



Race | Transit





“...urban design is **not neutral**. It either perpetuates or reduces social inequities within cities. And that is very hard for people to wrap their minds around because urbanists are taught that they are good, that they make communities better, and that they are the **bringers of solutions.**”

– Jay Pitter  
@Jay\_Pitter



















RAILROAD  
BRIDGE

10050 TO 6950

EAST FWY

JENSEN DR

ICE ELEMENTARY SCHOOL

SWINY PARK



BUSINESS

# Texas found a cancer cluster in Houston in August. Residents didn't find out until December.



Erin Douglas

| Dec. 11, 2019

| Updated: Dec. 11, 2019 2:54 p.m.





# L.A. Sheriff's Deputies Fatally Shoot Black Man After Suspected Bike Violation

By Reuters, Wire Service Content   Sept. 1, 2020



Demonstrators protest against the shooting of Dijon Kizzee by Los Angeles sheriff's deputies, in Los Angeles, California, U.S., September 1, 2020.  
REUTERS/Patrick T. Fallon   REUTERS

BY LUCY NICHOLSON AND Steve Gorman

A man stopped on his bicycle for an alleged "vehicle code" violation was shot by one officer.





7TH ST ONEIDA

ONEIDA

ONEIDA

74A RANDOLPH AV

RAGSTOCK



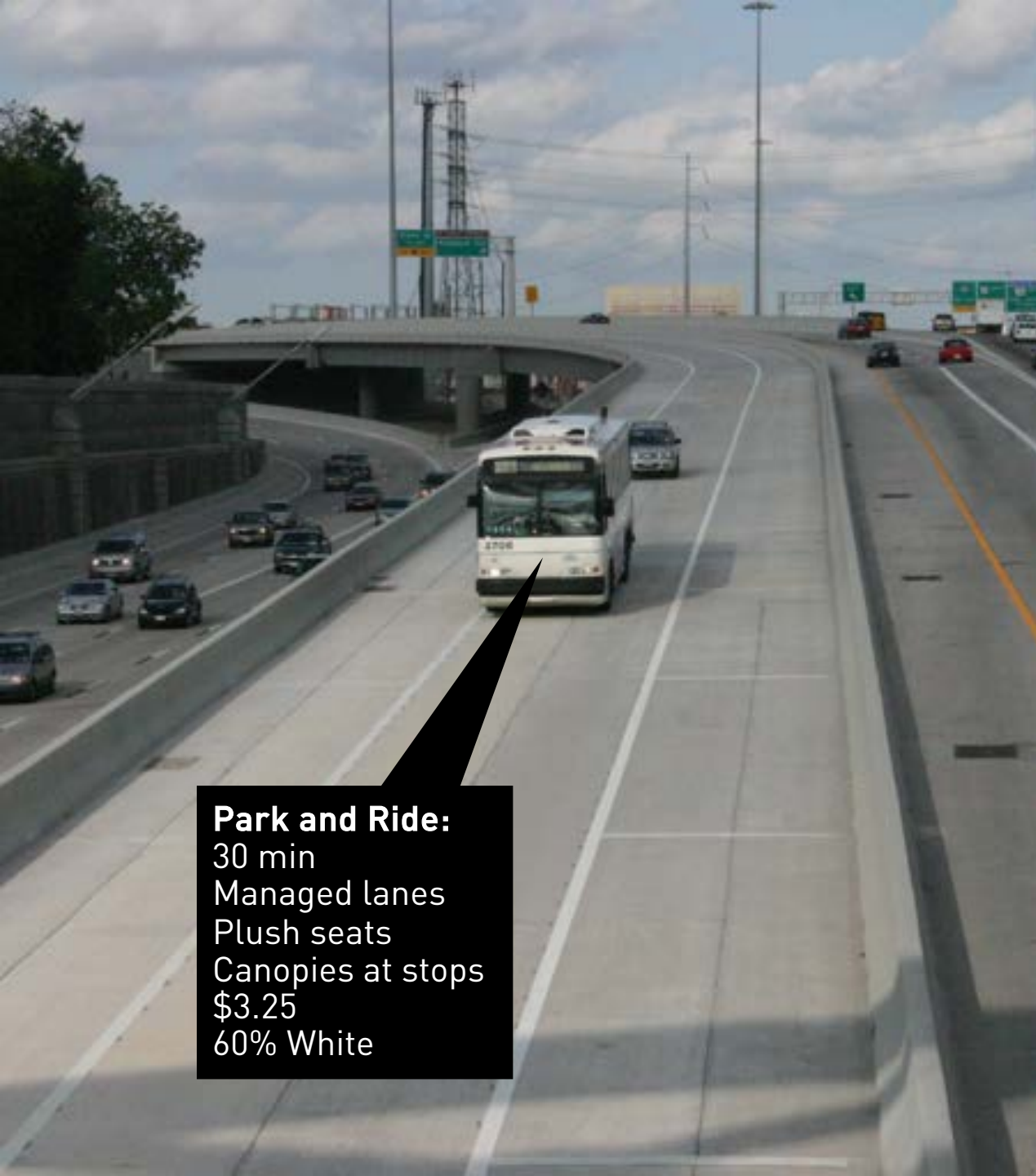
Transit agencies are still managing  
and operating systems that have  
racism embedded in them.





