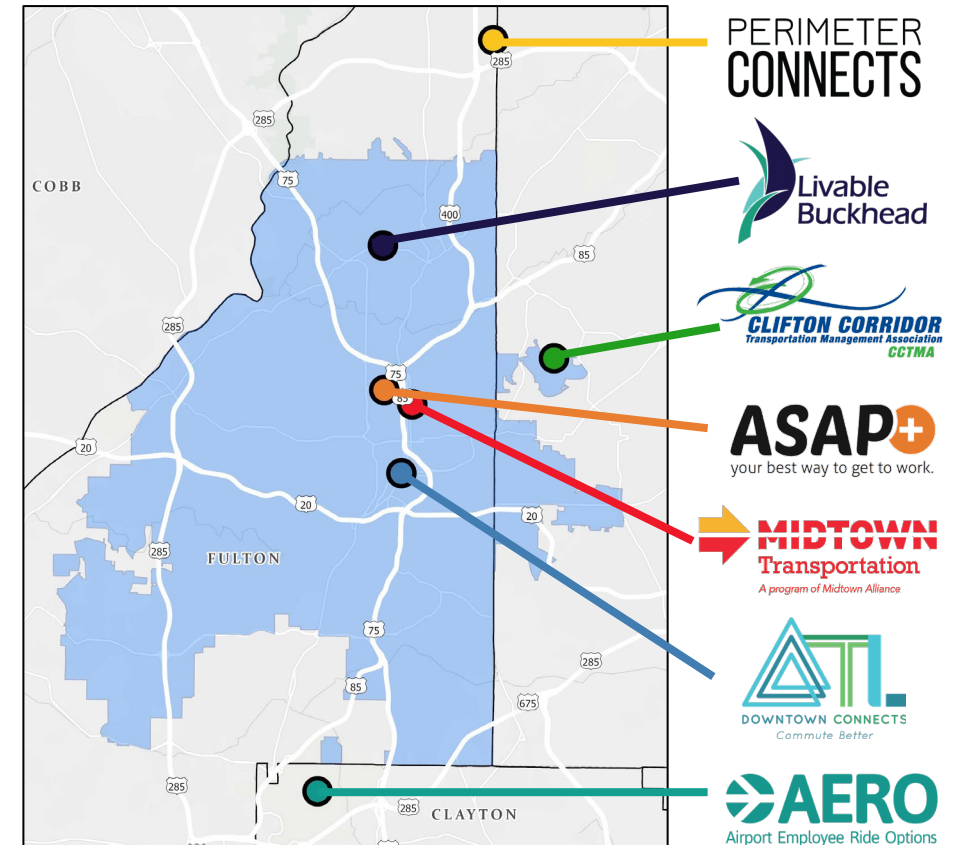
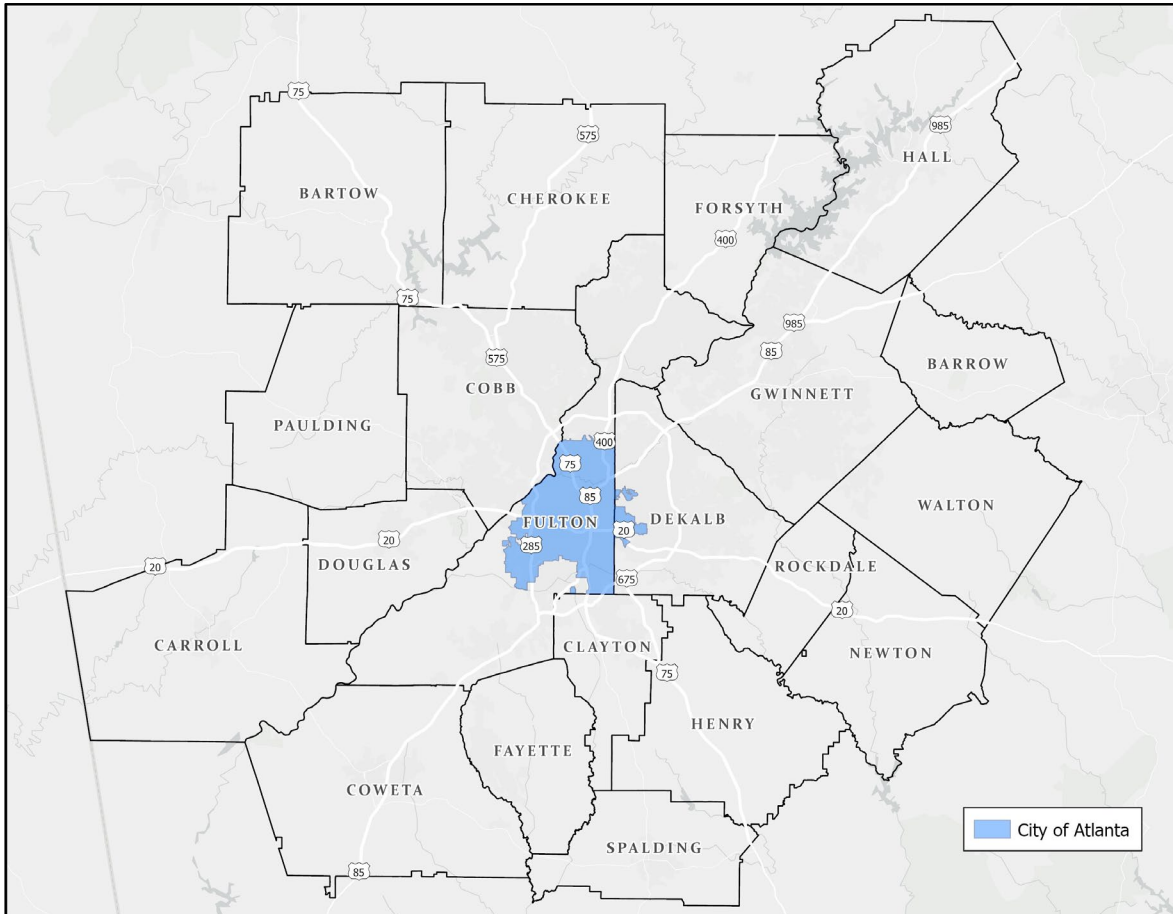
Data Sources

