

How can transit investments and transportation improvements advance transportation equity?

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A Bitter Truth: Transportation may create underclass

- When car is the dominant mode, some groups are favored and some are insulted.

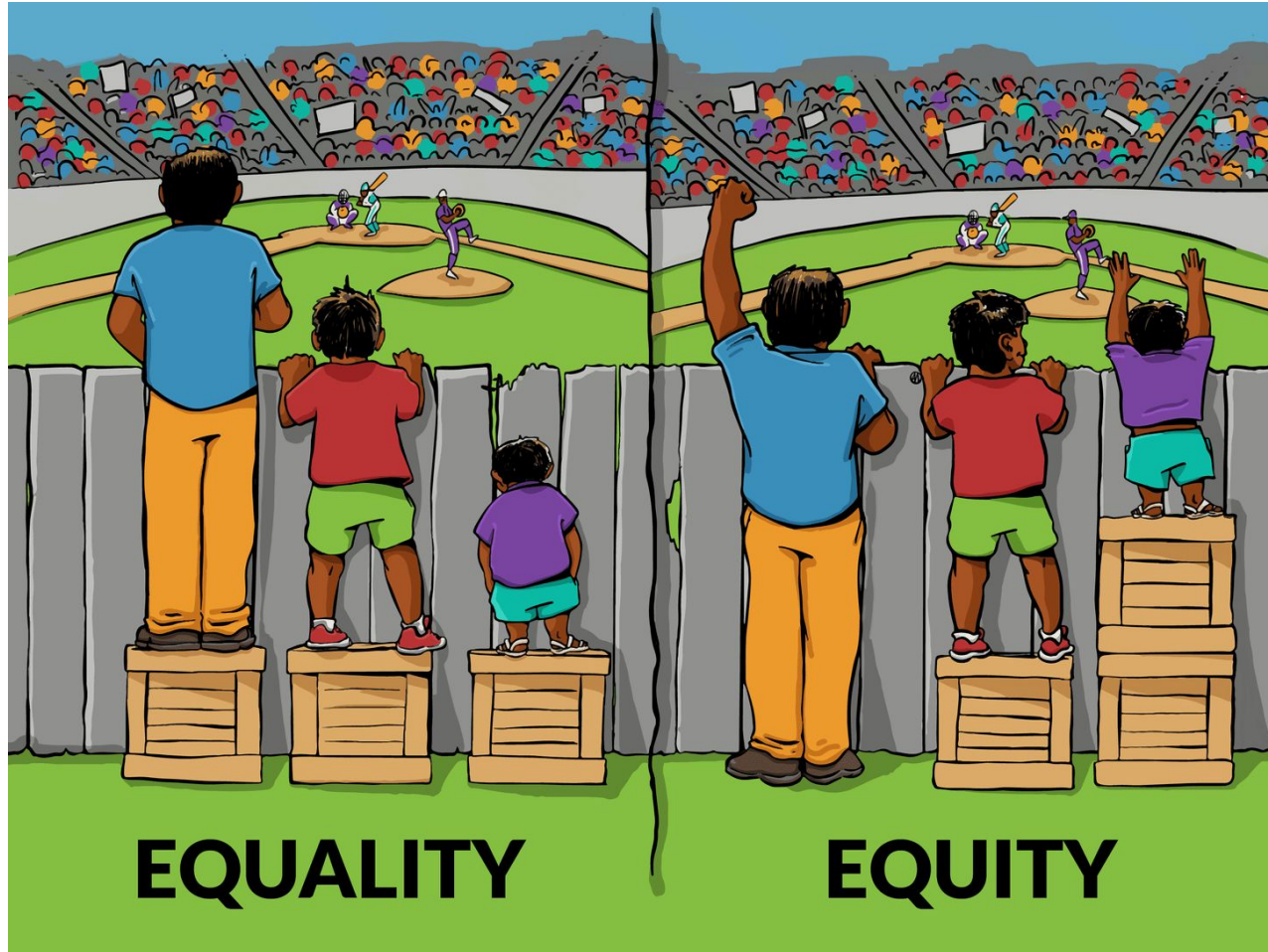


Arlington, Texas



Figure 1. The Tom J. Vandergriff Bronze Statue seen from the front entrance (left) and the Statue seen from the back entrance by the parking lot (right). Photo Credit: Yingling Fan (left) and www.arlington-tx.gov (right)

Substantive equality vs. Compensatory Equity



Alternative version:

What a bunch of crap.
The fence is the real problem here!



Structural inequities in transportation Vs. specific transportation inequities



- Structural
 - Segregation and discrimination
 - Automobile Dependency
 - User-pay transportation finance
- Specific
 - Race, gender, youth, senior,
 - People with disabilities
 - Low-income
 - Alternative transportation users
 - Rural and tribal

Community-based data collection

Tell us what you think!
At the Transportation Users & Equity Stakeholders Gathering in July this year, we asked community members what transportation equity meant to them. Below are a few things we heard from them. To what extent DO YOU AGREE with the following?

