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TRB Webinar: Career Series #3 – Transportation Equity: Community-Building in Action

March 22, 2023

1:00 – 2:30 PM



TRB Webinar: Career Series

February 8, 2023

[TRB Webinar: Career Series #1 – The Future Transportation Workforce is Happening Now!](#)

February 22, 2023

[TRB Webinar: Career Series #2 – Sustainable Mobility: New and Expanding Opportunities](#)



Purpose Statement

This webinar will spotlight the development of policies and practices that more fully address inequities and injustices caused and contributed to by transportation. Presenters will share how cross-sector integration can improve access to goods, services, and opportunities in communities. Presenters will also discuss the importance of diverse and authentic community participation in driving more equitable policies, programs, practices, and outcomes.

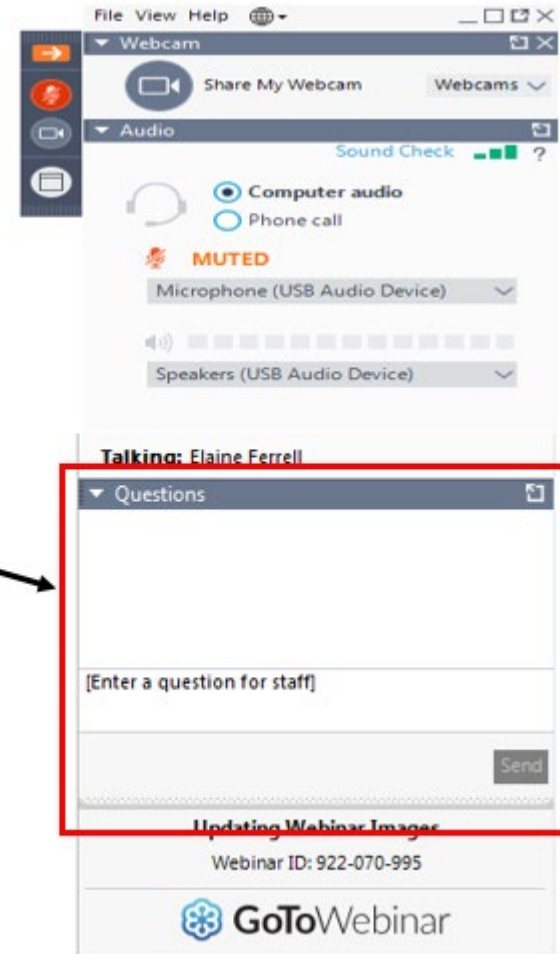
Learning Objectives

At the end of this webinar, you will be able to:

- Identify how transportation integrates with public health and other sectors to shape community and societal equity outcomes

Questions and Answers

- Please type your questions into your webinar control panel
- We will read your questions out loud, and answer as many as time allows



Today's presenters



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CHPlanning



Opportunities for Equitable and Healthy Community Planning

Todd Litman

Victoria Transport Policy Institute

Presented

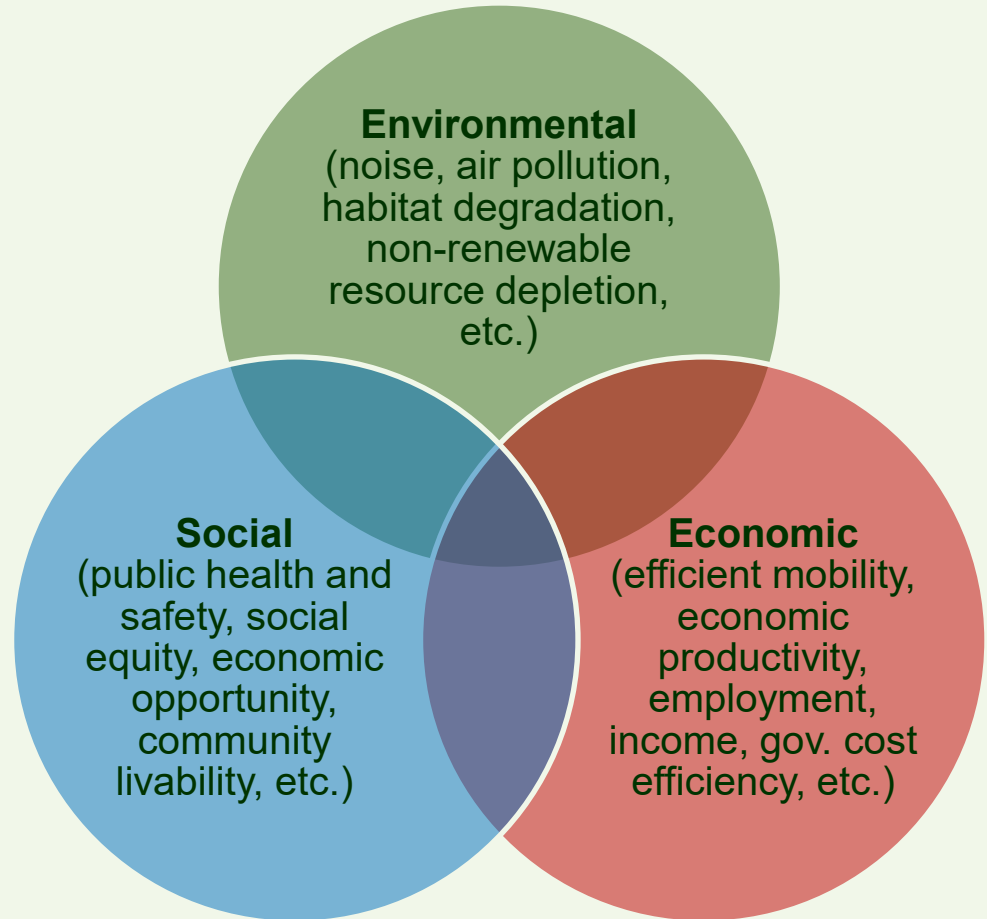
Equity 102: Results Beyond Opportunity

TRB Career Series Webinar

22 March 2023

Sustainability

Sustainable development balances environmental, social and economic goals.



Sustainable Transportation?

Is a transport system sustainable if all vehicles are electric powered?



Electric Power Does Not:

- Reduce traffic congestion
- Reduce accidents
- Reduce roadway costs
- Reduce parking facility costs
- Reduce vehicle purchase costs
- Improve mobility for non-drivers
- Improve social equity
- Improve public fitness and health
- Reduce sprawl
- Protect threatened habitat



Impact Evaluation

Planning Objectives	Expand Roadways	Efficient and Alt. Fuel Vehicles	Efficient Modes & Smart Growth
Reduce traffic congestion	✓		✓
Roadway cost savings			✓
Parking cost savings			✓
Consumer cost savings			✓
Improve mobility options			✓
Improve traffic safety			✓
Energy conservation		✓	✓
Pollution reduction		✓	✓
Land use objectives			✓
Public fitness & health			✓

Emerging Planning Objectives

Older Objectives

Increase traffic speeds and reduce congestion delays.

Increase parking convenience.

Reduce traffic accident rates.

Emerging Objectives

Increase affordability (cost burdens on lower-income households).

Improve disadvantaged people's economic opportunities.

Accessibility-based planning.

Create more attractive and vibrant streets.

Support local economic development.

Increase public safety, fitness and health.

Protect local environments (reduce air, noise and water pollution).

???

Transport Equity Analysis

Type	Description	Metrics
Horizontal Equity - Treats Everybody Equally		
Fair Share	Each person receives a fair share of public resources.	Per capita share of transportation resources (money, road space, etc.).
External costs	Travellers minimize and compensate for external costs.	Infrastructure costs, congestion, crash risk and pollution that travellers impose on other people.
Vertical Equity - Favors Disadvantaged Groups		
Inclusivity	Transportation systems provide basic mobility to disadvantaged groups.	Quality of travel for people with disabilities and other special needs. Disparities between groups.
Affordability	Lower-income households can afford basic mobility.	Transportation costs relative to incomes. Quality of affordable modes.
Social Justice	Policies address structural inequities.	Whether organizations address inequities such as racism and classism.

Transportation Equity Objectives

Horizontal Equity		Vertical Equity		
Fair Share	External Costs	Inclusivity	Affordability	Social Justice
<ul style="list-style-type: none"> • Everybody contributes to and receives comparable shares of public resources. • Serve non-drivers as well as drivers. • Affected people are involved in planning. 	<ul style="list-style-type: none"> • Minimize external costs. • Favor resource-efficient modes that cause less congestion, risk and pollution. • Compensate for external costs. 	<ul style="list-style-type: none"> • Multimodal planning • Universal design (Accommodate people with disabilities and other special needs). • Basic access (ensure that everybody can reach essential services and activities). 	<ul style="list-style-type: none"> • Favor affordable modes. • Provide discounts for lower-income users. • Provide affordable housing in high-accessibility areas. 	<ul style="list-style-type: none"> • Protect and support disadvantaged groups (women, youths, minorities, low-income, etc.). • Affirmative action programs. • Correct for past injustices.