- American Community Survey (ACS) 2014-2018 5-year estimates
- American Community Survey (ACS) 2013-2017 5-year estimates
- Longitudinal Employer-Household Dynamics (LEHD) 2017 Data
- BusinessWise Data (2020)
- Regional Commuter Survey 2019

Geographic Scope

Atlanta Regional TDM Outreach & Marketing Territories:

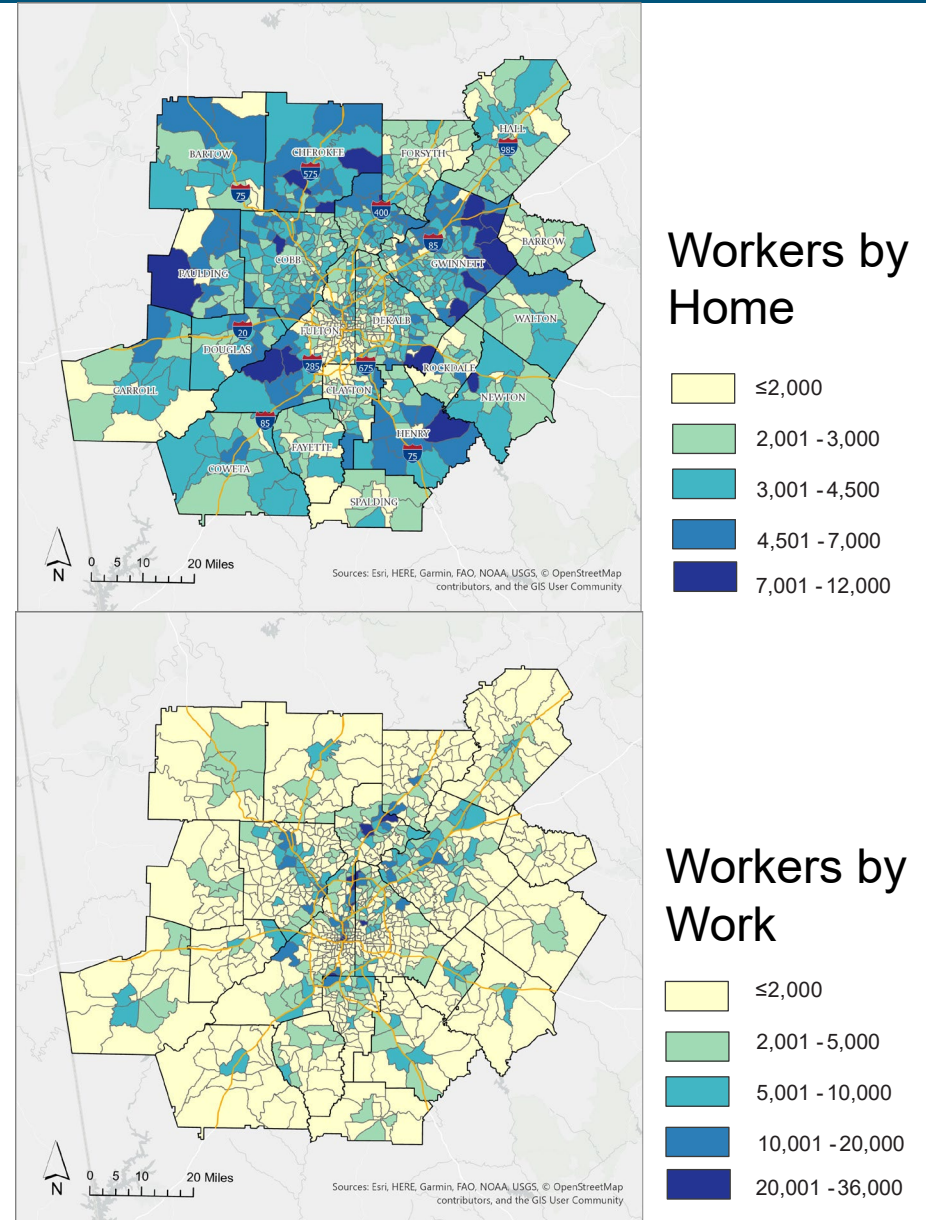
- GCO 20-County
- Seven TMA Employment Centers



Home & Work Locations

Workers' home locations are much more spread out than their work locations.

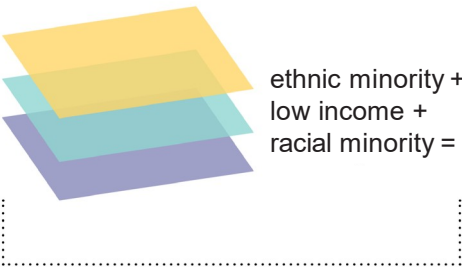
- The 100 census tracts with the most work locations account for half of the regional jobs, whereas the 100 tracts with the most home locations only account for 20% of residential sites.
- Additionally, nearly 60% of jobs are located within a mile of an interstate, whereas only a quarter of workers' homes are.
- 15% of regional workers live inside the I-285 perimeter, yet 30% of jobs are ITP.
- Finally, the five core counties (Clayton, Cobb, DeKalb, Fulton, and Gwinnett) account for 77% of regional jobs, but only 64% of homes.
- These differences are reflected in an average one-way commute distance of 19 miles and an average one-way commute time of 39 minutes.