Transportation Equity means...	Agree	Neither agree or disagree	Disagree
Transportation networks that address the disconnection between where people live and where they want to go, especially in rural areas.			
Access to transportation options and payment that are not reliant on smartphones and credit card use.			
Transportation options, especially public transportation services, which are more available and affordable.			
Street infrastructure and modes of transportation that increase personal safety for all groups of people (e.g. immigrants, LGBTQ, people of color, women, children, persons with disabilities and older adults)			

What does transportation equity mean to YOU?

Where low-income communities & neighborhoods have sidewalks that are safe & well maintained.

Pre-paid cards/ system to use riders a better smart-phone dependent options, also Nishiki.

Sidewalks in suburbs to improve connectivity.

There are jobs in places like Shakopee (Armenia), but no ppl in work there because getting there is hard. Sidewalks can improve connectivity.

Transportation that goes to where people go. American, Shakopee has jobs but no ppl.

Light rail system to connect suburbs to downtown. High capacity for the region.

Transit that is more affordable.

Free transit access for youth 18 and under + free personal bikes for all Mpls students.

For active older adults: Training/ training on how to use smartphone apps for how to use scooter apps a stop signal etc + sign.

MaDOT | CTS | HHH | UROC | University of Minnesota



What does transportation equity mean to you?

Transportation Equity:

Accessibility (30)
Quality of service (9)
Inclusion (8)
Reducing/eliminating disparity (7)
Economic / job opportunity (7)
Safety (5)

Challenges:

Leadership (5)
Safety & perception of safety (5)
Lack of understanding (5)
Funding (5)
Land use (3)
Lack of implementation (3)

Opportunities:

Public engagement / relationship-building (15)
Coordination across all levels and sectors (6)
Workforce development (4)
Improving quality of life (3)

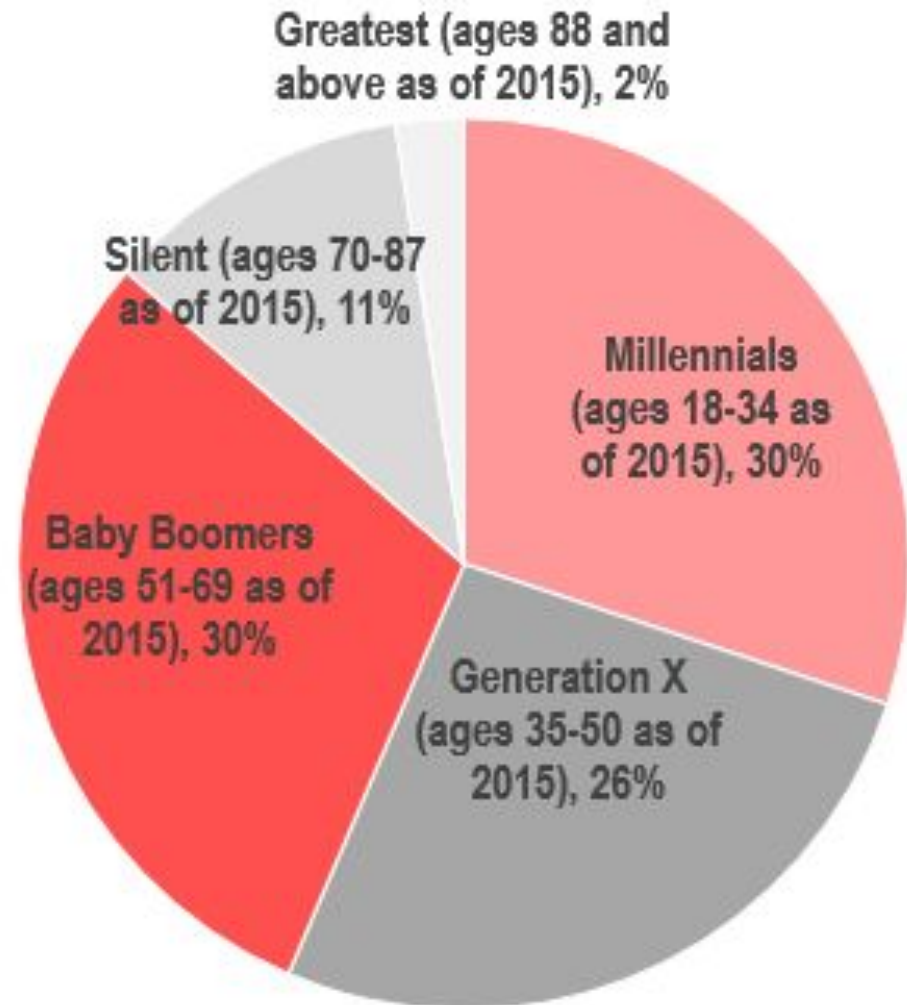
Advancing transportation equity entails

- creating *transportation systems* that support multi-modal options that are affordable, sustainable, reliable, efficient, safe, and easy to use;
- ensuring *quality transportation services* are accessible to all populations for reaching destinations independently if needed;
- supporting *decision-making processes* that are fair, promote diversity, and incorporate meaningful public engagement, so that all populations, particularly underserved and underrepresented populations experiencing longstanding disparities, can achieve positive social outcomes.