Fair Share Transportation Planning



I want my share of transport resources spent on public transit improvements

I want my share of transport resources spent on crosswalks and traffic calming

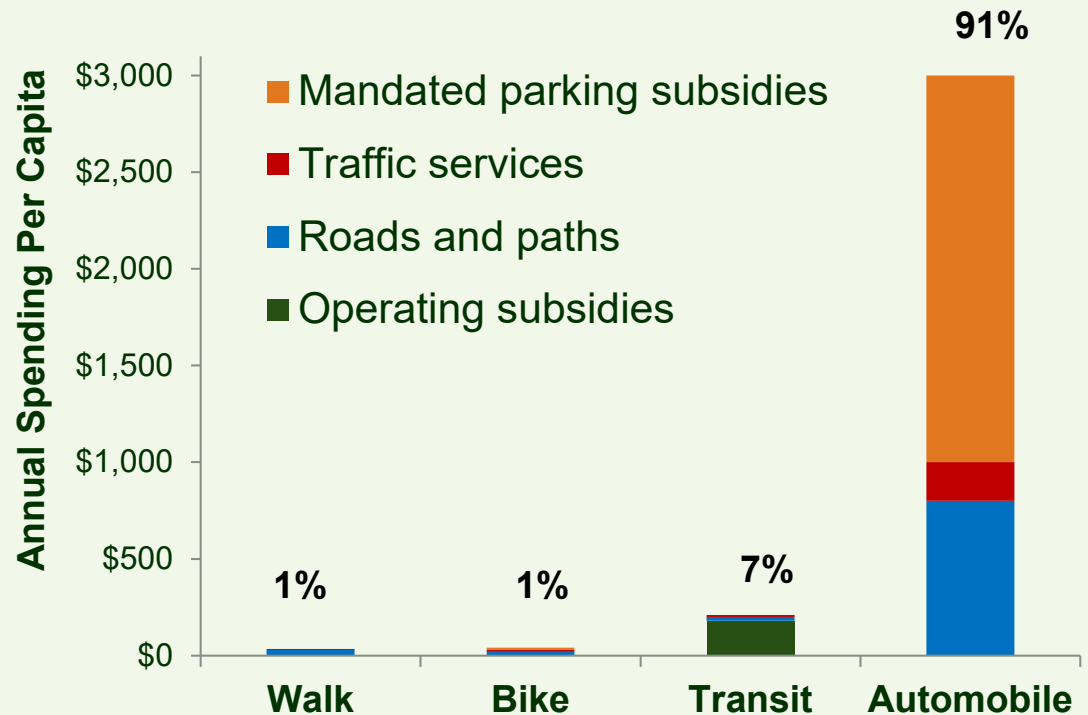
I want my share of transport resources spent on roads and parking facilities

I want my share of transport resources spent on bikeways

Public Infrastructure Spending

Considering expenditures on roads and traffic services, government-mandated parking facilities, and transit operating subsidies, the majority of transportation funding is devoted to automobile transportation.

As a result, people who cannot, should not or prefer not to drive receive far less public investment than motorists.

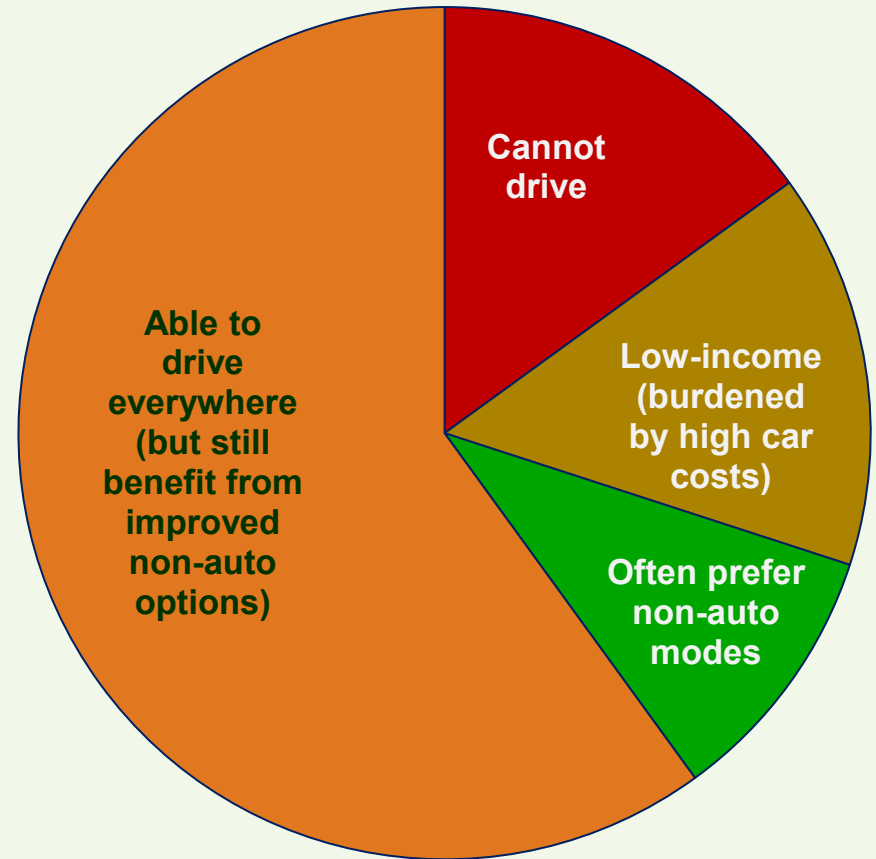


Non-auto Travel Demands

In a typical community 20-40% of travellers cannot, should not, or prefer not to drive for most trips.

Motorists benefit from improved travel options that reduce their traffic and parking congestion, and chauffeuring burdens.

This justifies multimodal planning.



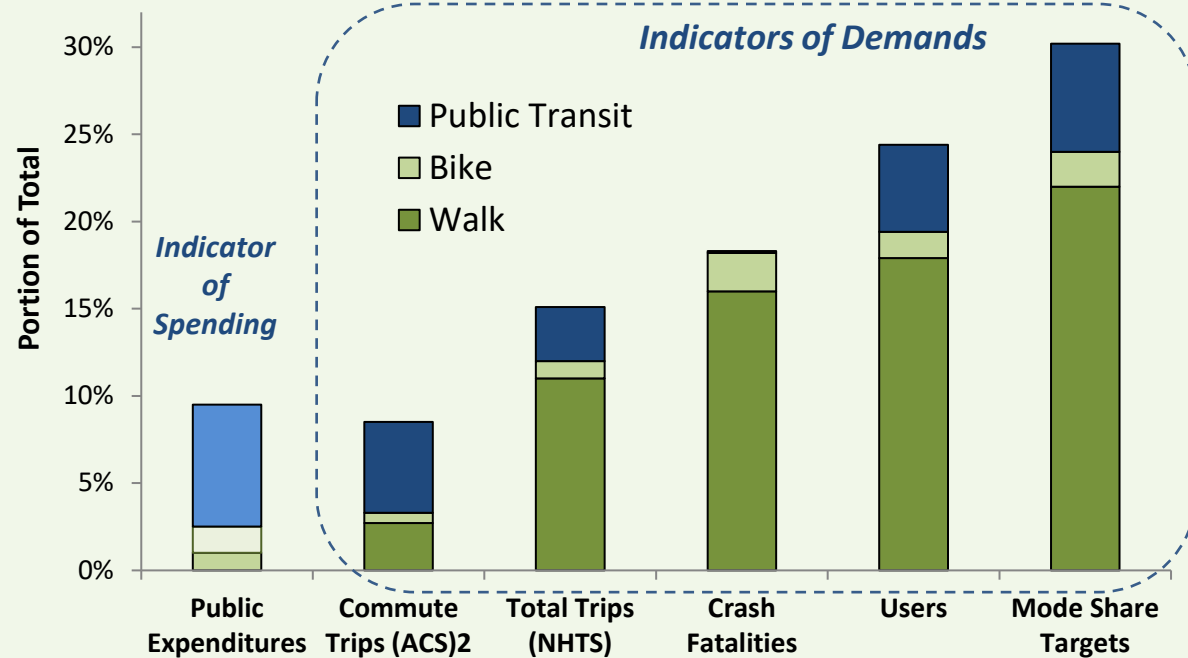
Investments Verses Demands

In a typical community non-auto travel represent less than 10% of infrastructure investments.

But

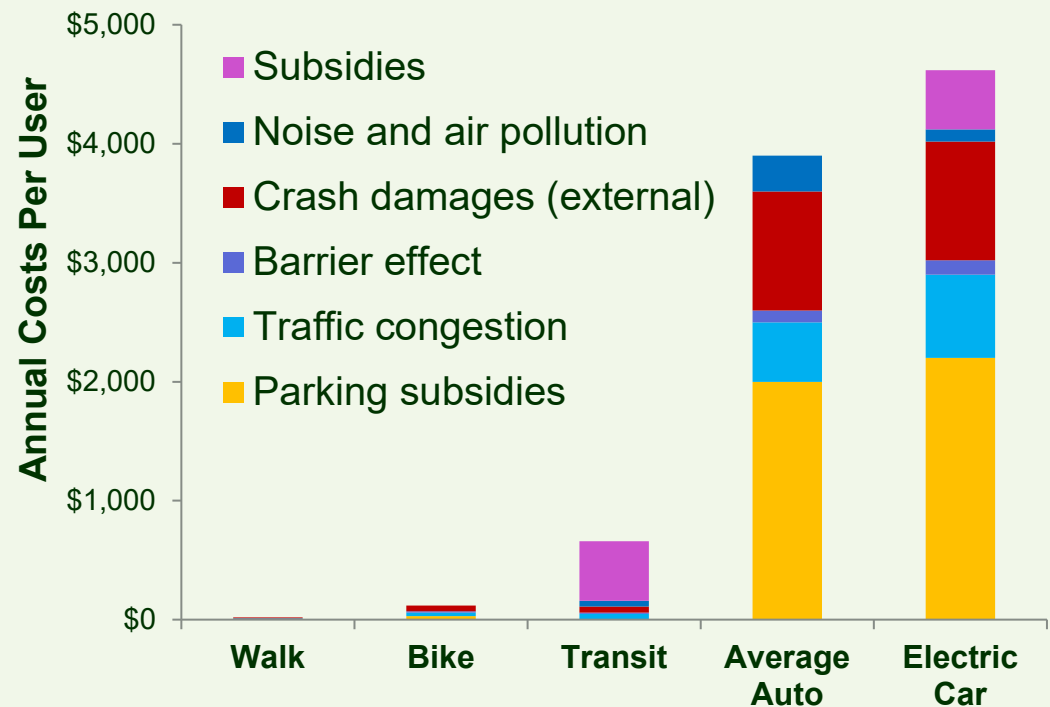
- 10-15% of current trips.
- 15-25% of traffic deaths.
- 25-35% of travellers.
- 20-40% of future targets.