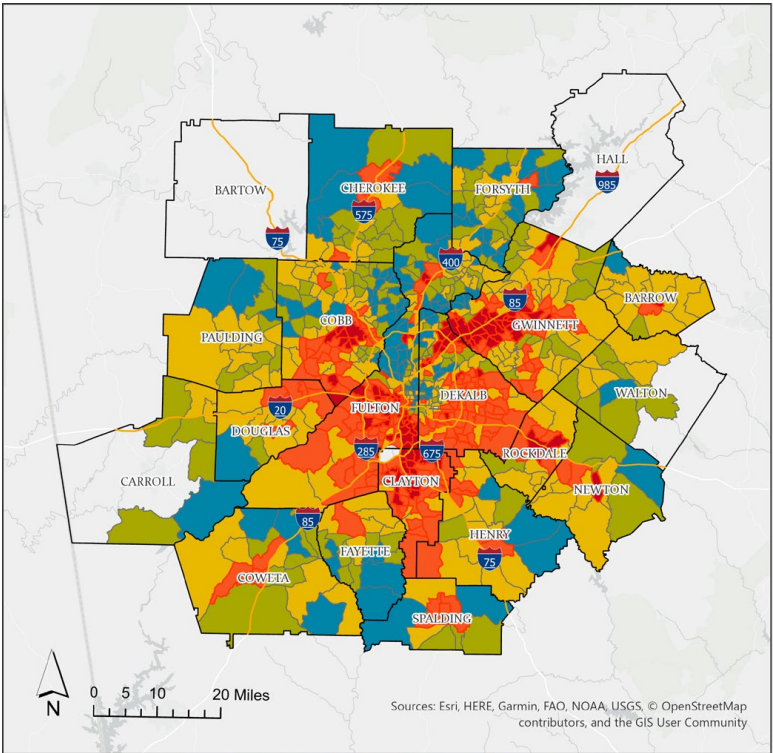
Environmental Justice Areas

Environmental Justice Scoring

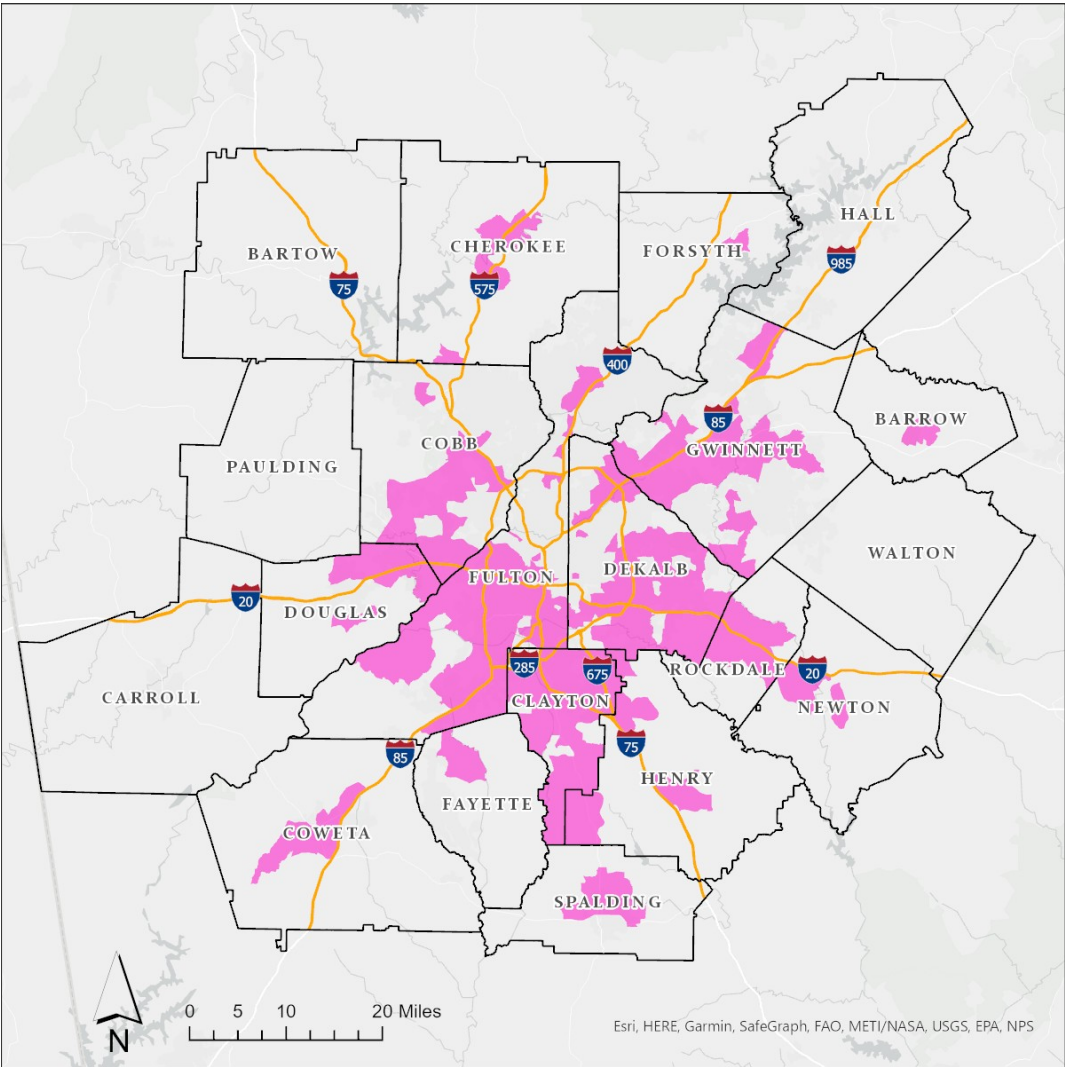
Every census tract has a maximum possible score of 12 since there are 3 criteria and a maximum bin score of 4 per criteria.