**How can transit
investments pay a role?**

Public transit is needed more than ever

- **72% public transit ballot measures passed since 2000.**
 - Majority of the American public willing to tax themselves for public transit.
- **Demographics and culture have shifted**
 - Biggest adult population groups are millennials and baby boomers

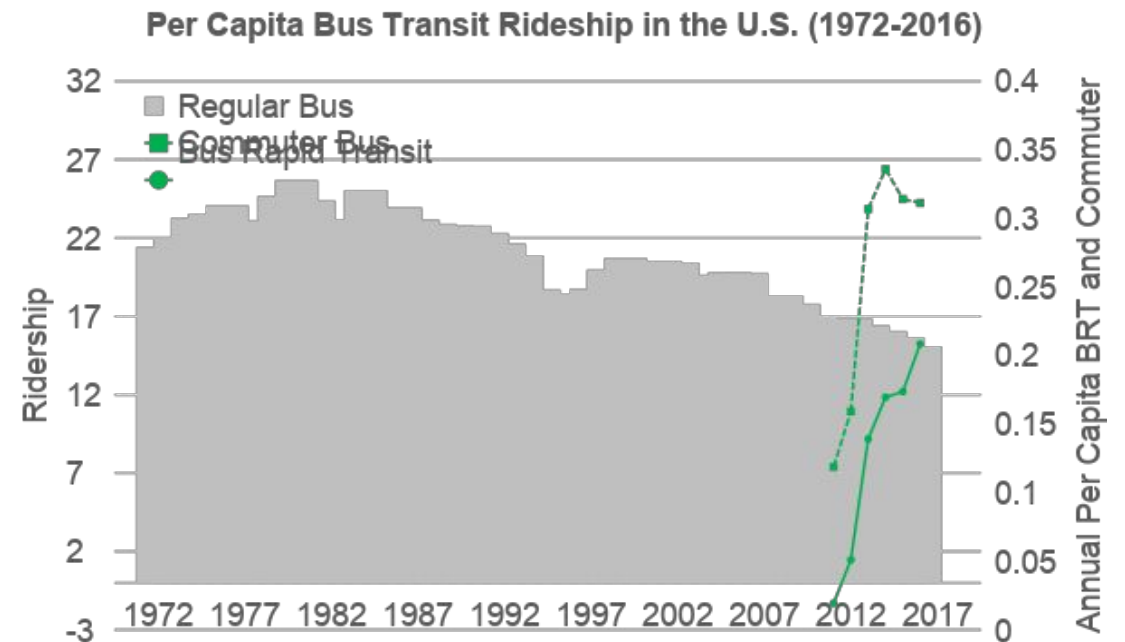
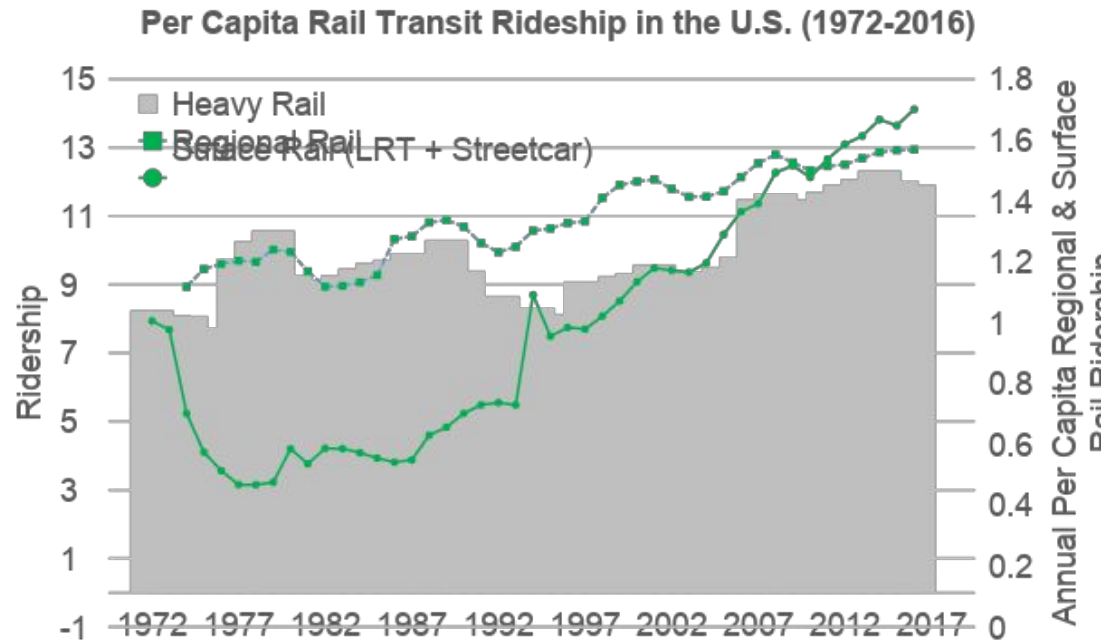