West Bellfort  
Park & Ride





**Park and Ride:**  
30 min  
Managed lanes  
Plush seats  
Canopies at stops  
\$3.25  
60% White



**Local:**  
90 min  
Mixed traffic  
Hard seats  
No shelters at stops  
\$1.25  
60% Black



Transit agencies are shaped by the world they were created in: the era of the re-segregationist response to the civil rights movement.



# White Flight in the Richmond Region

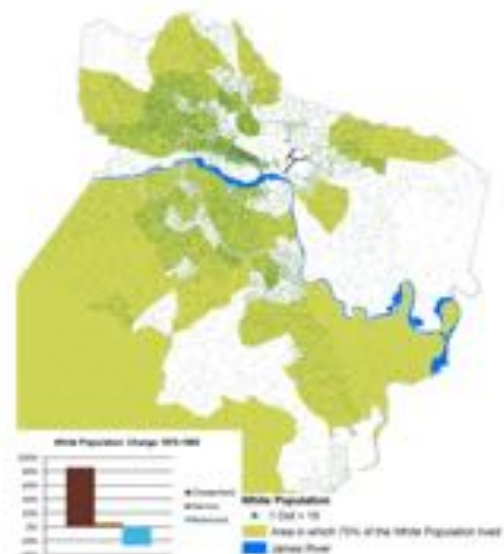
1960



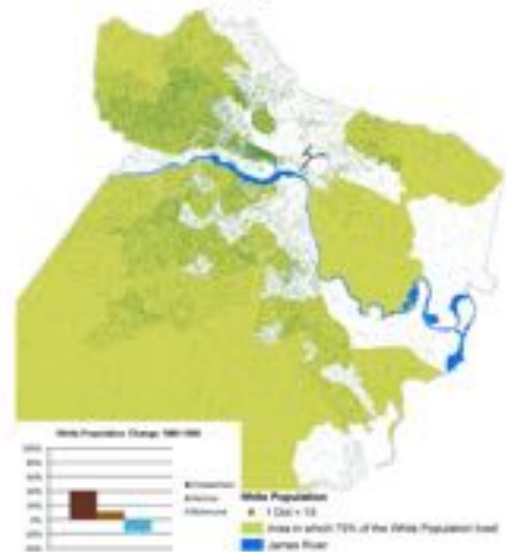
1970



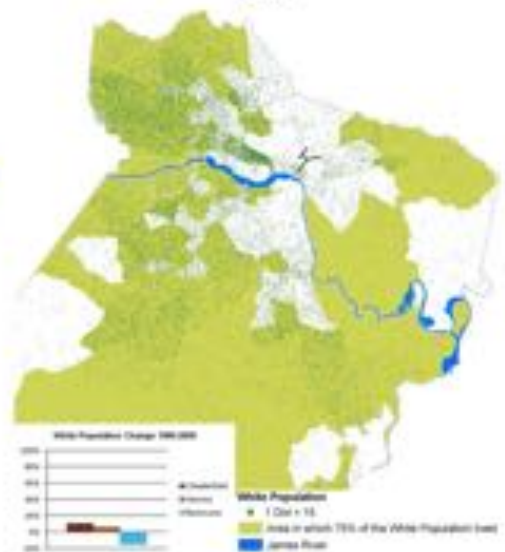
1980



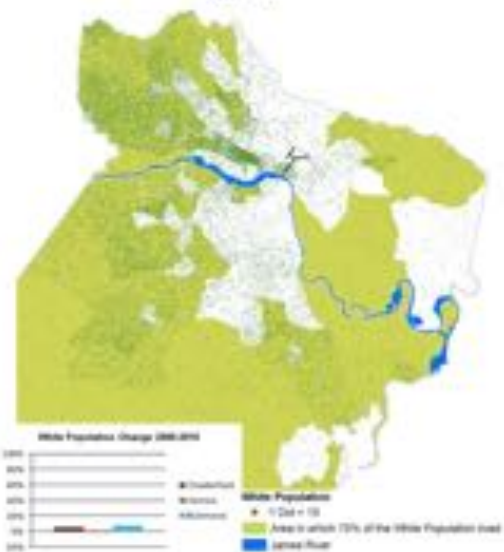
1990



2000



2010



2070 Houston: Construction of IH 45 elevated section o







Transit agencies were created as a response to two different problems: existing transit operations were going bankrupt and highway congestion was increasing.









