URBAN MOBILITY ANALYSIS

DASHBOARD LINK:

[BUDT758D\_Final Project VIZARDS | Tableau Public](https://public.tableau.com/app/profile/sai.thanmayi.karpurapu/viz/BUDT758D_FinalProjectVIZARDS/Story1)

**Data Overview:**

Our analysis focuses on the intersection of transit accessibility, walkability, employment density, and population density across the United States. We have utilized multiple datasets to generate insights that can help urban planners, policymakers, and stakeholders in making informed decisions.

**Datasets Used:**

**Transit Accessibility:** Measures the proportion of jobs accessible within a 45-minute transit commute.

**Walkability Index:** Evaluates the walkability of different states, considering factors such as pedestrian infrastructure and proximity to amenities.

**Employment and Population Density:** Assesses how densely populated and employed areas are in relation to their transit and road network density.

**Household Car Ownership:** Provides insights into the percentage of households with no cars, one car, or multiple cars

**Story and Its Importance:**

Our analysis underscores the vital link between transit accessibility, walkability, and urban planning. As urban populations grow, cities will become more livable, sustainable, and accessible. The dashboards provide a comprehensive view of urban mobility in the United States.

**Key Insights:**

**High Transit Accessibility:** New York and the District of Columbia excel in job accessibility via transit, highlighting their efficient public transportation systems.

**Walkability:** The Walkability Index shows the District of Columbia and California lead in pedestrian-friendly environments, reducing car reliance and promoting healthier lifestyles.

**Car Ownership:** Car ownership varies significantly, with the District of Columbia having the highest percentage of car-free households, emphasizing effective transit systems.

**Employment Density:** Higher employment density correlates with better transit accessibility, linking job concentration to transit services.

**Interpretation and Conclusions:**

**Enhanced Urban Mobility:** States with high transit accessibility and walkability scores demonstrate how well-planned infrastructure can support sustainable urban mobility. These states serve as benchmarks for others aiming to improve their public transit systems and walkability.

**Policy Implications**: Our findings can guide policymakers in prioritizing investments in public transit and pedestrian infrastructure. By focusing on areas with lower accessibility and walkability scores, states can work towards more equitable and sustainable urban environments.

**Future Planning:** Urban planners can use this data to design cities that are less car-dependent and more supportive of public transit an

**Recommendations:**

**Invest in Public Transit:** States with lower transit accessibility should invest in expanding and improving their public transit systems to enhance connectivity and reduce car dependency.

**Improve Walkability:** Enhance pedestrian infrastructure, especially in states with low walkability scores, to promote healthier lifestyles and reduce traffic congestion.

**Focus on Equity:** Ensure that transit and walkability improvements benefit all residents, particularly in underserved areas, to create more inclusive urban environments.

**Data-Driven Planning:** Continuously collect and analyze data on transit accessibility, walkability, and employment density to inform urban planning decisions and track progress over timed pedestrian activities. This not only enhances the quality of life but also contributes to environmental sustainability.