Maximizing equity benefits of transit investments

- Mode matters and ridership matters
- System-level bus-rail integration
- Supportive land use policy
- Job creation and workforce development near transit

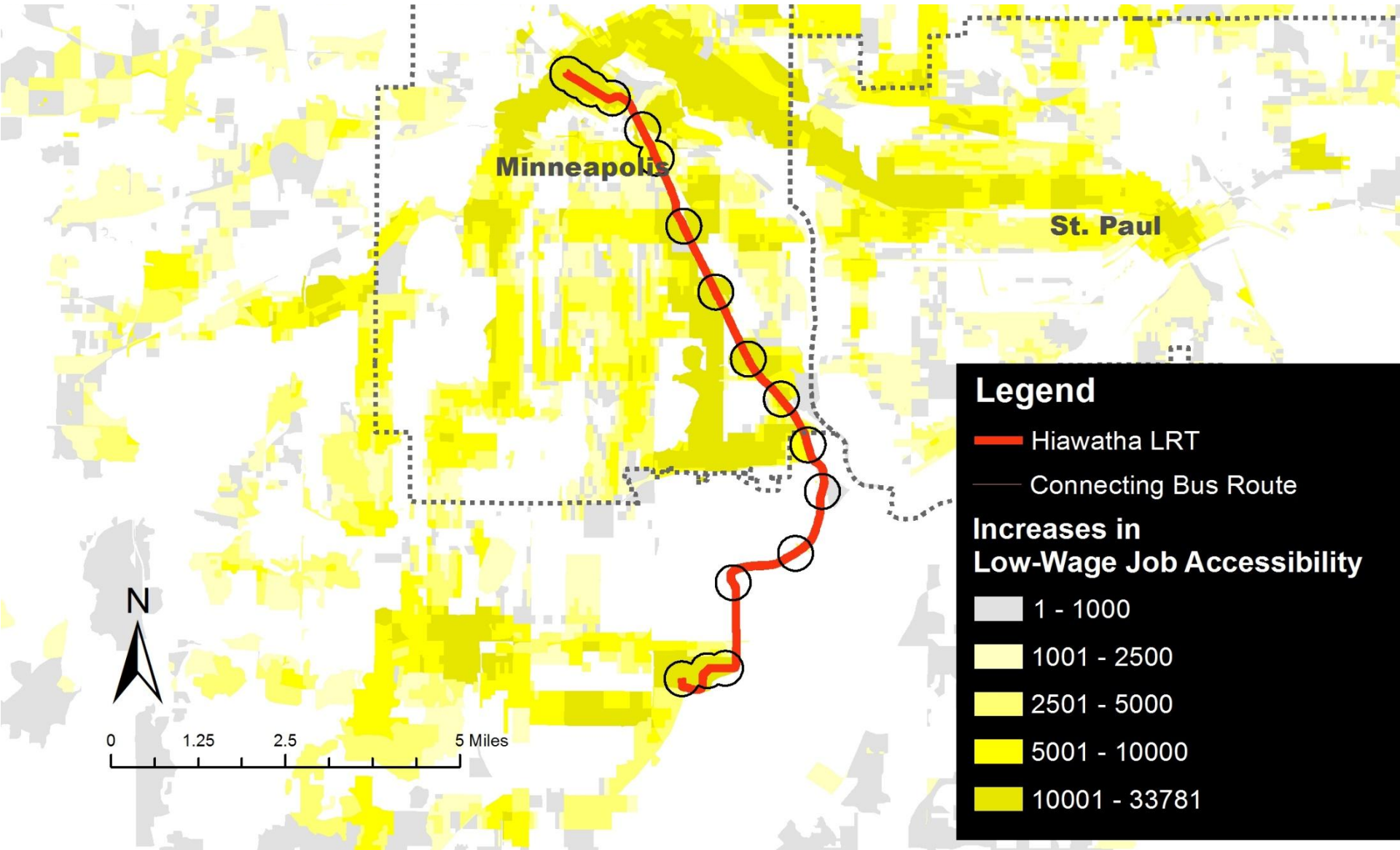
Changes in Per Capita Bus and Rail Transit Ridership between 1972 and 2016