As a result of this dual mandate, many agencies essentially built and operated two systems with different standards for amenities, service levels and levels of subsidy.

# CHOICE RIDER | DEPENDENT RIDER





population density (people per sq. mi.)

2500	5000	7500	10000	12500	15000	17500
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**COLFAX BUS**









10.5 miles  
125,000 people within 1/2 mile  
22,000 riders/day  
52% white

**E/F/R LIGHT RAIL  
(south of Belleview)**

8.75 miles  
9,932 people within 1/2 mile  
8,000 riders/day  
73% white





	Productivity				Service Quality			
	 Boardings per Trip	 Boardings per Revenue Hour	 Subsidy per Boarding	 Passenger Miles per Platform Mile	 Passenger Load	 On-Time Performance	 Customer Complaints	 Operated as Scheduled
<b>ST Express</b> FAST, FREQUENT REGIONAL BUS SERVICE (SEE PAGE 15)	<ul style="list-style-type: none"> <li>Monitored regularly and reported annually with a comparative analysis of each route's performance and a peer comparison analysis</li> <li>Annual targets are adjusted accordingly</li> </ul>				Standing passengers not to exceed 1.23 - 1.5 times total seats and limit standing time to 30 minutes	85% of trips arrive within five minutes of schedule, never early	Less than 15 complaints per 100,000 boardings	99.8% of scheduled trips operated
<b>Sounder</b> HIGH CAPACITY COMMUTER RAIL (SEE PAGE 19)	<ul style="list-style-type: none"> <li>Monitored regularly and reported annually with a peer comparison analysis</li> <li>Annual targets are adjusted accordingly</li> </ul>				Most rides have a seat, otherwise limit standing time to 30 minutes	95% of trips arrive at route terminals within seven minutes of schedule	Less than 15 complaints per 100,000 boardings	99.5% of scheduled trips operated
<b>Tacoma Link</b> LIGHT RAIL WITH MULTI-MODAL CONNECTIONS (SEE PAGE 21)	<ul style="list-style-type: none"> <li>Monitored regularly and reported annually with a comparative analysis by time of day and a peer comparison analysis</li> <li>Annual targets are adjusted accordingly</li> </ul>				Standing passengers permitted up to 1.85 times number of seats	98.5% of trips depart/arrive route terminals within three minutes of schedule	Less than 15 complaints per 100,000 boardings	98.5% of scheduled trips operated
<b>Link</b> FREQUENT, RELIABLE HIGH-CAPACITY LIGHT RAIL (SEE PAGE 24)	<ul style="list-style-type: none"> <li>Monitored regularly and reported annually with a comparative analysis by time of day and a peer comparison analysis</li> <li>Annual targets are adjusted accordingly</li> </ul>				Standing passengers not to exceed two times number of seats and limit standing time to 30 minutes	90% of headways within two minutes of schedule	Less than 15 complaints per 100,000 boardings	98.5% of scheduled trips operated

Transit agencies concluded that to attract “choice riders” they needed to design for “white comfort.”



“I think the  
entire field of  
transportation  
and urban  
planning is a  
host to **white  
comfort.**”

-Dr. Destiny Thomas  
The Thrivance Group  
@DrDesThePlanner

Cities

## 'Addicts, crooks, thieves': the campaign to kill Baltimore's light rail

Residents of a progressive and wealthy county claim public transport has brought city crimes to their area - and are fighting to have it closed



▲ Kim Hahn wants a nearby light rail stop closed after she and her husband, Chris, found an intruder in their home in Glen Burnie, Maryland, last year. Photograph: JM Giordano/The Guardian



**Lucia Graves in Glen Burnie, Maryland**

@lucia\_graves

Wed 22 Aug 2018 06.30 EDT





So many transit agencies have  
designed their systems to  
deliberately separate riders.