This is unfair and inefficient – if fails to respond to non-drivers' travel demands, creating automobile-dependent transport systems.



External Costs

- Because they are large, fast and resource intensive, automobiles require more facility, congestion, risk and pollution costs than other modes.
- People who drive more than average impose net external costs on people who drive less than average.
- Since vehicle travel tends to increase with income, the external costs that automobiles impose on non-drivers tend to be regressive.



Inclusivity (Accommodates all Users)

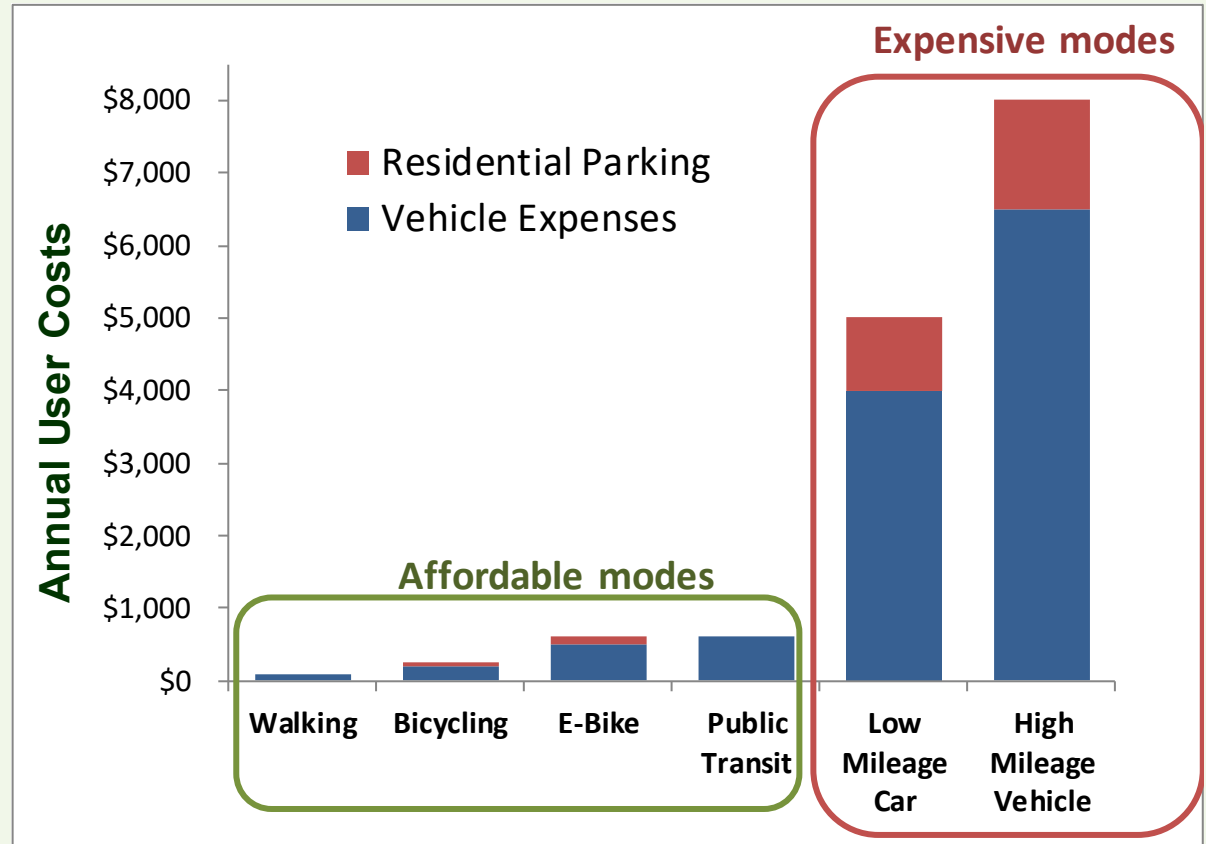
- Universal design (accommodate people with mobility impairments)
- Walking and bicycling conditions (sidewalks, crosswalks, bicycle facilities, traffic speeds, Walk Score).
- Public transit service quality (coverage, frequency, convenience, comfort, safety, affordability, connectivity).
- Neighborhood accessibility (services and activities available within 15-minutes without driving).
- Housing affordability in high-access neighborhoods.



Affordability

Walking, bicycling, micromodes and public transit are far more affordable than automobile travel.

Equity requires favoring affordable over expensive modes

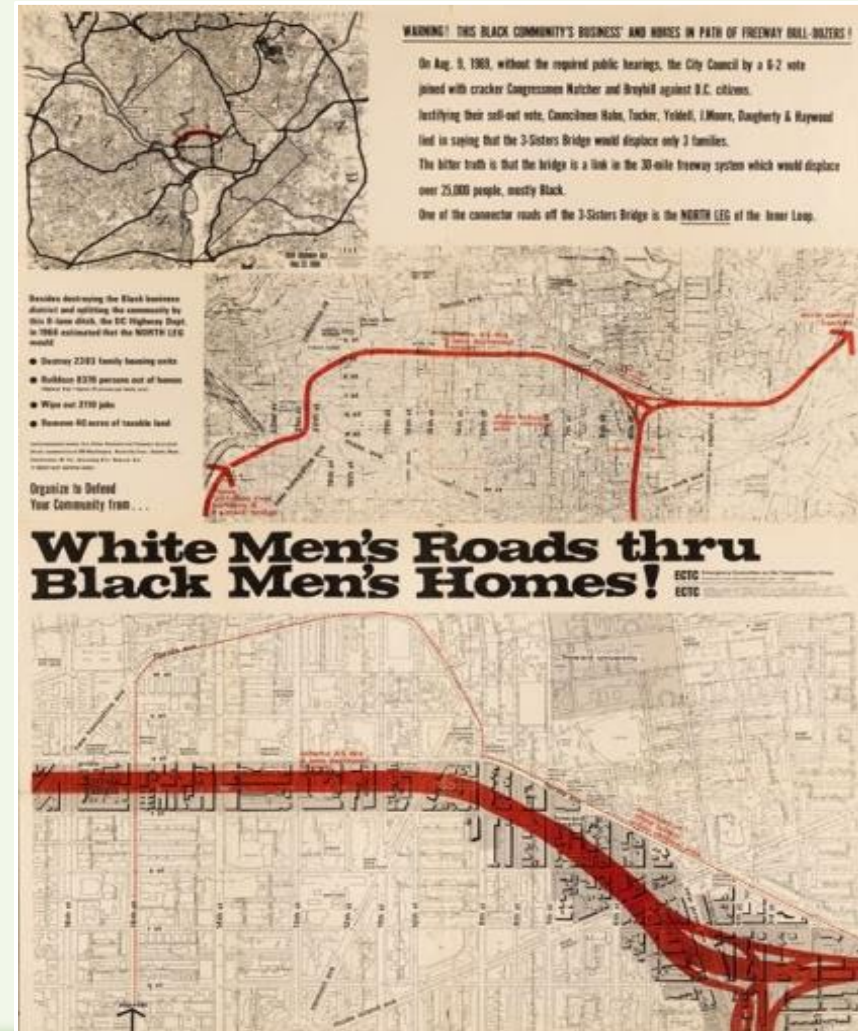


Social Justice

Social justice considers structural inequities such as racism, sexism, and classism.

It can be evaluated by measuring benefit and cost disparities between advantaged and disadvantaged groups.

During the Twentieth Century highways displaced many low-income, largely minority urban neighborhoods. This is an example of how incomplete and biased planning can lead to unfair and harmful outcomes.



Valuing Multi-Modalism

An efficient and equitable transportation system is diverse so users to choose the best mode for each trip:

- Walking and cycling for local errands
- High quality public transit when travelling on busy corridors
- Automobile travel when it is truly most efficient, considering all impacts

Current planning does a poor job of valuing this diversity.