EJ Score



Environmental Justice Areas



34.3%
of total
workers in the
20-county
region live in
EJ areas

Vulnerable Industries

VULNERABLE INDUSTRIES IN COVID-19

“Vulnerable industries” are defined as those industries whose workers are still required to commute in a pandemic situation, due to the nature of their work. The list of industries includes:

- 1) essential industries
- 2) in-person services
- 3) on-site laborers

Workers in these industries are likely to be exposed to a higher risk of infection than others, so they need specific strategies to secure their safety in commuting and working environments.

46.3% of total workers in the 20-county region work in one of the vulnerable industries

35.1% of total workers in vulnerable industries live in EJ areas - roughly equal to the share of total workers in the region

Industry	Expected Hardship in Commuting
Accommodation & Food Services	<ul style="list-style-type: none">– Essential workers (critical food industries)– On-site labor required– In-person services required
Healthcare & Social Assistance	<ul style="list-style-type: none">– Essential workers– On-site labor required– In-person services required
Manufacturing	<ul style="list-style-type: none">– Essential workers (in part)– On-site labor required
Retail Trade	<ul style="list-style-type: none">– On-site labor required– In-person services required (in part)
Transportation & Warehousing	<ul style="list-style-type: none">– Essential workers– On-site labor required– In-person services required (in part)
Wholesale Trade	<ul style="list-style-type: none">– On-site labor required– In-person services required (in part)