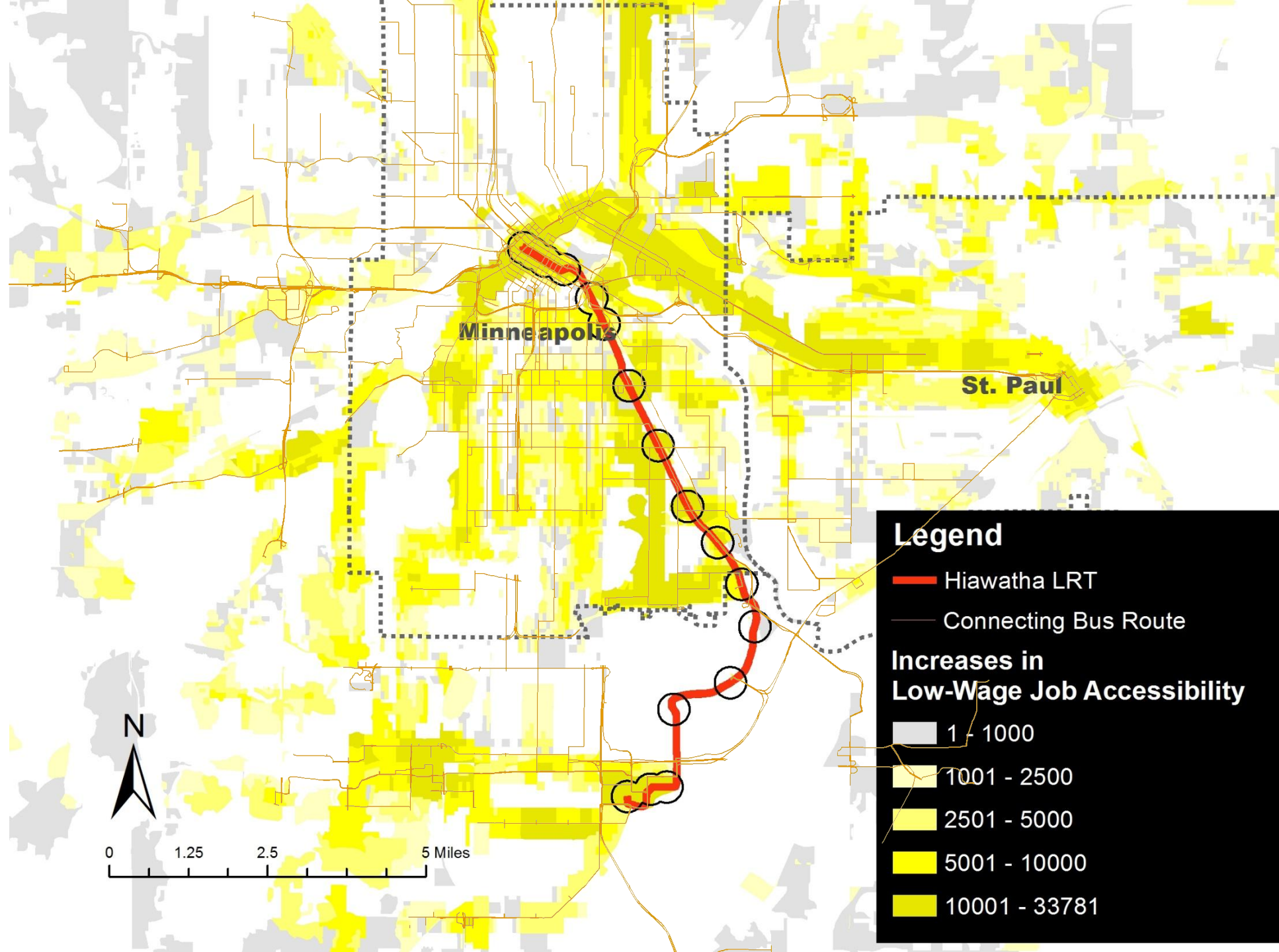
- Patterns of rail resurgence and emergence of new bus transit modes