Rapid Transit  
\$3.50



Regional Rail  
\$5.25-\$7.00





Rail: 700/day  
Express bus: 3,800/day  
Local bus: 8,300/day







population density (people per sq. mi.)

2500	5000	7500	10000	12500	15000	17500
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**WALNUT CREEK / PLEASANT HILL**

70% white

1.75 miles between stations

**SAN ANTONIO, OAKLAND**

10% white

2.75 miles between stations

And transit agencies manage, operate,  
and police their systems to promote  
“white comfort.”





New York Police Department Transit Bureau police officers at the 125th Street station. Hiroko Masuike/The New York Times

Subway crime remains at record-low levels.

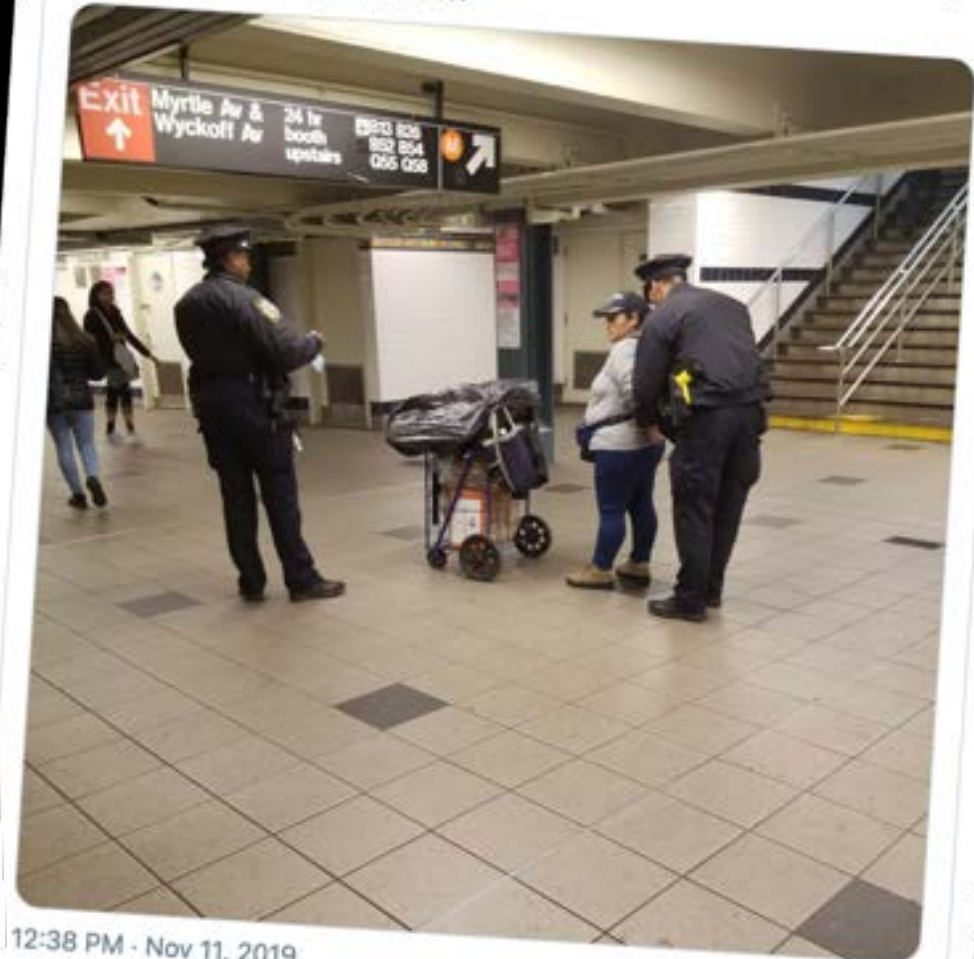
So it was confusing that the Metropolitan Transportation Authority board voted this week to hire 500 additional police officers to patrol the subway and other parts of the transit system, diverting an estimated \$250 million over four years in precious funds that



Bushwick Daily  
@BushwickDaily

@JuliaCarmel\_ @RLEspinal @jamaale @JumaaneWilliams  
Photo of another Churro Vendor in Handcuffs, at Myrtle Wyckoff.

