

Planning, Policy
and
Programming

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Project Title:
Mobility Justice in Rural California:
Examining Transportation Barriers
and Adaptations in Carless
Households

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Mobility Justice in Rural California: Examining Transportation Barriers and Adaptations in Carless Households

Examining differences between zero-car households and households with cars in rural and disadvantaged communities

WHAT IS THE NEED?

While there has been previous research on barriers to transportation access in rural communities in the United States, much of this work focuses specifically on access to healthcare or on the broad conditions and policy approaches related to travel challenges outside urban areas.

WHAT ARE WE DOING?

This study will begin with a quantitative characterization of the rural zero-car population in California, followed by a qualitative evaluation of the travel burdens faced by households without cars, with a particular focus in the rural San Joaquin Valley of California.

WHAT IS OUR GOAL?

The goal of this research is to identify how rural zero-car households in California meet their transportation needs, and what policy solutions might improve access and mobility for these households.

WHAT IS THE BENEFIT?

Rural areas have the highest death rates per capita from motor vehicle incidents when compared to urban and suburban areas. Rural counties are also the least likely to implement pedestrian and bicycle projects. Examining transportation barriers within



DRISI provides solutions and
knowledge that improves
California's transportation system

rural communities can inform communities and decision-makers of equitable transportation accessibility, safety enhancing, and multi-modal implementation opportunities within rural communities.

WHAT IS THE PROGRESS TO DATE?

The project panel met in April 2022 for a kick-off meeting. Researchers have conducted a preliminary data and mapping analysis quantifying carless households. The research team drafted interview questions to determine household travel behaviors and barriers to transportation within rural California, and how zero or low-vehicle households overcome these challenges.

The research team contracted with Self-Help Enterprises to assist with recruiting interviewees for the project. A total of 20 interviews were conducted, including majorly Mexican/Latino/Hispanic households in the California central valley. A revised quantitative presentation was submitted to TRB. The research team will complete analysis of interviews and the draft report for submittal to Caltrans by November 30, 2022.

IMAGES



Image 1: A two-lane highway in a rural community of California that lacks multi-modal accessibility.