



Caltrans Division of Research,
Innovation and System Information

Research



Notes

Planning, Policy,
and
Programming

AUGUST 2022

Project Title:
Cross-Sectional Study of the Effects of
Disability on the Mismatch of Desires
versus Choices for Transportation
Modes and Residential Location

Task Number: 3451

Start Date: October 1, 2021

Completion Date: September 30, 2022

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Cross-Sectional Study of the Effects of Disability on the Mismatch of Desires versus Choices for Transportation Modes and Residential Location

Improve understanding of how individuals' needs for local transportation and housing in California differ based on disability along with other characteristics including income, race, gender, household size and composition, and age.

WHAT IS THE NEED?

California Transportation (Caltrans) currently lags behind in understanding the mobility needs of disability population. By not understanding their mobility needs, Caltrans will not be able to pursue a policy to meet Caltrans missions of provide a safe and reliable transportation network that serves all people and respects the environment.

This will likely be especially important in the context of California, where suburbanization of poverty in large coastal metropolitan areas, aging of the population as a whole, and high levels of dependence on private automobility (including driving oneself as well as depending on family or friends for rides) may together contribute to greater rates of social exclusion among people with disabilities.

WHAT ARE WE DOING?

This project will combine qualitative and quantitative data collection efforts to improve understanding of how individuals' needs for local transportation and housing in California differ based on disability along with other characteristics including income, race, gender, household size and composition, and age. Qualitative data collection efforts will be centered on two focus groups that will explore the types of challenges that people with different types of disabilities face with transportation and housing. Results from these efforts will inform the development of quantitative data collection efforts centered around a cross-sectional survey of California residents with or without disabilities, and from different backgrounds with respect to income, age, race, gender, and other characteristics.



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

The survey and accompanying data analyses aim to capture individuals' choices and desires for transportation modes, travel frequencies, housing characteristics, and neighborhood characteristics. The research team will compare these patterns across respondents with respect to disability and other traits and explore further correlations among these choices and desires.

WHAT IS OUR GOAL?

There are several research questions that the researchers hope to answer with this project, listed below.

1. How do respondents' travel mode choices differ based on the type of disability?
2. Do people with disabilities actually travel less often compared to people without disabilities?
3. How many people with disabilities travel infrequently because of transportation problems associated with their disabilities?
4. How do respondents' neighborhood type (urban, rural, et cetera) choices differ based on the type of disability?
5. How do respondents' desired travel modes differ based on the type of disability?
6. Do people with disabilities desire to travel as frequently as people without disabilities?
7. How do respondents' desired neighborhood types differ based on the type of disability?
8. Do people with specific types of disabilities experience a bigger gap between desired and actual travel frequencies compared to people without disabilities?
9. How do choices and desires for transportation and housing differ for people with disabilities who do versus do not regularly depend on live-in caregivers?

WHAT IS THE BENEFIT?

Relevant products of this task order will include an important source of data that could be also used in future additional data analyses. Final reports with the results from the focus groups and analysis of survey data be distributed as

appropriate to regional and state-level agencies as well as advocacy organizations. The researchers anticipate those materials will help to empower people with disabilities as well as people from other marginalized backgrounds to improve transportation and housing options available to them and will assist policymakers in this regard. This will likely be especially important in the context of California, where suburbanization of poverty in large coastal metropolitan areas, aging of the population as a whole, and high levels of dependence on private automobility (including driving oneself as well as depending on family or friends for rides) may together contribute to greater rates of social exclusion among people with disabilities. Additionally, the recruitment of people from diverse racial and geographic backgrounds, including the Central Valley where people are more likely to have racially marginalized backgrounds and experience environmentally induced disabilities, will be critical to understanding the diversity of needs with respect to race, geography, and disability type.

WHAT IS THE PROGRESS TO DATE?

Our team finalized and disseminated the two versions of the survey instrument, one for Qualtrics opinion panelists and one from our list of past respondents for projects in our 3 Revolutions graduate group at UC Davis, as well as interested participants who reached out after hearing about the survey through various partner disability advocacy organizations (DAOs). Launching the version to the Qualtrics opinion panel entailed multiple meetings with representatives from Qualtrics in order to make sure that we were receiving high-quality responses.

This required two trial runs, or "soft launches" that revealed problems with responses, such as participants from outside of California, answers that were repeatedly copied & pasted, or people speeding through the survey as quickly as possible. Once we had procedures in place to minimize these factors, we were able to launch

the Qualtrics version for full dissemination. While the survey has been live, we have also monitored the email address for this study for questions, comments, and interested participants.

Plan For Next Quarter:

Both versions of the survey will close data collection on July 31st. When that happens, we will clean & analyze the data and present our findings to Caltrans in the final report and presentation.