Photo taken at 11:40 a.m. this morning, minutes before rally held at Broadway Junction



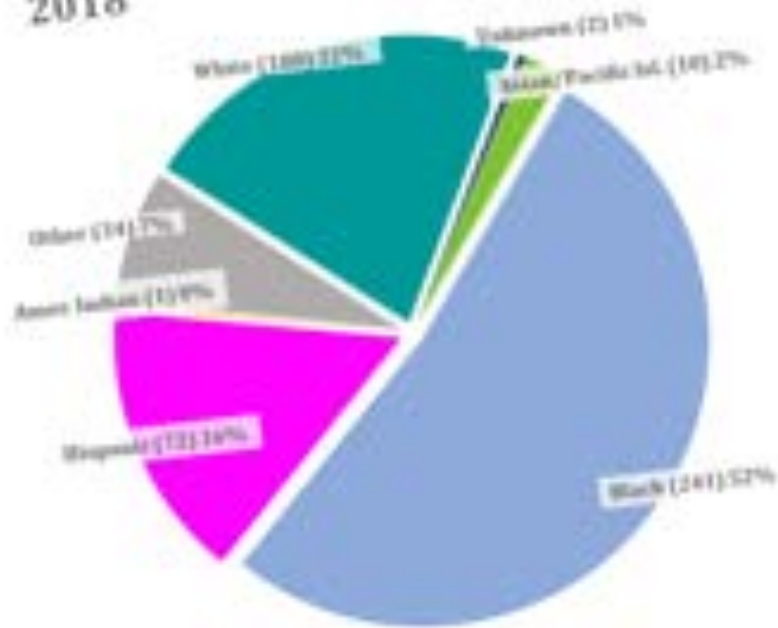
12:38 PM · Nov 11, 2019

# Code of Conduct Enforcement by Race

## 2018-2019



2018



2019



12% of riders are Black  
50% of citations are Black



Transit systems have racism built into  
their schedules, their fleets, their  
route structures and their  
infrastructure.

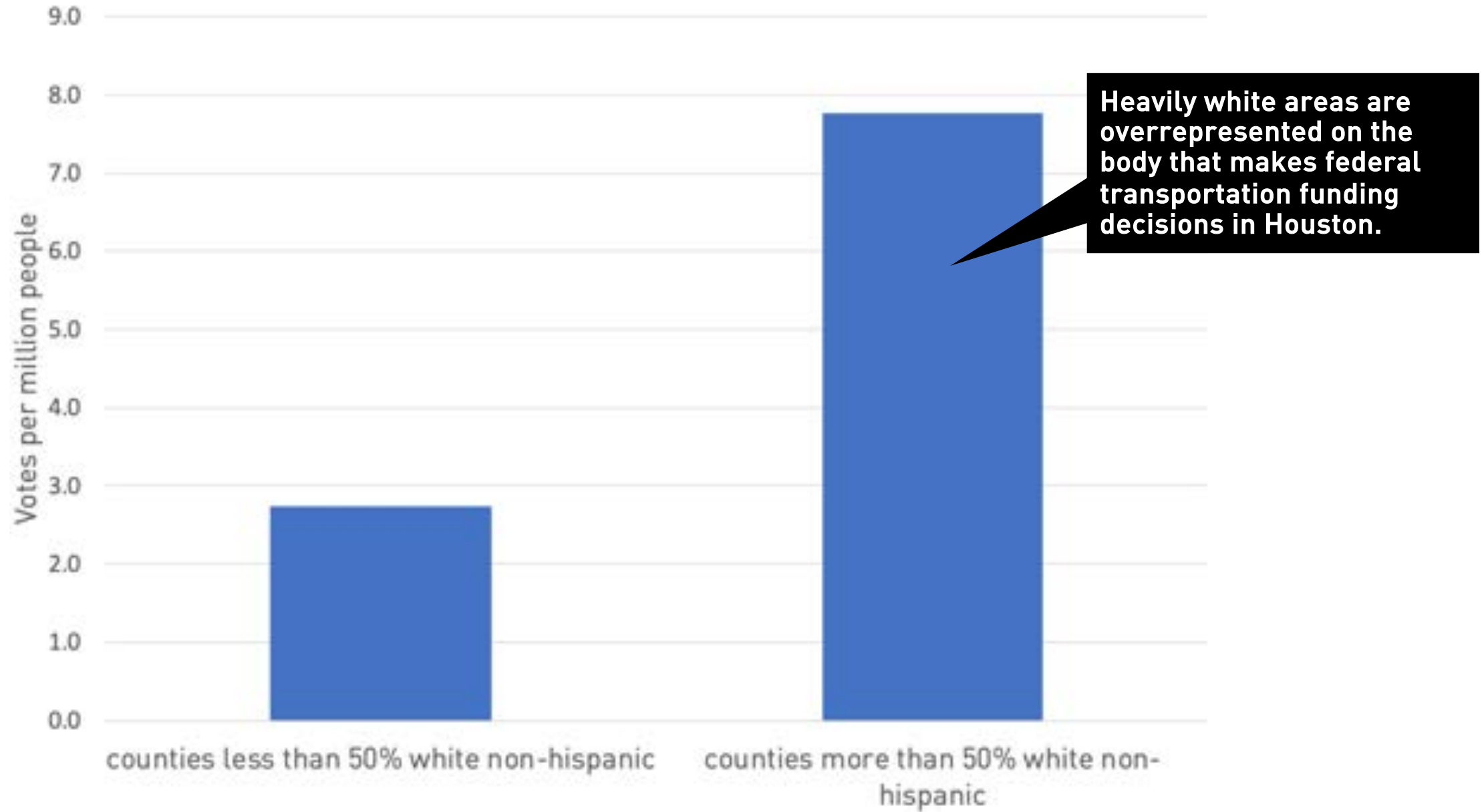
“...when you look at transportation or you look at built environments, what you realize very quickly is that the systems are designed exactly how the **people in power** wanted them to be designed, and they are working.”