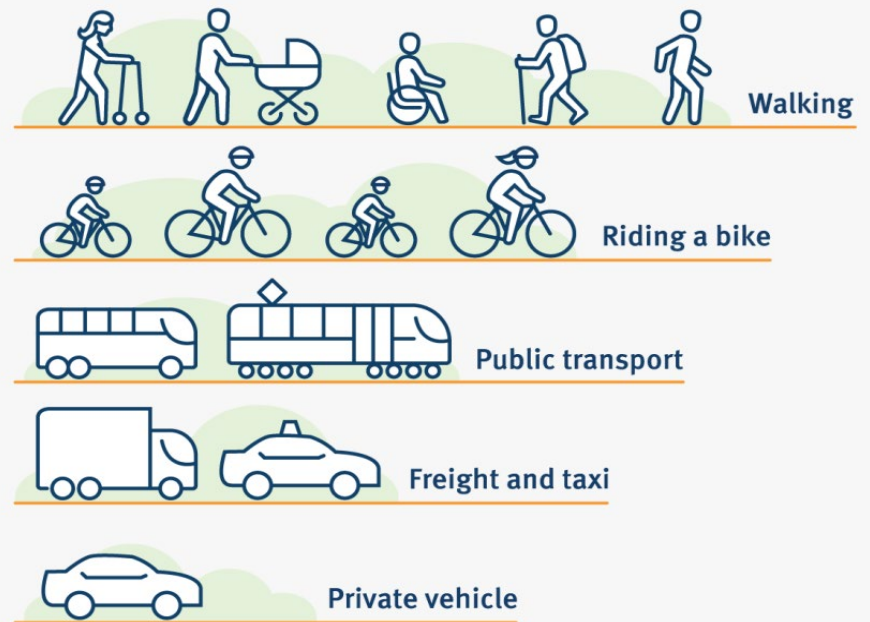


“A developed country is not where the poor drive cars, it is where the rich use public transportation”

- Enrique Peñalosa, Bogota Mayor

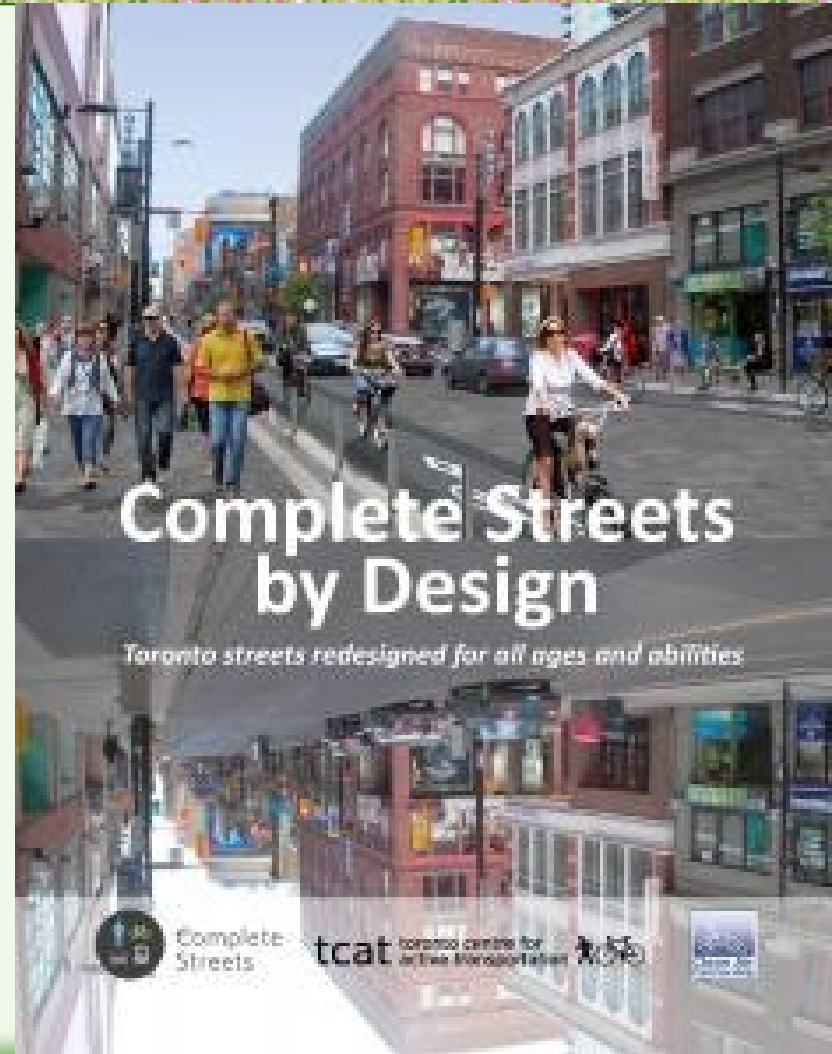
Prioritizing Inclusive/Affordable Modes

An equitable transportation hierarchy favors inclusive, affordable, low-external-cost modes such as walking, bicycling, micromodes (e-bikes) and public transportation over expensive, exclusive and higher-cost modes in planning and funding decisions.

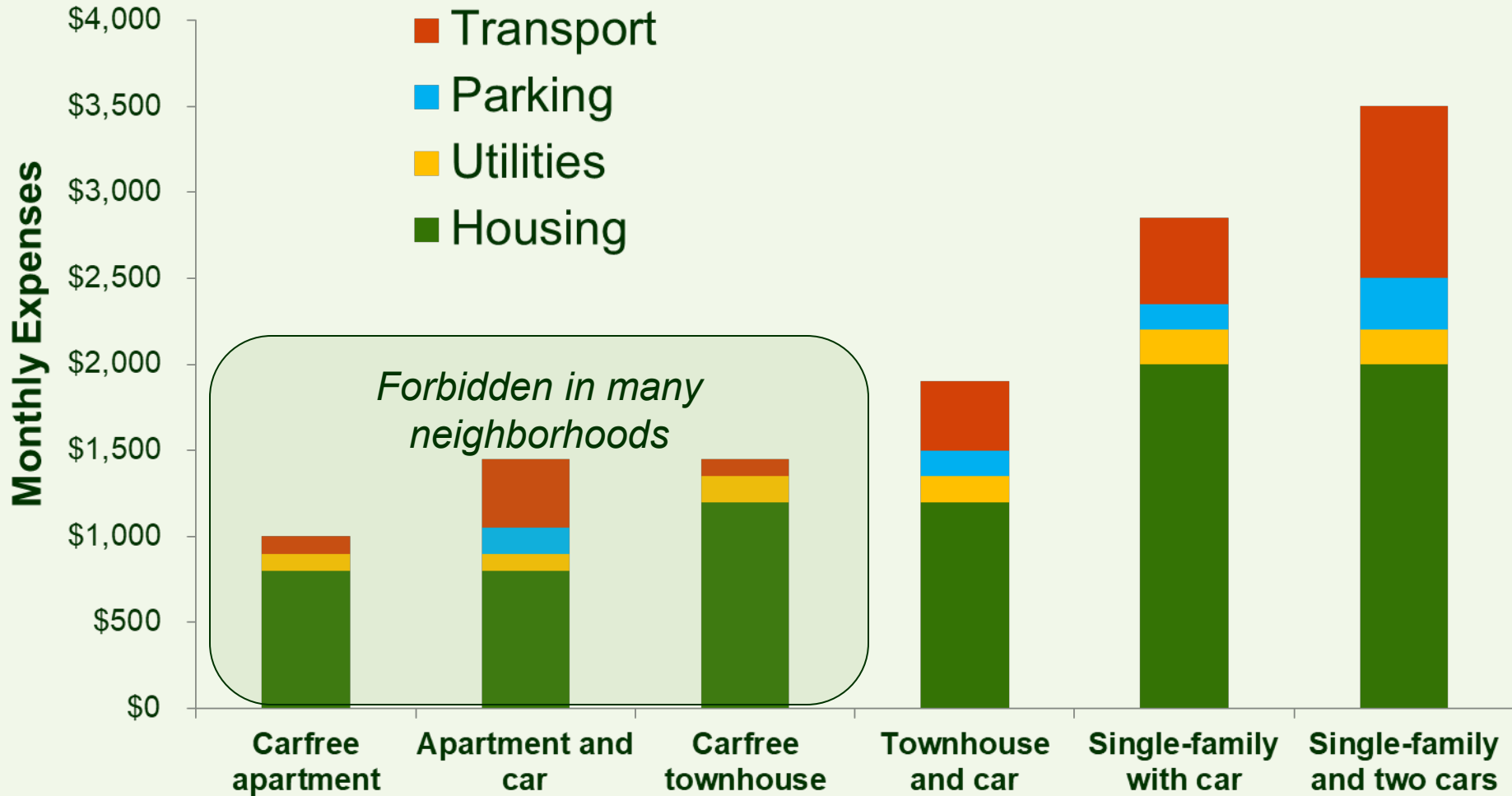


Complete Streets

A Complete Street is designed for all activities, abilities, and travel modes. Complete Streets provide safe and comfortable access for pedestrians, cyclists, transit users and motorists, and a livable environment for visitors, customers, employees and residents in the area.



Total Costs Compared



Support Affordable Infill

Support policy changes that significantly increase affordable infill in walkable urban neighborhoods:

- Increase allowable densities and heights.
- Reform project approval and fee structures to reduce development costs and risks.
- Reduce fees and approval requirements for smaller and moderate-priced developments.
- Reduce or eliminate parking minimum.
- Support land use policies that incentivize consolidation of smaller parcels.



Career Advice

Transportation is a dynamic field: there are always emerging issues

- Transportation planning and engineering
- Public transit planning and operations
- Pedestrian and bicycle planning
- Public engagement
- Equity and affordability planning
- Geographic information systems
- Universal design (accommodating people with disabilities and other special needs)
- Transit-oriented development
- Parking and curb management



Our job is to help create paradise on earth. It's challenging but rewarding.



“Comprehensive Transportation Emission Reduction Planning”

“Not So Fast: Better Speed Valuation for Transport Planning”

“Are Vehicle Travel Reduction Targets Justified?”

“Evaluating Public Transit Benefits and Costs”

“Fair Share Transportation Planning”

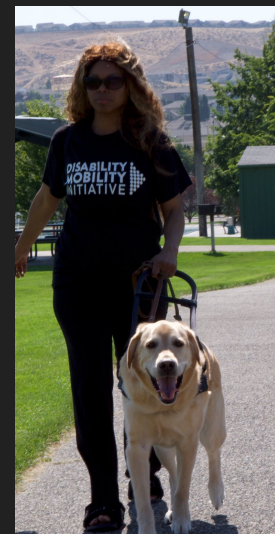
“Evaluating Transportation Equity”

“Transportation Affordability ”

“Online TDM Encyclopedia”

and more...

www.vtppi.org



Transportation Access for Everyone

Why those of us waiting for the bus are tomorrow's transportation & climate leaders

Anna Zivarts **Disability Rights Washington**

But *everyone* drives!

