



## Center for Advanced Multimodal Mobility Solutions and Education

UTC Project Information – CAMMSE @ UNC Charlotte	
<b>Project Title</b>	Characteristics of Pooled Trips Offered by Ride-sourcing Services in Chicago
<b>University</b>	The University of Connecticut
<b>Principal Investigator</b>	Carol Atkinson-Palombo and Norman Garrick
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<b>Funding Sources and Amount Provided (by each agency or organization)</b>	The University of North Carolina at Charlotte: \$60,000 The University of Connecticut: \$30,007
<b>Total Project Cost</b>	\$90,007
<b>Agency ID or Contract Number</b>	
<b>Start and End Dates</b>	10/01/2020 – 09/30/2022
<b>Brief Description of Research Project</b>	In this project, the research team will analyze data from a new database from the City of Chicago on ridesourcing services to understand the spatial and temporal patterns of Uber and Lyft usage across the region. The work will be innovative because the database is the most comprehensive publicly-available information that has ever been published on ridesourcing services by any municipality in the United States. Our analysis will focus on the trip database which includes detailed pricing information, trip length, Census Tract of trip origin and destination, date and time of trip, whether the trip was requested to be “split” with other users, and



## Center for Advanced Multimodal Mobility Solutions and Education

whether the request to split was fulfilled. We will build on the similar research undertaken in NYC, noting that we will be able to expand that analysis because the Chicago data are far more extensive.

Having pricing data for regular as well as “split” trips that are taken with other users will help us to answer a broader range of questions pertaining to the way that these services are being incorporated into existing transportation system. Our research project is motivated by the overarching research question (RQ): “How do ridesourcing services change the landscape of accessibility, for whom, and at what cost?” We will operationalize this with three smaller RQs: RQ1) What are the spatial and temporal patterns of ridesourcing usage in Chicago for both pooled and non-pooled rides? RQ2) How does ridesourcing usage vary according to neighborhood characteristics (comprised of a vector of three factors (a) socio-economic and demographic variables; (b) population and employment density; and (c) and availability of other modes of transportation including vehicle ownership and public transit)? RQ3) How does spending on ridesourcing in Chicago compare to spending on other modes of transportation, in absolute terms, and as a percentage of household income? The findings from these three research questions will be synthesized to generate data about per capita spending across the study area on transportation, and identify areas suffering from transportation



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	<p>inequity, defined as spending a high proportion of their income on transportation. This will provide a jumping off point for a subsequent study involving identifying ways to alleviate this inequity.</p>
<p><i>Describe Implementation of Research Outcomes (or why not implemented)</i></p> <p><i>Place Any Photos Here</i></p>	
<p><i>Impacts/Benefits of Implementation (actual, not anticipated)</i></p>	
<p><i>Web Links</i></p> <ul style="list-style-type: none"> <li>• <i>Reports</i></li> <li>• <i>Project website</i></li> </ul>	<p><a href="https://cammse.uncc.edu/sites/cammse.uncc.edu/files/media/CAMMSE-UNCC-2021-UTC-Project-Information-05-AtkinsonPalombo-Garrick.pdf">https://cammse.uncc.edu/sites/cammse.uncc.edu/files/media/CAMMSE-UNCC-2021-UTC-Project-Information-05-AtkinsonPalombo-Garrick.pdf</a></p> <p><a href="https://cammse.uncc.edu/sites/cammse.uncc.edu/files/media/CAMMSE-UNCC-2021-UTC-Project-Report-05-AtkinsonPalombo-Garrick-Final.pdf">https://cammse.uncc.edu/sites/cammse.uncc.edu/files/media/CAMMSE-UNCC-2021-UTC-Project-Report-05-AtkinsonPalombo-Garrick-Final.pdf</a></p>