-Tamika Butler  
@TamikaButler

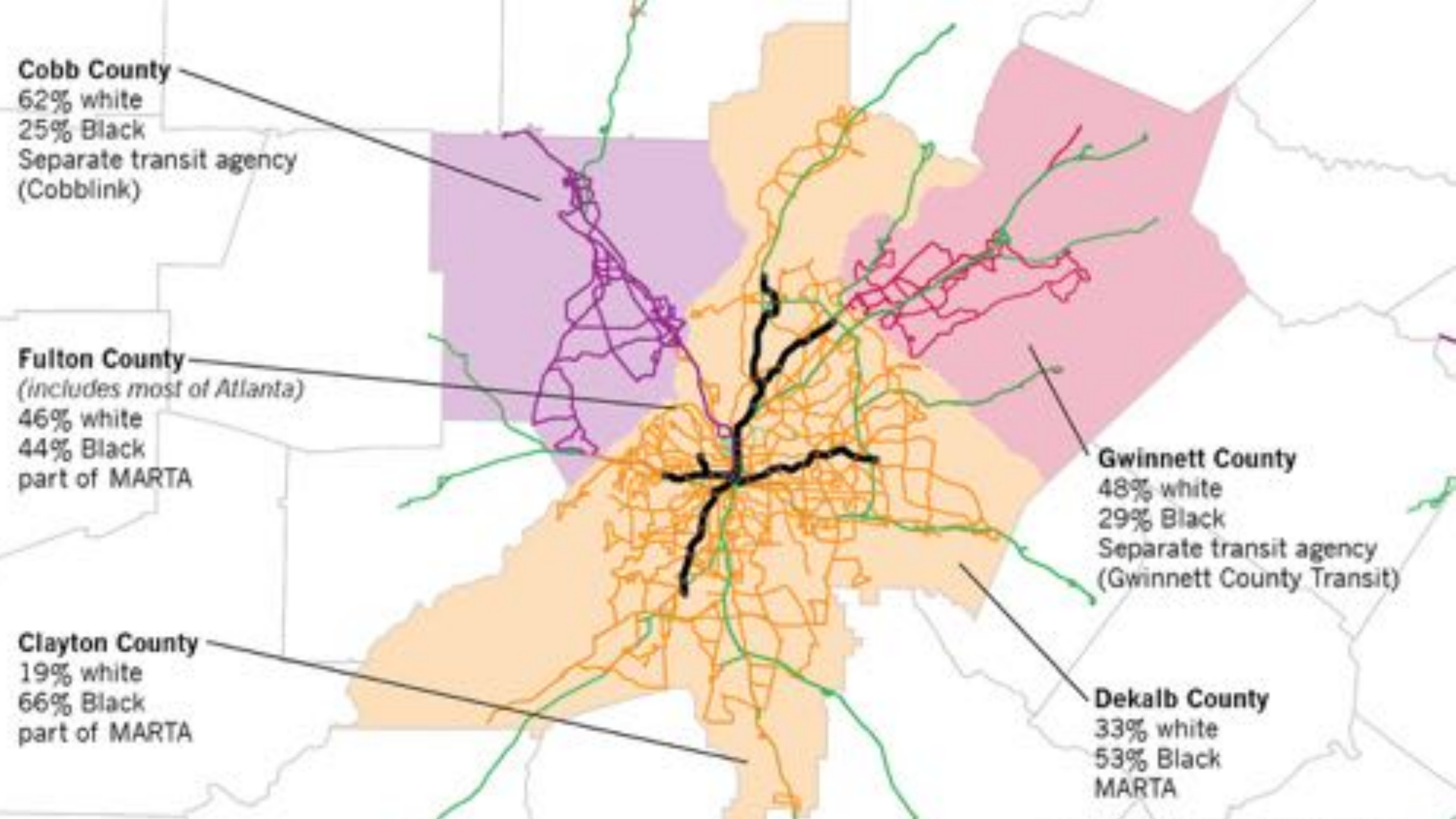


Many agencies have racism built into  
their governing structure.