- 31 out of every 100 residents in the US lack a driver license (USDOT. 2020).
- Washington State: 25-30% of the population are nondrivers (2023).
- Wisconsin DOT 31% of the population are nondrivers (2021).



Who are nondrivers?

19% of adult nondrivers in WA State can't drive because of a disability (JTC, 2023).

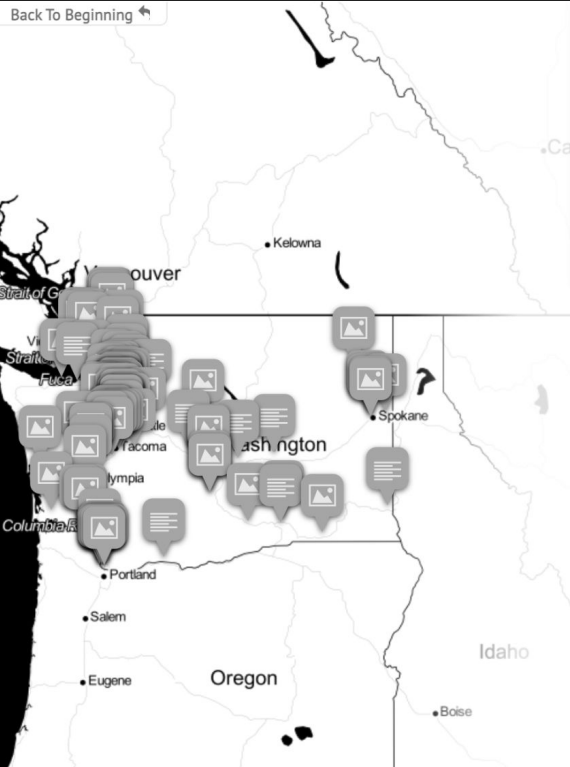
18% of people older than 65 don't drive, 35% of women over 75, (Arigoni, 2023)

Households that make less than \$25,000 are 9x more likely to not have a car than households who earn more than \$25,000 (BTS, 2001).

National Equity Atlas (2019):

- 18% of Black households lacked access to a vehicle, compared to only 6% of white households
- 48% of Native American and Native Alaska households lack access to a vehicle.
- Immigrant households are more likely to lack access to a vehicle compared to their US-born counterparts

Back To Beginning



TRANSPORTATION ACCESS FOR EVERYONE: WASHINGTON STATE

A quarter of our population doesn't have a driver's license, and we know that with the current economic crisis, there are even more people in our communities who can't afford to own or drive a vehicle.

Who are we, and how do we get around? Disability Mobility Initiative wants to raise awareness about how people without access to cars navigate to essential services in our communities. We've interviewed people from every legislative district in our state who rely on transit, paratransit, walking, biking, rolling or community rides to get where we need to go.

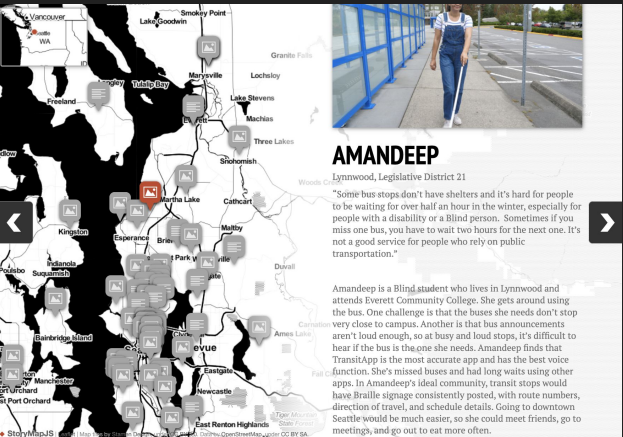
Questions or press inquiries? Contact Anna
715.206.274 1231 x 242



Disability Mobility Initiative

250+ interviews with nondrivers from every legislative district in Washington State

Interviews conducted December 2020-present



AMANDEEP
Lynnwood, Legislative District 21

"Some bus stops don't have shelters and it's hard for people to be waiting for over half an hour in the winter, especially for people with a disability or a Blind person. Sometimes if you miss one bus, you have to wait two hours for the next one. It's not a good service for people who rely on public transportation."

Amandeep is a Blind student who lives in Lynnwood and attends Everett Community College. She gets around using the bus. One challenge is that the buses she needs don't stop very close to campus. Another is that bus announcements aren't loud enough, so at busy and loud stops, it's difficult to hear if the bus is the one she needs. Amandeep finds that TransitApp is the most accurate app and has the best voice function. She's missed buses and had long waits using other apps. In Amandeep's ideal community, transit stops would have Braille signage consistently posted, with route numbers, direction of travel, and schedule details. Going to downtown Seattle would be much easier, so she could meet friends, go to meetings, and go out to eat more often.

What matters to nondrivers: Transit Access

“We need to start thinking about public transportation and sidewalks as going together instead of as two separate things. You can’t use the bus if you can’t get yourself to the bus stop.”

- Krystal, Tacoma





“I often use my wheelchair in the road. I’ve had people yell at me that it’s not safe, but they don’t understand that if I get thrown off the sidewalk into traffic because there’s a root or an uneven piece of the sidewalk, that is not safe.” - Tanisha, Seattle

What matters to nondrivers: Safe Crossings

“There’s only one stop light and it doesn’t give you enough time to cross.”

- Cody Shane,
Chewelah





“So they can’t see us and I can’t see them. That’s tough.”
- Micah, Seattle

Ride-hail isn't the solution



“In the Blind community, not all Blind people have good jobs. Students and others are struggling financially, and Uber is expensive.”

- Amandeep, Everett

“People talk all the time about getting rides [from ride-hailing companies], but people in chairs can't do that.”

- Jessica, Kent

“We don't even have Lyft or Uber here. All we have is one taxi, which doesn't run on Sundays, it only runs on certain hours on Saturdays.”

- Leah, Port Townsend

Housing matters

“[Housing] can be a struggle to figure out — can I walk to a grocery store if I need to, or is there a bus that can take me without having to transfer five times?”

- Chris, Vancouver

“More affordability means moving further out. Moving further out means more limited transportation.”

- Vaughn, Spokane



Start hiring nondrivers

Job Conditions and Environment:

Work may be fast-paced, and the incumbent must be able to multi-task and manage competing priorities. Incumbent operates from established and well-known procedures under moderate supervision. The incumbent will act responsibly as an authorized signer for the Association's credit card. Work will generally take place in a climate of flexibility and may include the option to work from home or telecommuting. **This position is required throughout the State and incumbent is required to have liability insurance.**

In addition to one of the above, the following are also required:

- Knowledge of state and federal transportation planning principles.
- Experience communicating with diverse audiences and presenting complex information to large groups.

License Requirements:

- A valid WA State Driver's License is required for this position.

- 2 years in a supervisory capacity, preferred

Licensures/Certifications

- Valid Washington State Drivers' License.

Knowledge of/Competencies

- Generally Accepted Accounting Principles (GAAP)
- Budgeting, Accounting, and Reporting System (BARS)

Preferred Licenses or Certifications

WA State Driver's License

Transportation Access for Everyone: Washington State

AUGUST 2021



Produced by the Disability Mobility Initiative,
Disability Rights Washington



Disability Rights WASHINGTON

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TRANSPORTATION ACCESS FOR EVERYONE STORYMAP

Disability-friendly version

View these stories selected by legislative district in a Google, PDF or text document.

Overview Back to Storymap

TRANSPORTATION ACCESS FOR EVERYONE: WASHINGTON STATE

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Questions or press inquiries? Contact Anna.

Transportation Access for Everyone

Disability Mobility Initiative • 665 views • 1 year ago

Taniasha, Delridge

Disability Mobility Initiative • 93 views • 1 year ago

Erica, Edmonds

Disability Mobility Initiative • 53 views • 1 year ago

Alec, Spokane

Disability Mobility Initiative • 50 views • 1 year ago

Mitchell, Olympia on transit access

Disability Mobility Initiative • 37 views • 1 year ago

A look at the 2022 CAMPAIGN

In 2022, #WeekWithoutDriving had more than **400** participants, including **80** elected leaders from all over Washington State.