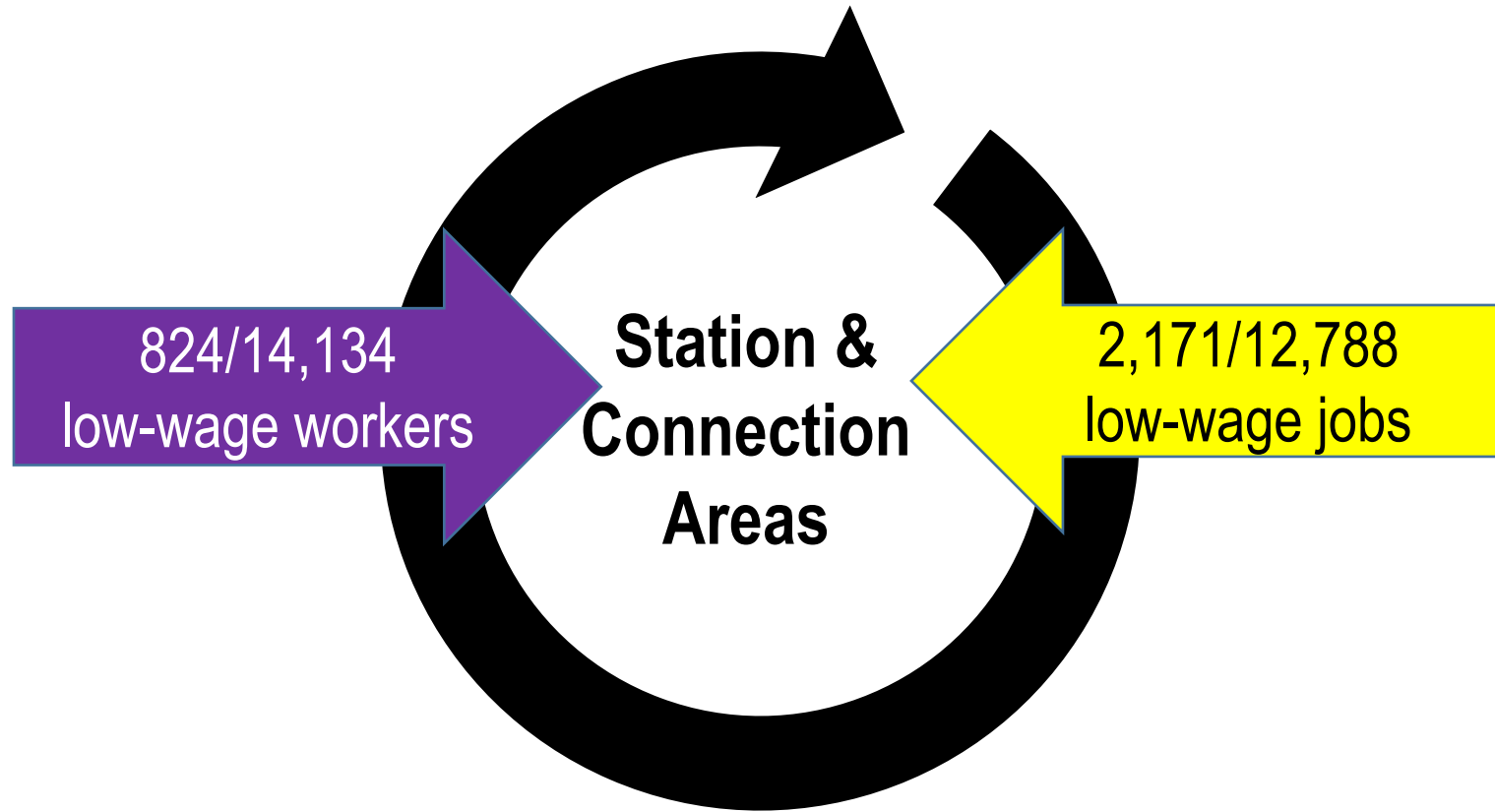
System-level bus-rail integration

Yellow areas indicate accessibility Increases After LRT

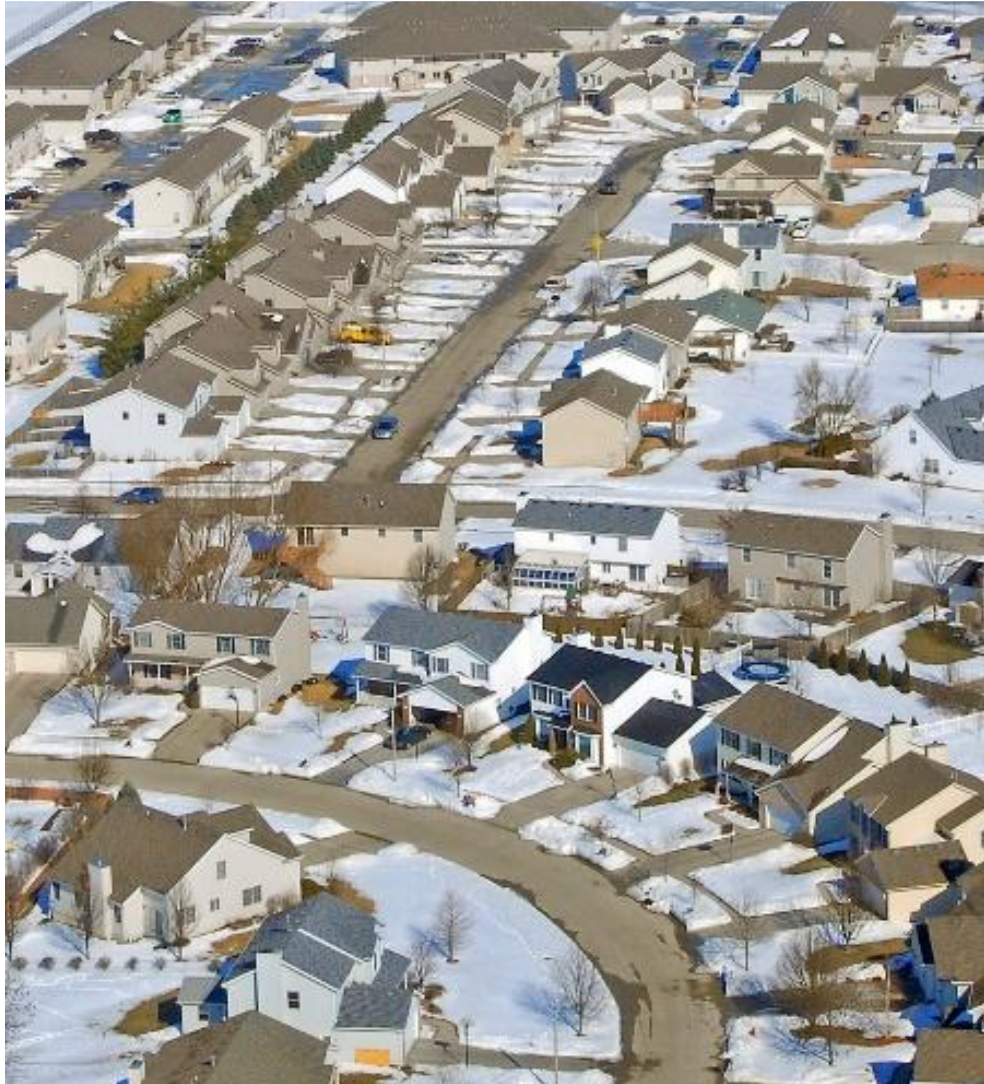




Relocation towards LRT