## H-GAC TPC Voting Power by Race







Every transit line, every bit of  
infrastructure, every bus that runs  
down a street and every train that runs  
down a track does so  
in pursuit of a motive.



"streetcars in other cities have been shown to bring new people to an area. Streetcars attract people who don't ride buses. They are popular with young professionals, who tend to live in and near urban areas."



MEDICAL  
CENTER

UNIVERSITY  
OF  
CINCINNATI

UPTOWN

DOWNTOWN  
CINCINNATI

COVINGTON

Streetcar (Cincinnati Bell Connector)

**SMALL SYSTEM**

**LOW PERFORMER**



Opened: 2016

Last Expanded: N/A

Length: 2 miles

Stations: 9

Frequency: 12-15 min

Avg weekday ridership: 1,300

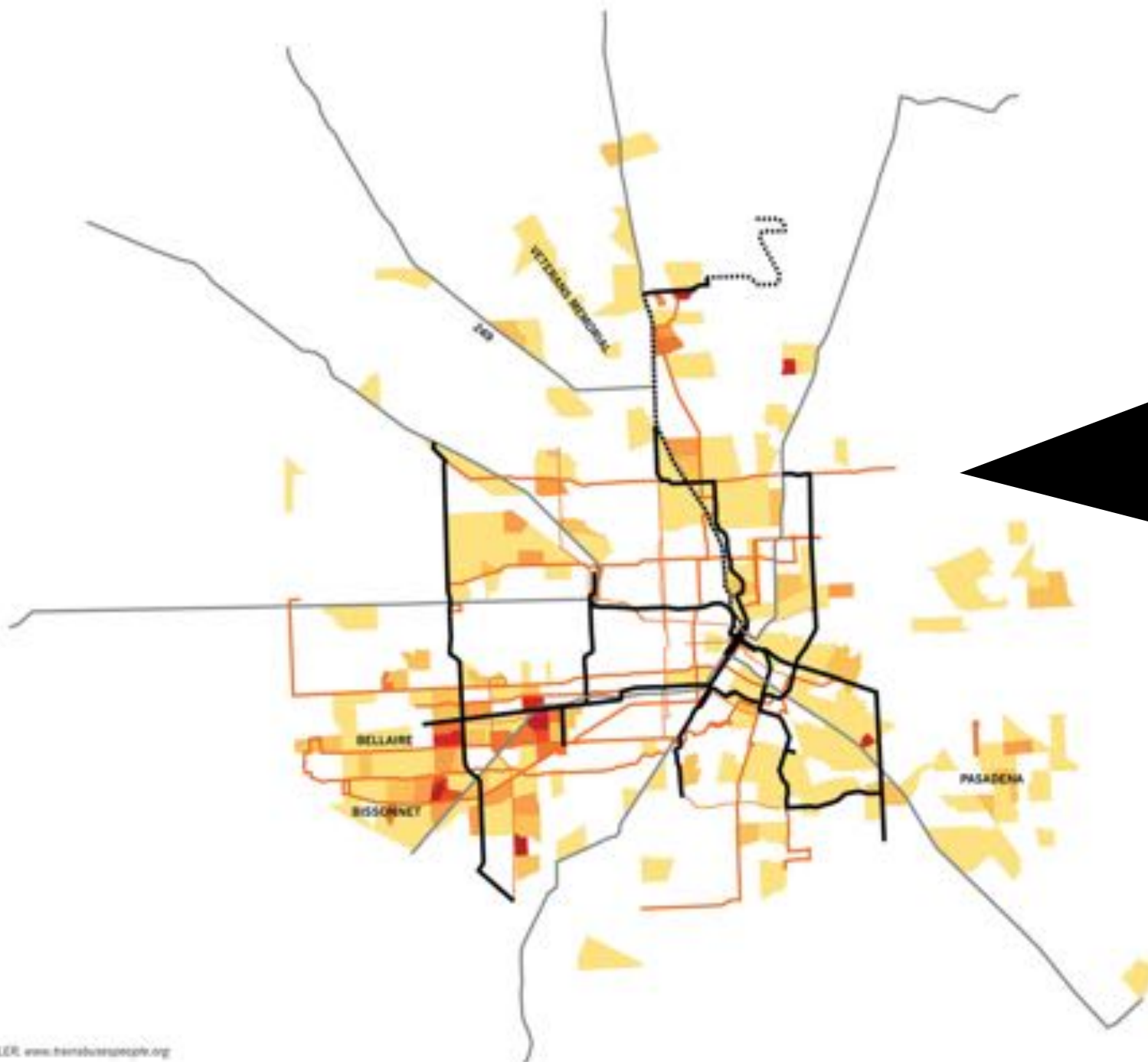
Ridership per mile: 650



**This streetcar  
is designed to  
gentrify.**

Transit agencies absolutely can be powerful tools for equity. A good transit network opens up a metropolitan area — and its jobs and opportunities — for all of its residents.





METRONext:

Rail+BRT link Black and Hispanic neighborhoods to jobs and education

BOOST improves local bus routes with shelters, service, speed, reliability

Regional express service integrated with local network for reverse commutes and faster trips

Accessibility improvements across the network

To build more equitable networks, we  
need equitable decision-making.

To build more equitable networks, we  
in the transit world have to be  
thoughtful about what we do.



We can't rely on rules to get equity.

subject to this requirement are responsible for complying with the DOT Title VI regulations which prohibit disparate impact discrimination, and therefore should review their policies and practices to ensure their service and fare changes do not result in disparate impacts on the basis of race, color, or national origin.

To further ensure compliance with 49 CFR Section 21.5(b)(2), 49 CFR Section 21.5(b)(7), and Appendix C to 49 CFR part 21, all providers of public transportation to which this Section applies shall develop written procedures consistent with this Section to evaluate, prior to implementation, any and all service changes that exceed the transit provider's major service change threshold, as well as all fare changes, to determine whether those changes will have a discriminatory impact based on race, color, or national origin. The written procedures and results of service and/or fare equity analyses shall be included in the transit provider's Title VI Program.

One purpose of conducting service and fare equity analyses prior to implementing service and/or fare changes is to determine whether the planned changes will have a disparate impact on the basis of race, color, or national origin.