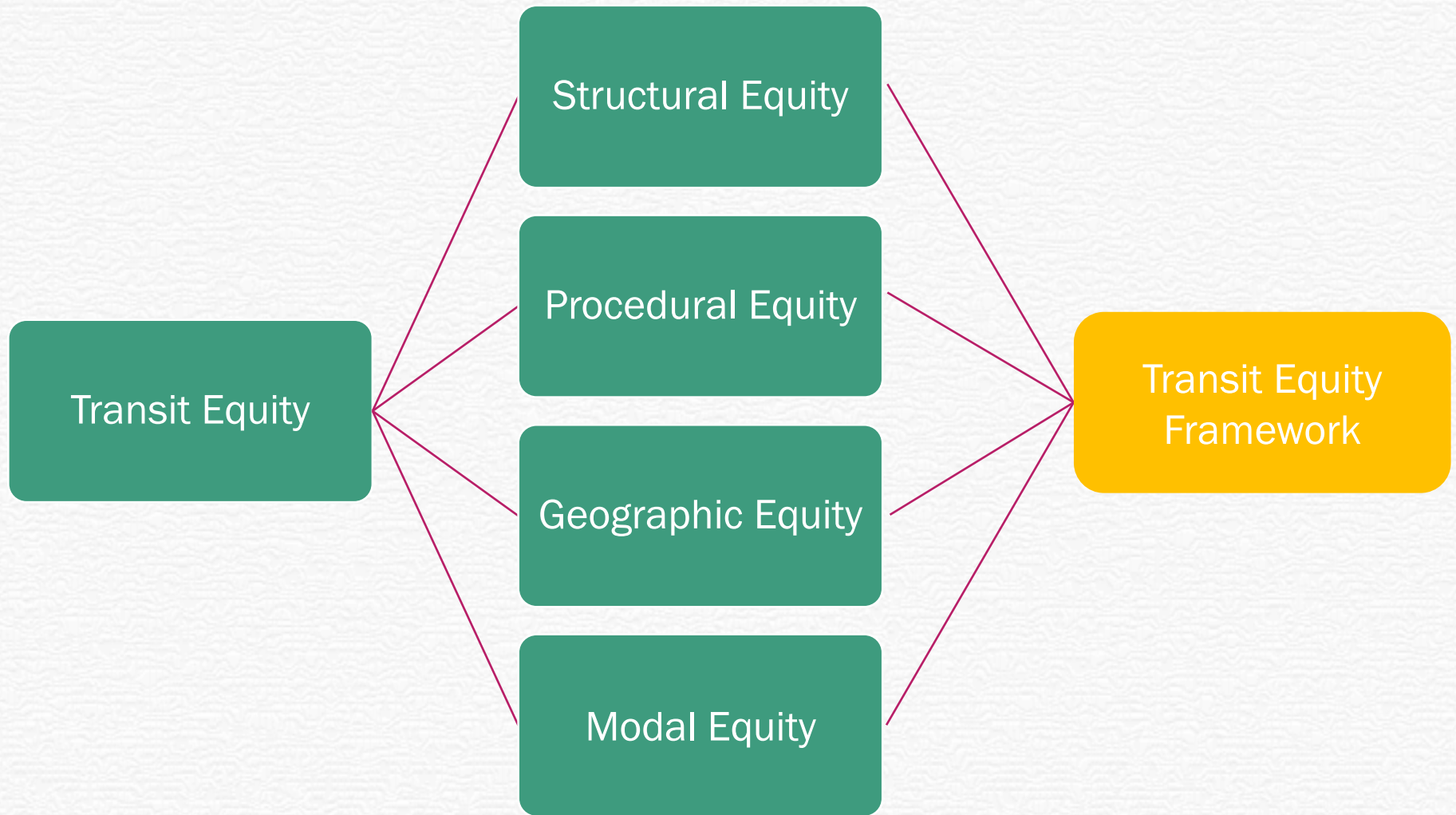
Anna Zivarts
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annaz@dr-wa.org

BUILDING A COMMUNITY-DRIVEN TRANSIT EQUITY FRAMEWORK



Jamaal Schoby
Senior Managing Associate
CHPlanning Ltd., Washington, D.C.

WHAT IS TRANSIT EQUITY?



INNOVATIVE FEDERAL TRANSIT EQUITY CONTEXT



DEVELOPING A TRANSIT EQUITY FRAMEWORK

- Co-creation (agency and community):
 - Ensure community participation from onset
 - Encourage underrepresented (non-traditional) stakeholder participation
 - Build coalition of diverse representation of community (champions)



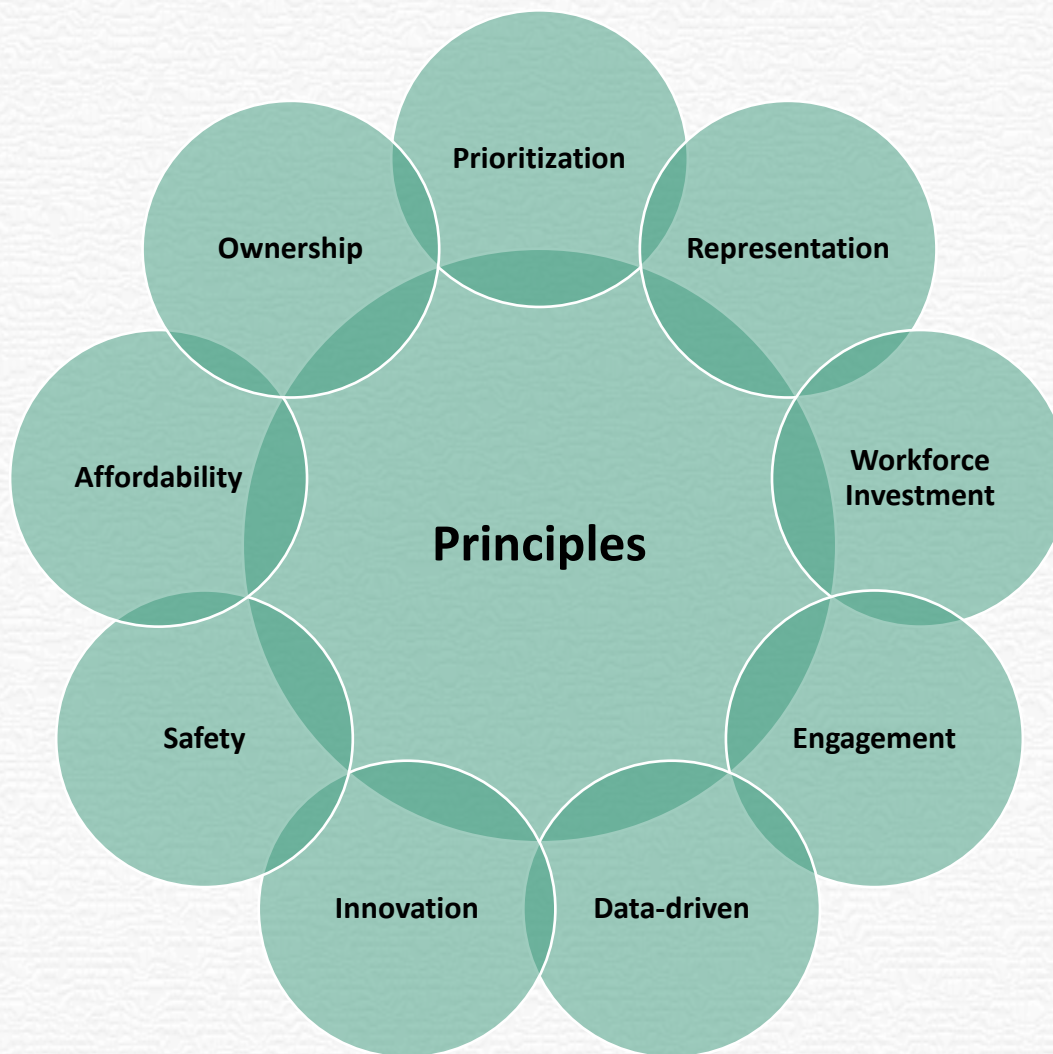
Source: Seattle DOT



Source: King County Metro

DEVELOPING A TRANSIT EQUITY FRAMEWORK

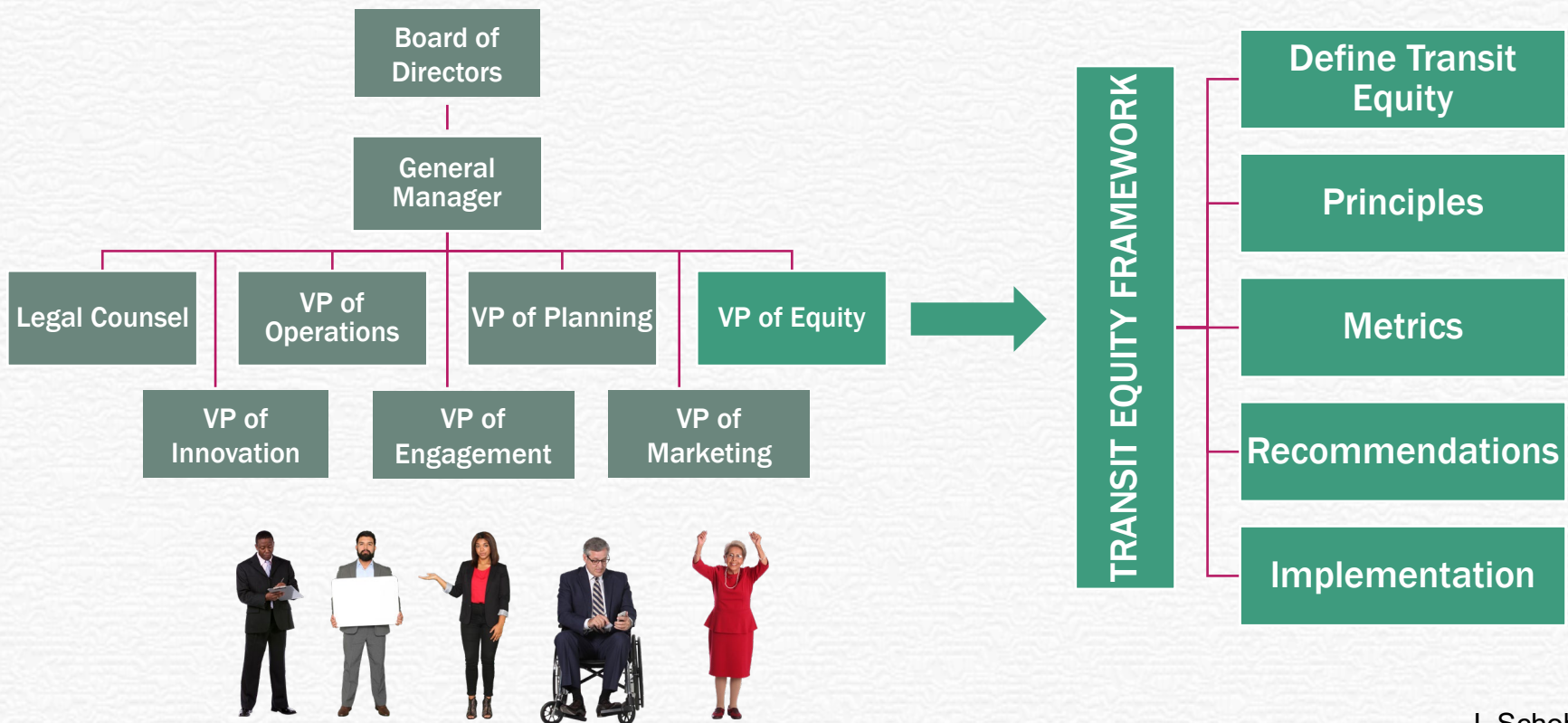
- Agency and community shall collaboratively develop principles