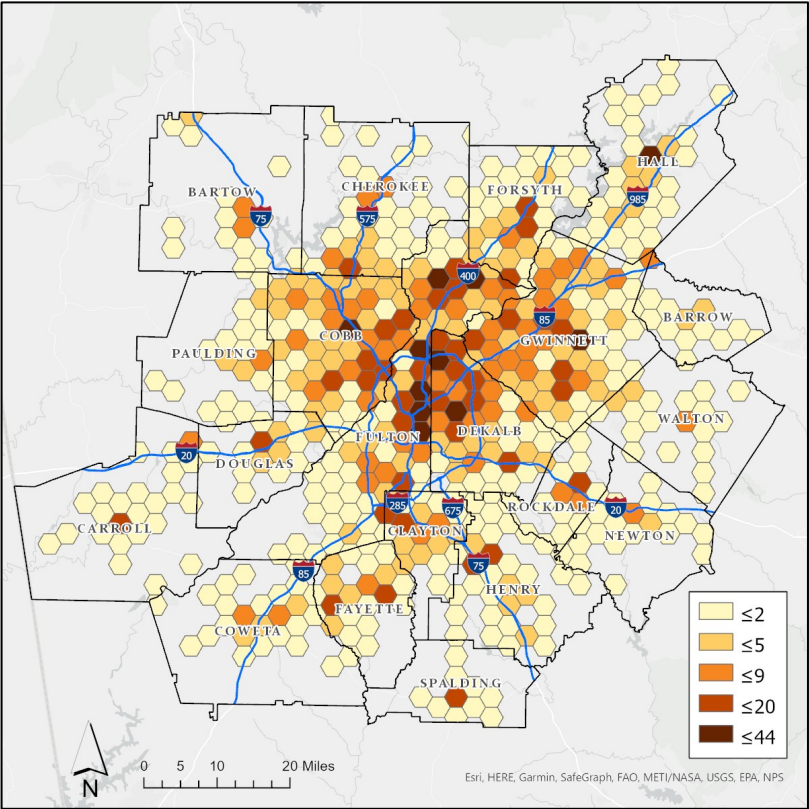
Vulnerable Industries

Businesses			Workers		Workings in EJ Areas	
Industry	# of Businesses in The Region	% of Regional Businesses	# of Workers in The Region	% of Regional Workers	# of Workers Living in an EJ Area	% of Industry Living in EJ Area
Accommodation & Food Services	8,540	8.1%	249,646	9.0	99,230	39.7
Healthcare & Social Assistance	11,678	11.1%	285,961	10.3	101,968	35.7
Manufacturing	2,871	4.0%	172,239	6.2	48,843	28.4
Retail Trade	13,453	13.2%	283,981	10.2	100,710	35.5
Transportation & Warehousing	2,429	2.4%	142,252	5.1	58,410	41.1
Wholesale Trade	7,024	6.8%	154,001	5.5	43,350	28.1