The typical measure of disparate impact involves a comparison between the proportion of persons in the protected class who are adversely affected by the service or fare change and the proportion of persons not in the protected class who are adversely affected. The comparison population for a statistical measure of disparate impact is all persons who are affected by the service or fare changes or who could possibly be affected by the service or fare change (e.g., potential passengers). When a transit provider uses ridership as the comparison population, the transit provider will compare the ridership of the affected route(s) with the ridership of the system. For example, if the ridership of affected route(s) is 60 percent minority and the system ridership is 40 percent minority, then changes to the route(s) may have a disparate impact. When a transit provider uses the population of the service area

Equity analysis when service is changed, not of existing inequity

Table 110: MDOT MTA Major Service Change Policies

Mode	Major Service Change Policy
Core Bus	<ul style="list-style-type: none"><li>• Alteration of a route's revenue miles or revenue hours on a given service day by 25 percent or more, including establishment or abandonment of a route.</li><li>• Change to the span of service on a route by 90 minutes or more on a given service day.</li></ul>
Commuter Bus	<ul style="list-style-type: none"><li>• Alteration of a route's revenue miles or revenue hours on a given service day by 25 percent or more, including establishment or abandonment of a route.</li><li>• Change to the span of service on a route by 90 minutes or more on a given service day.</li><li>• Elimination of service to a stop, unless there is another stop within three miles of its location.</li><li>• Establishment of a new stop.</li></ul>
MARC	<ul style="list-style-type: none"><li>• Alteration of a line's revenue miles or revenue hours on a given service day by 25 percent or more, including establishment or abandonment of a line.</li><li>• Change to the span of service on a line by 90 minutes or more on a given service day.</li><li>• Change to the number of stops at a station on a given service day by 25 percent or more.</li><li>• Establishment or abandonment of a station.</li></ul>
Light RailLink	<ul style="list-style-type: none"><li>• Alteration of a line's revenue miles or revenue hours on a given service day by 25 percent or more, including establishment or abandonment of a line.</li></ul>

Measured by revenue hours,  
not quality of service



We have to reject “we’ve always done it that way” as an answer.

We have to recognize that transit fits  
into larger systems.





We have to be willing to call out  
decision-makers.

We have to to listen to all riders.

We all have to be willing to  
talk about race.



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