PRIORTIZATION AND REPRESENTATION

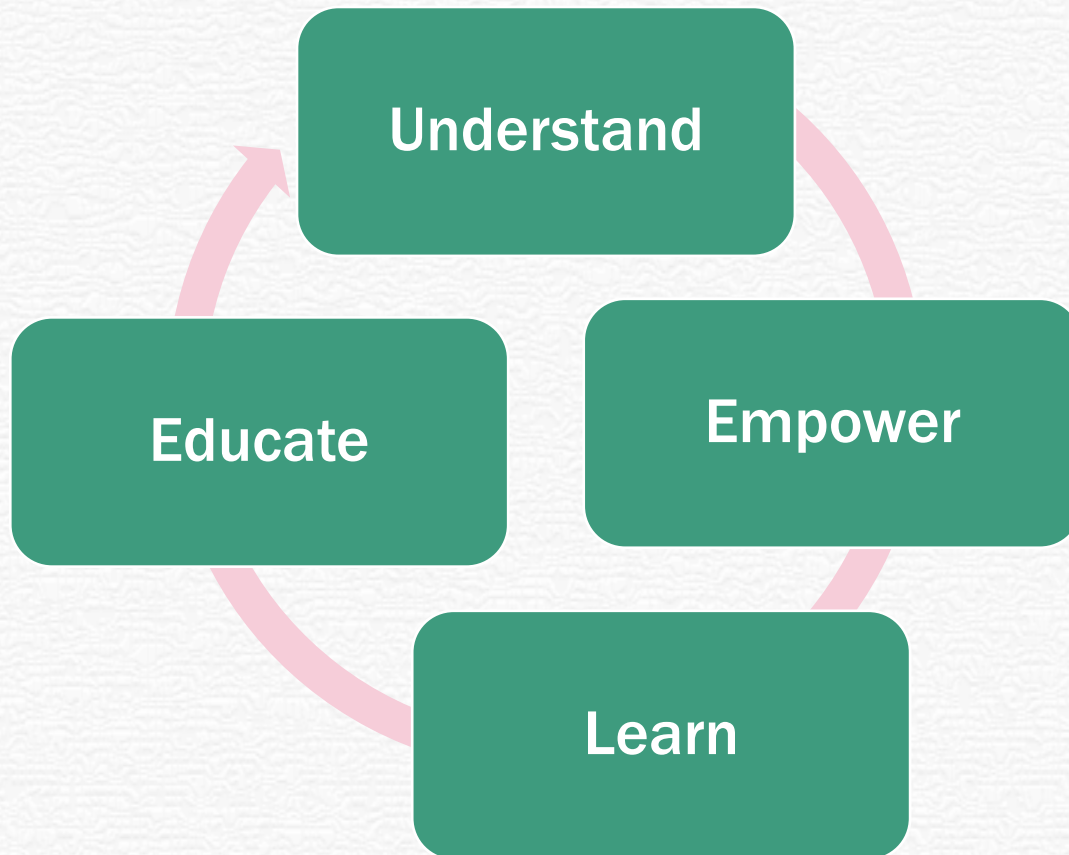
➤ Agency governing body and leadership is responsible for prioritizing transit equity

- Embed equity in culture and conduct projects with equity lens
- Diverse workforce (representative of community) at all levels
- Executive level equity employee



CONTINUOUS ENGAGEMENT

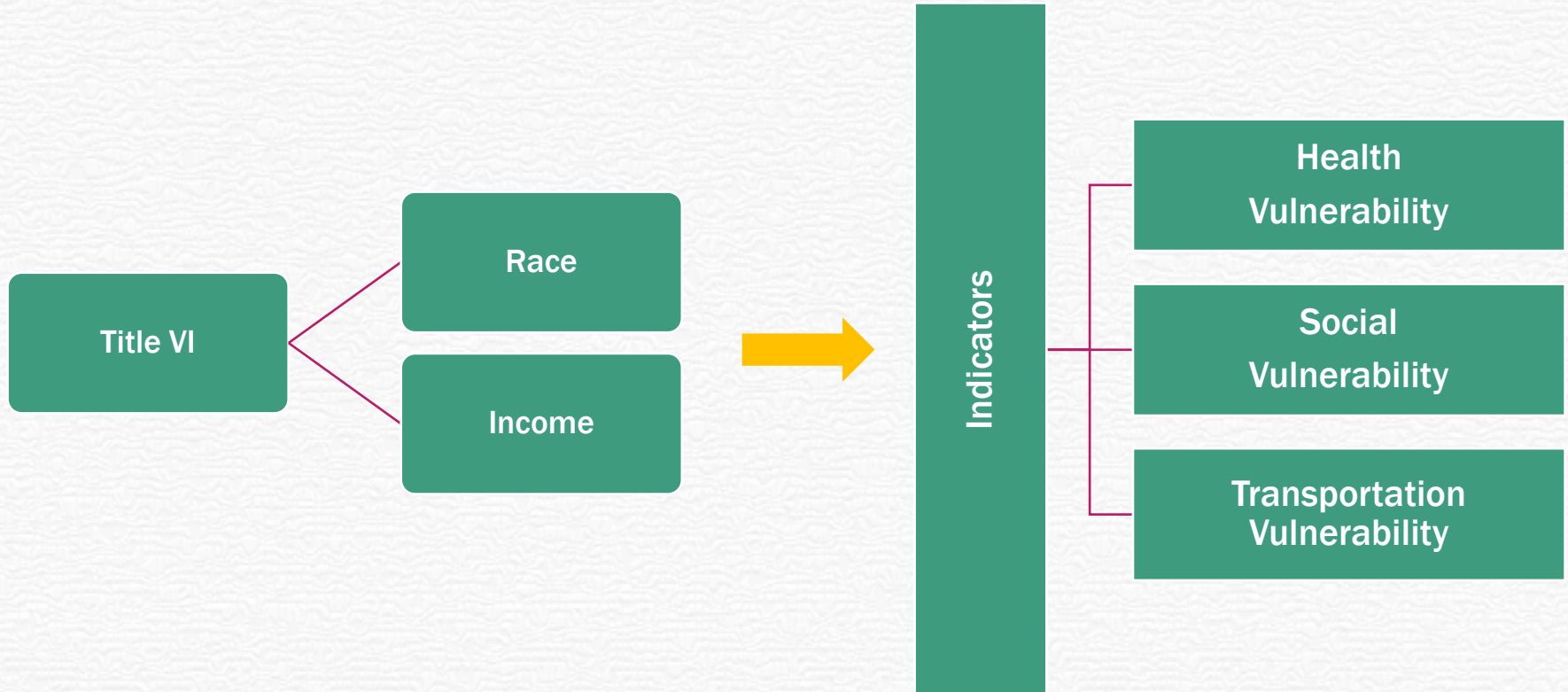
- Maintain ongoing engagement with underrepresented community members



Source: LA Metro

DATA COLLECTION

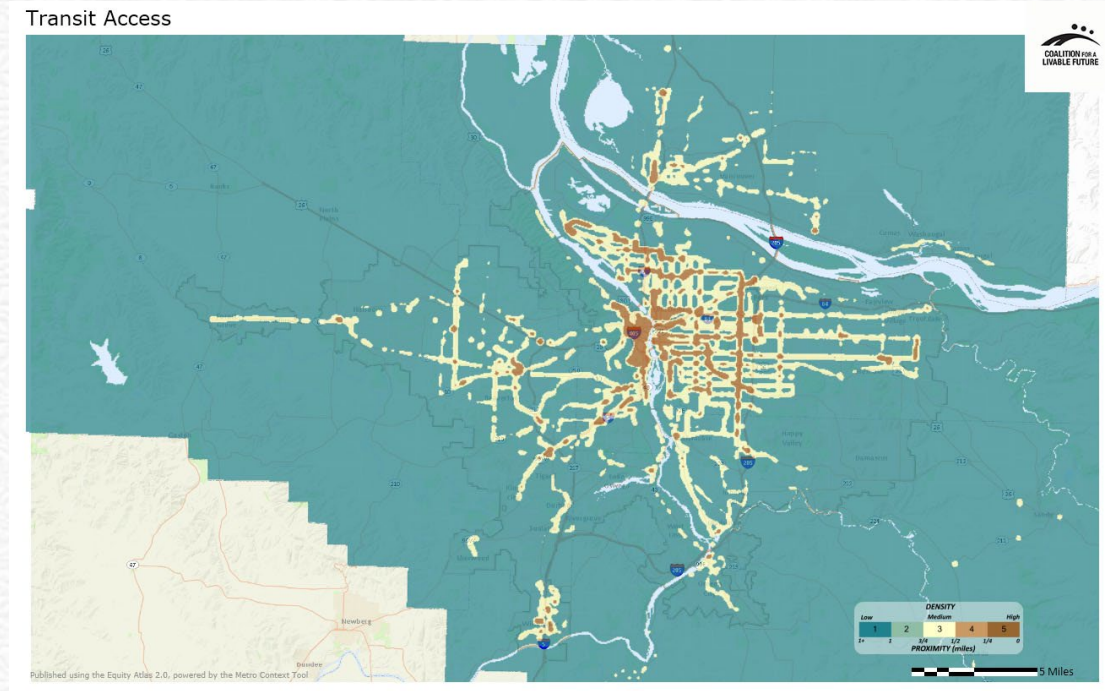
- Understand community demographics:
 - Identify spatial patterns of transit disadvantaged populations (displacement and suburban transit deserts)