Supportive Land Use Policy: A look into the future

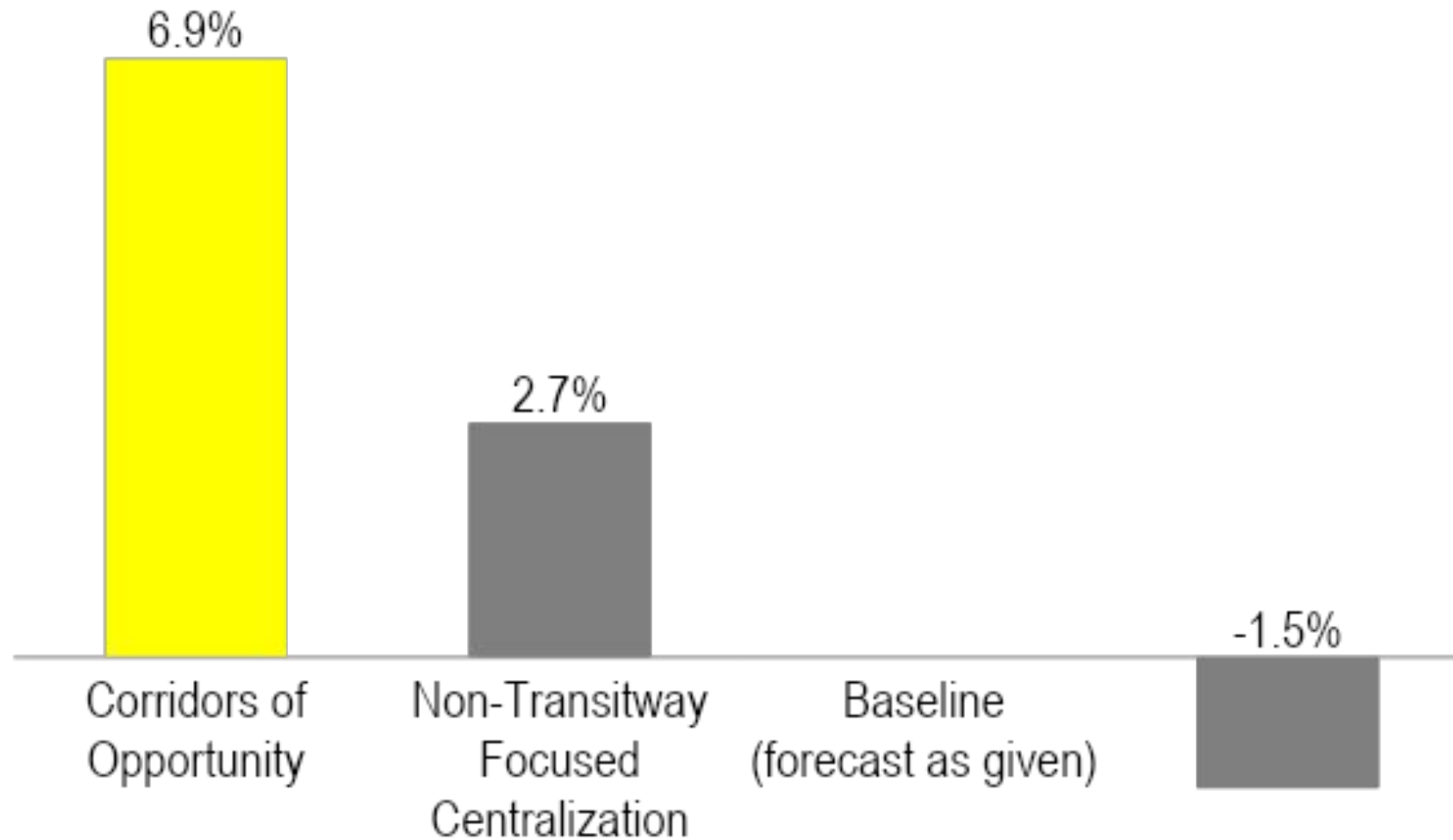


Sprawl

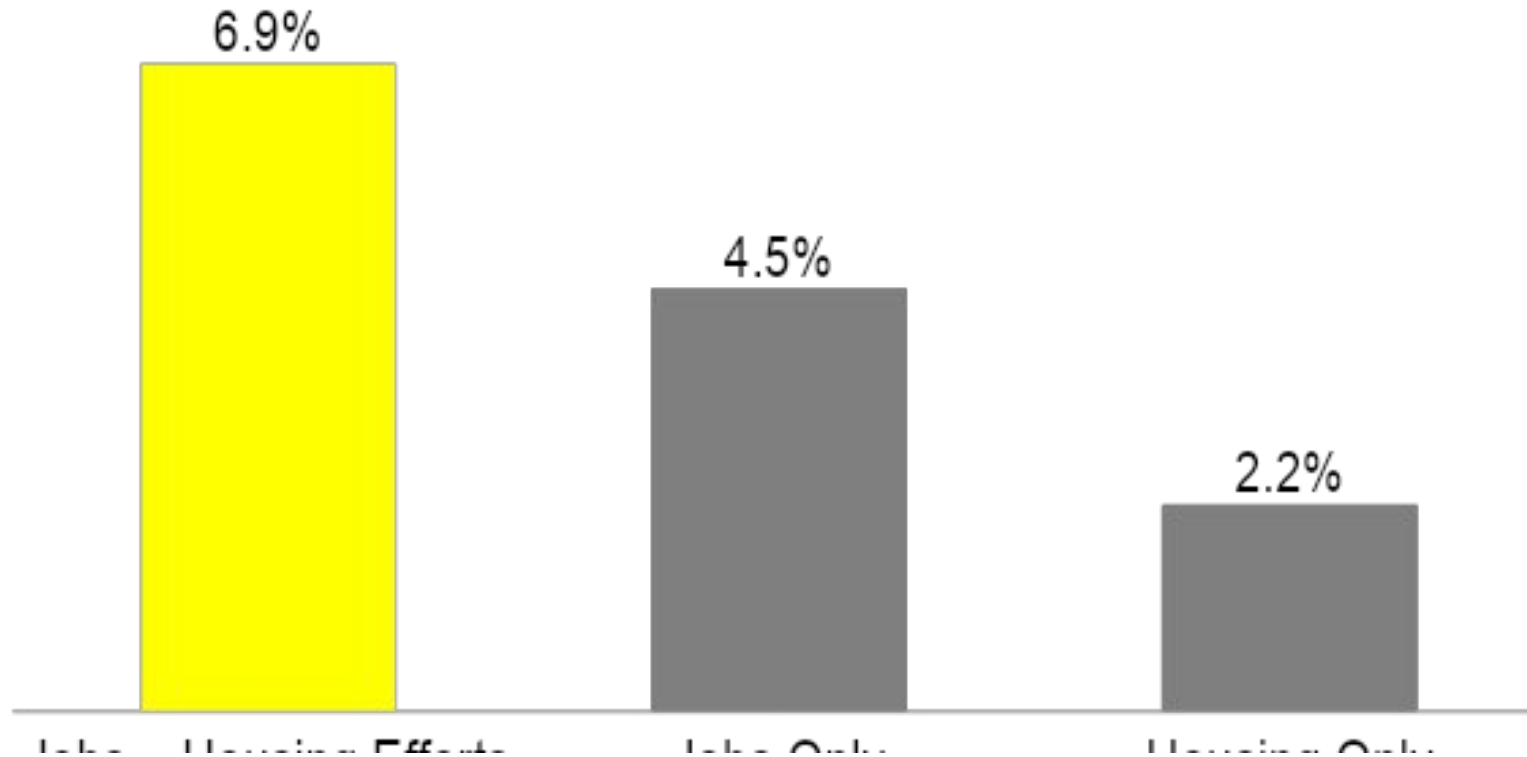


“Corridors of Opportunity”

Regional Job Accessibility



Job creation especially important for Corridors of Opportunity



Thank you!

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Transitway Impacts Research Program

cts.umn.edu/TIRP