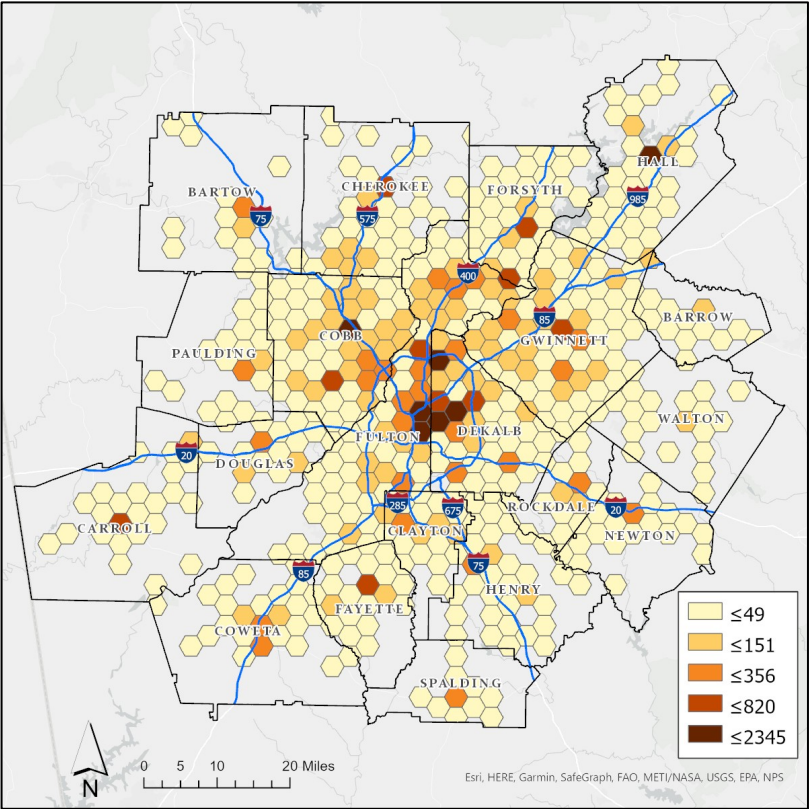
Vulnerable Industries

ACCOMODATION & FOOD SERVICE

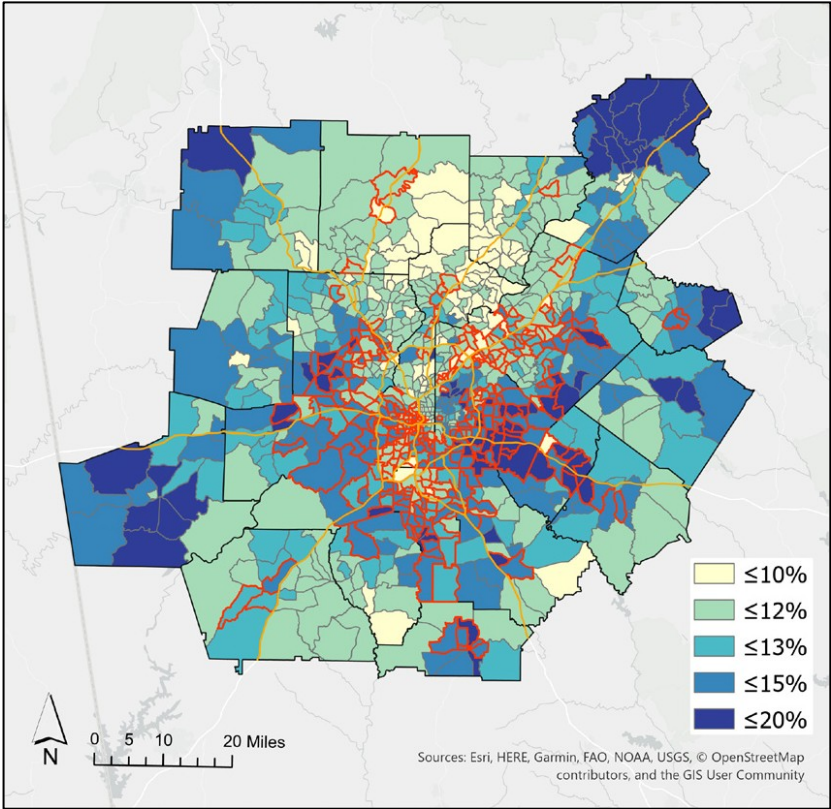
Businesses per Square Mile



Employees per Square Mile

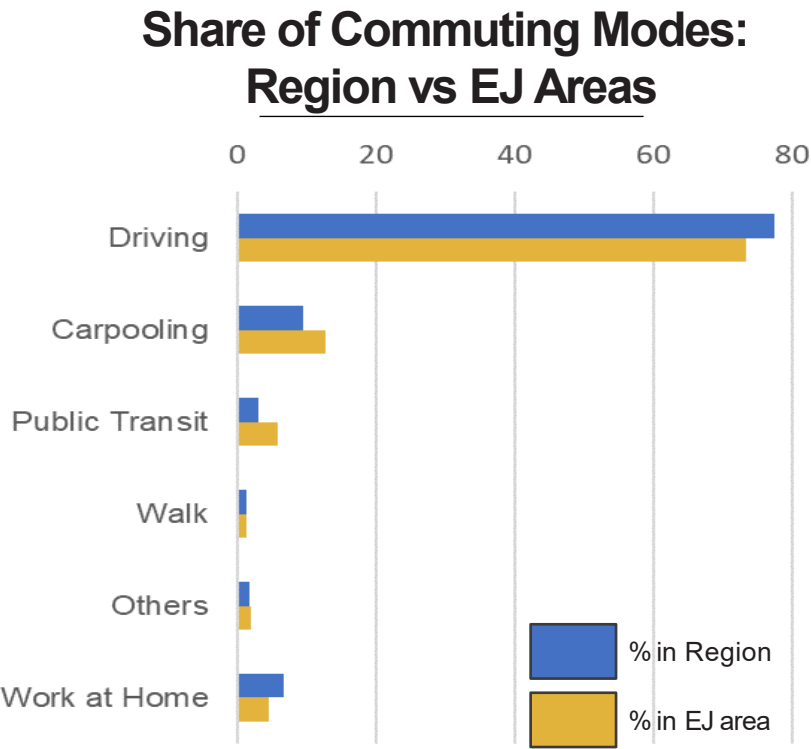


Share of Workers Homes by Tract



Sources: Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS contributors, and the GIS User Community

Access to Work/Commute Infrastructure



Workers in the EJ area had lower shares of commuting by driving alone and higher shares than average of using alternative modes (carpooling, public transit, walking, etc) to commute.