DATA ANALYSIS

➤ Evaluate transit access and proximity:

- Grocery stores
- Medical facilities
- Recreation facilities
- Community facilities
- Educational facilities



Source: Regional Equity Atlas

INNOVATION

➤ Implement innovative services based on community needs and tailored to the community

- Expand service coverage areas
- Increase service availability
- Enhance customer experience



Source: LA Metro

Microtransit

1 Your trip can begin or end anywhere within the **microtransit zone**. (e.g. home, work, doctor). *Trips between zones require a transfer to a bus route.*

2 The service will connect you to one of several **transfer points** located at popular destinations (e.g. shopping centers, grocery stores).

3 In some cases, you may be asked to **walk to a nearby intersection** to catch a ride.

4 Shared Ride trips will be provided using small buses or vans **shared with other passengers**.

HOW TO RIDE

1 Book Ride (by mobile app or phone call)

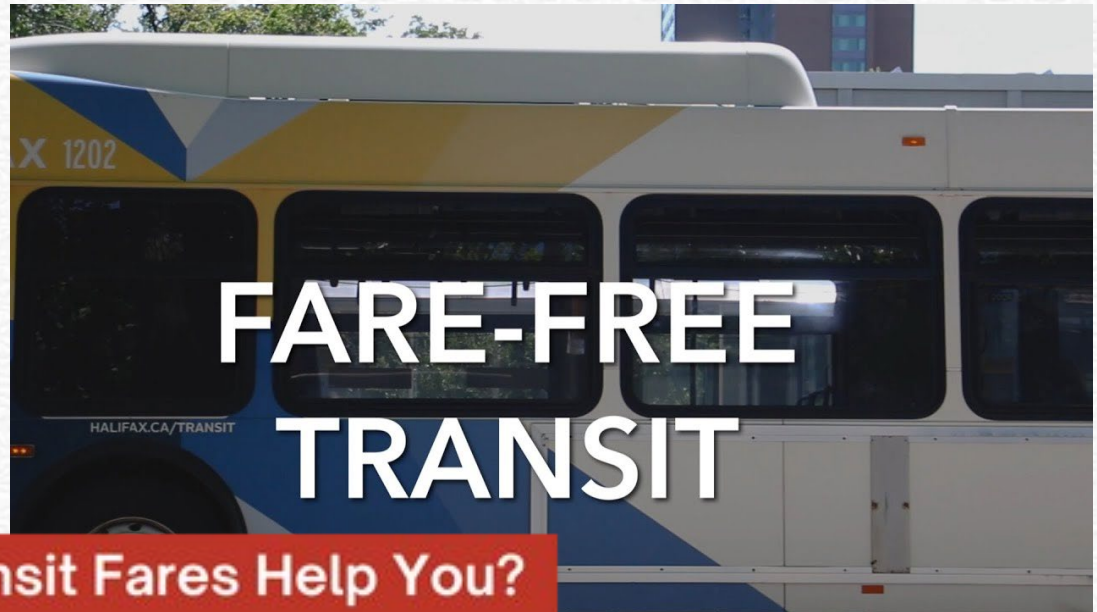
2 Await Pickup (track vehicle in real time)

3 Arrive at Destination

AFFORDABILITY

➤ Incorporate affordable fare options into fare structure:

- Discounted
- Free transfers
- Free (systemwide)



Do you or a household member live in Allegheny County and receive SNAP?
Do you think your household would benefit from more affordable or free local transit?
Then sign up to learn more about this reduced-fare transit project and how to help
make sure the county makes it permanent.



Pittsburghers for
Public Transit

COMMUNITY OWNERSHIP

- Welcome opportunities for underrepresented community members to partner with the agency



Source: RTA of New Orleans

POTENTIAL OUTCOMES

➤ Agency

- Increased coordination with underrepresented community members
- Better understanding of community needs (inform decision-making)
- New and improved performance metrics

➤ Community

- Improved customer experience
- Improved perception of transit system
- Increased use of technologies
- New or enhanced transit service
- More aligned desired travel patterns

SUMMARY AND KEY TAKEAWAYS

- Revived focus at the federal level on fostering transit equity goals
- Agencies across the nation are developing community-driven transit equity frameworks:
 - Prioritize
 - Representation
 - Workforce investment
 - Continuous engagement
 - Data driven
 - Innovation
 - Affordability
 - Ownership

THE END

Thank you for participating today – I hope you learned something new about transportation equity!

Today's presenters



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Anna Zivarts
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Jamaal Schoby
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TRB Webinar: Career Series

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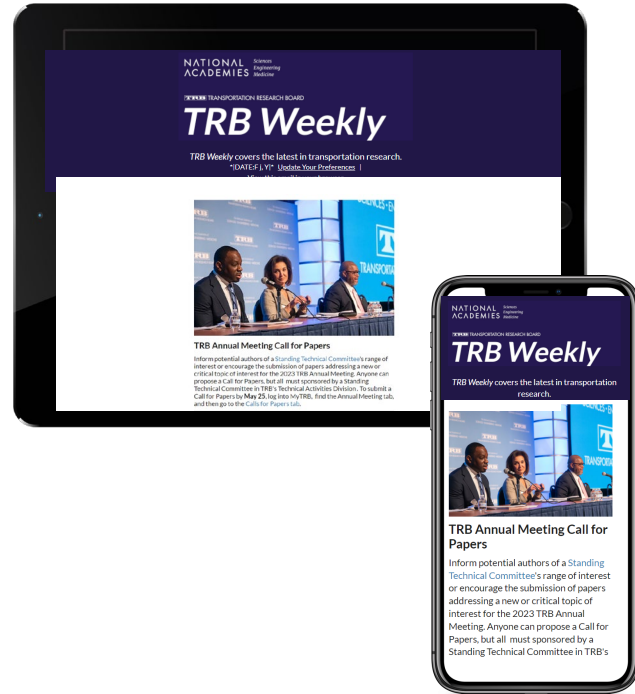


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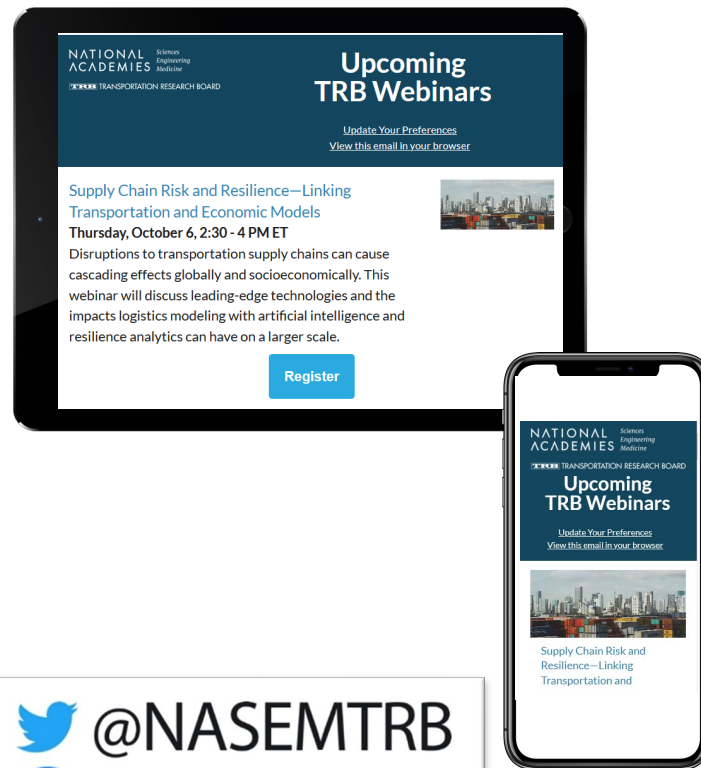
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Get involved

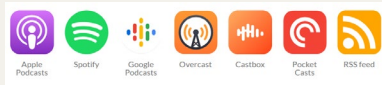
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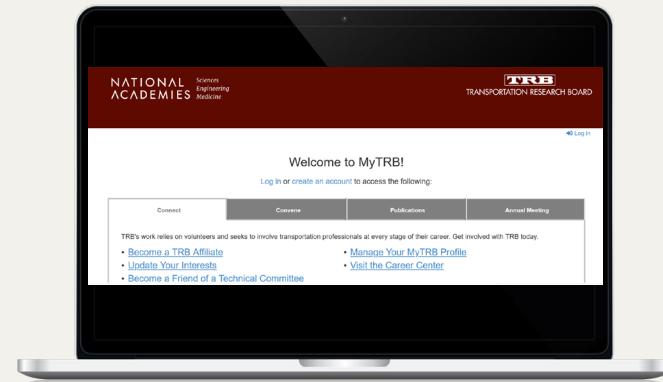
Network and pursue a path to Standing Committee membership

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- **Listen to our podcast**



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