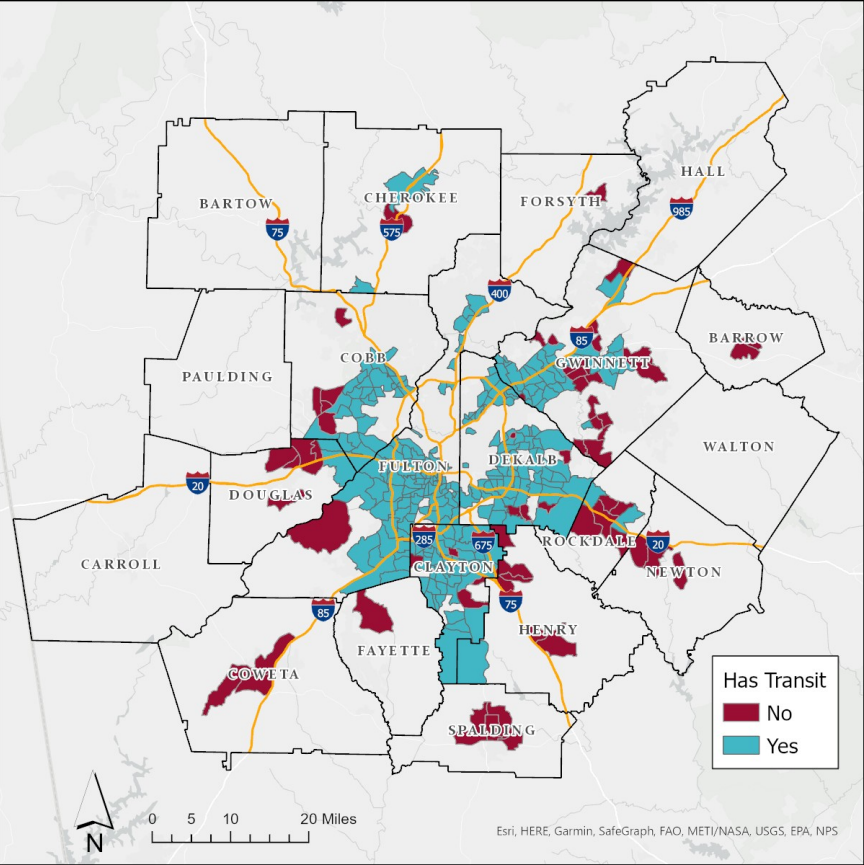
Access to Income and Equipment

Indicator	20-County Region	EJ Area	Difference
Workers earning less than \$1,250 per month	18%	22%	4%
Workers with no computer at their home	18%	31%	13%
Workers with no access to broadband internet	25%	41%	16%
Workers with no vehicle in their household	5%	8%	3%

Overall, the workers in EJ areas are less likely to have any kind of equipment that enhance work or commute flexibility in their homes.

Transit Access

Transit Access in EJ Areas



Share of workers with walkable access to transit from their home

Region: **21%**
EJ Areas: **39%**

EJ areas have greater than average access to region transit because they tend to be located closer to center of the region, where transit is available. However, many of those working in vulnerable industries live outside of the region's core and therefore have lower than average access to transit.

Transit Access by Vulnerable Industry

Industry	Share of workers with walkable access to transit
Total, All Jobs	21%
Accommodation & Food Services	24%
Healthcare & Social Assistance	21%
Manufacturing	15%
Retail Trade	19%
Transportation & Warehousing	21%
Wholesale Trade	18%

Next Steps

- **Finalize region-wide Equity in Work & Mobility Report**
- **Duplicate report for each outreach territory, with data specific to that territory**
- **Create web-based analysis tools, allowing Atlanta Regional TDM outreach and marketing workers to examine the relationship between specific variables presented in the reports**