



# Driving Equity, Now!

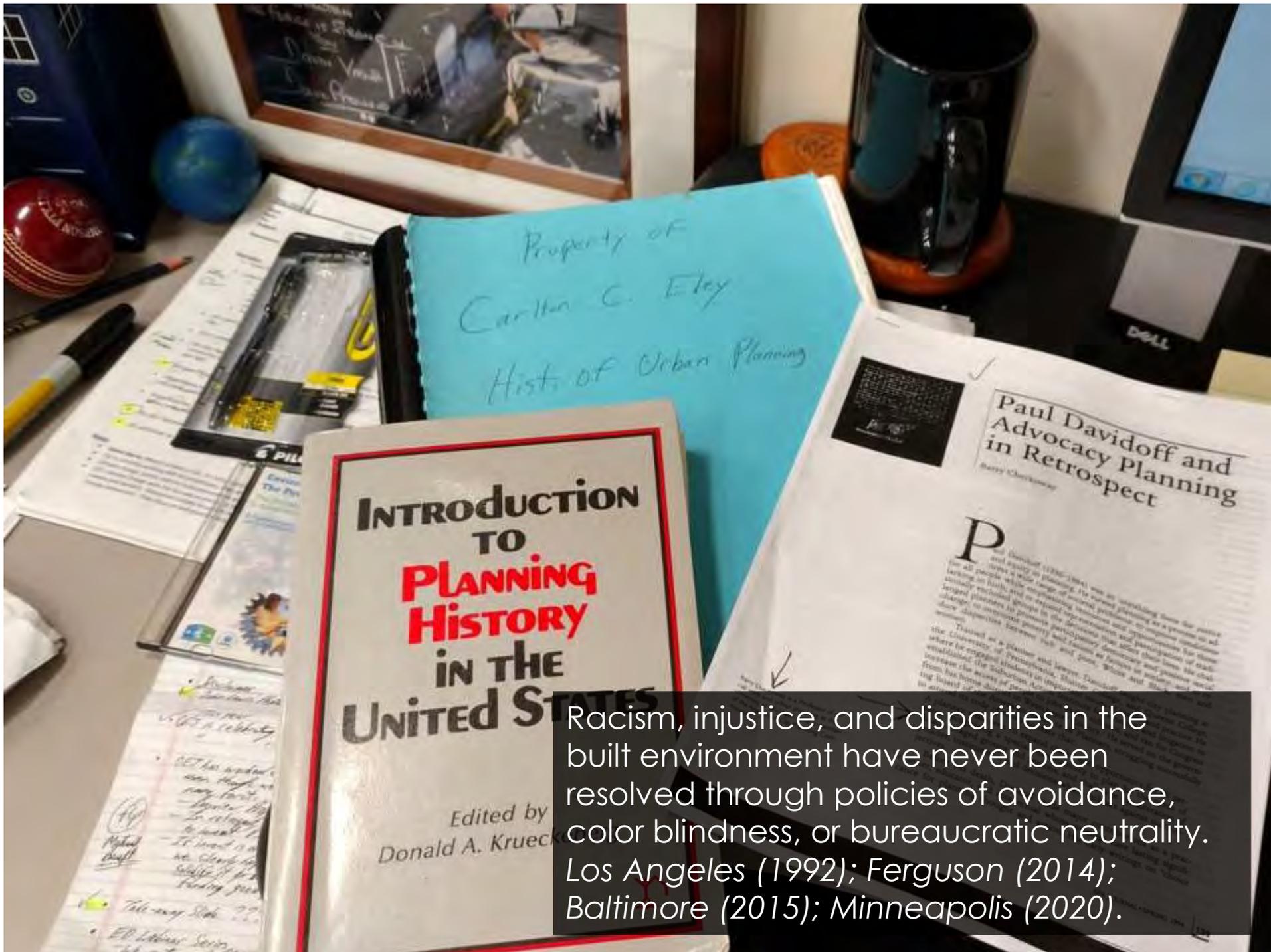
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Carlton C. Eley

PBCD's Equity and Public Transportation Webinar

June 12, 2020





Racism, injustice, and disparities in the built environment have never been resolved through policies of avoidance, color blindness, or bureaucratic neutrality. Los Angeles (1992); Ferguson (2014); Baltimore (2015); Minneapolis (2020).

# Defining Equity

## Equity:

A condition of parity...that is achieved by being intentional about improving quality of life for populations that are underserved, under-resourced, and vulnerable.

## Informed by three questions

1. Are there deficits?
2. Who experiences the burden of the deficits?
3. How do we make sure well-intentioned interventions do not make deficits worse?



Source: Danielle Coke

# Equity is the Unfinished Business of the Planning Profession



**ICMA**

*Leaders at the Core of Better Communities*

**“Planning at its best takes account of the social implications of land use and economic development decisions.”**

**The Practice of Local Government Planning**

# Timeline: Parallel Initiatives

- Advocacy Planning (1965)
- Equity Planning Practice (1969 – 1979)
- Tenet of Social Planning Incorporated into AICP Code of Ethics (1981)
- Equity Development (1983 – 1987)
- Fair Growth (2000)
- Equitable Development (2000)



Paul Davidoff



Norman Krumholz



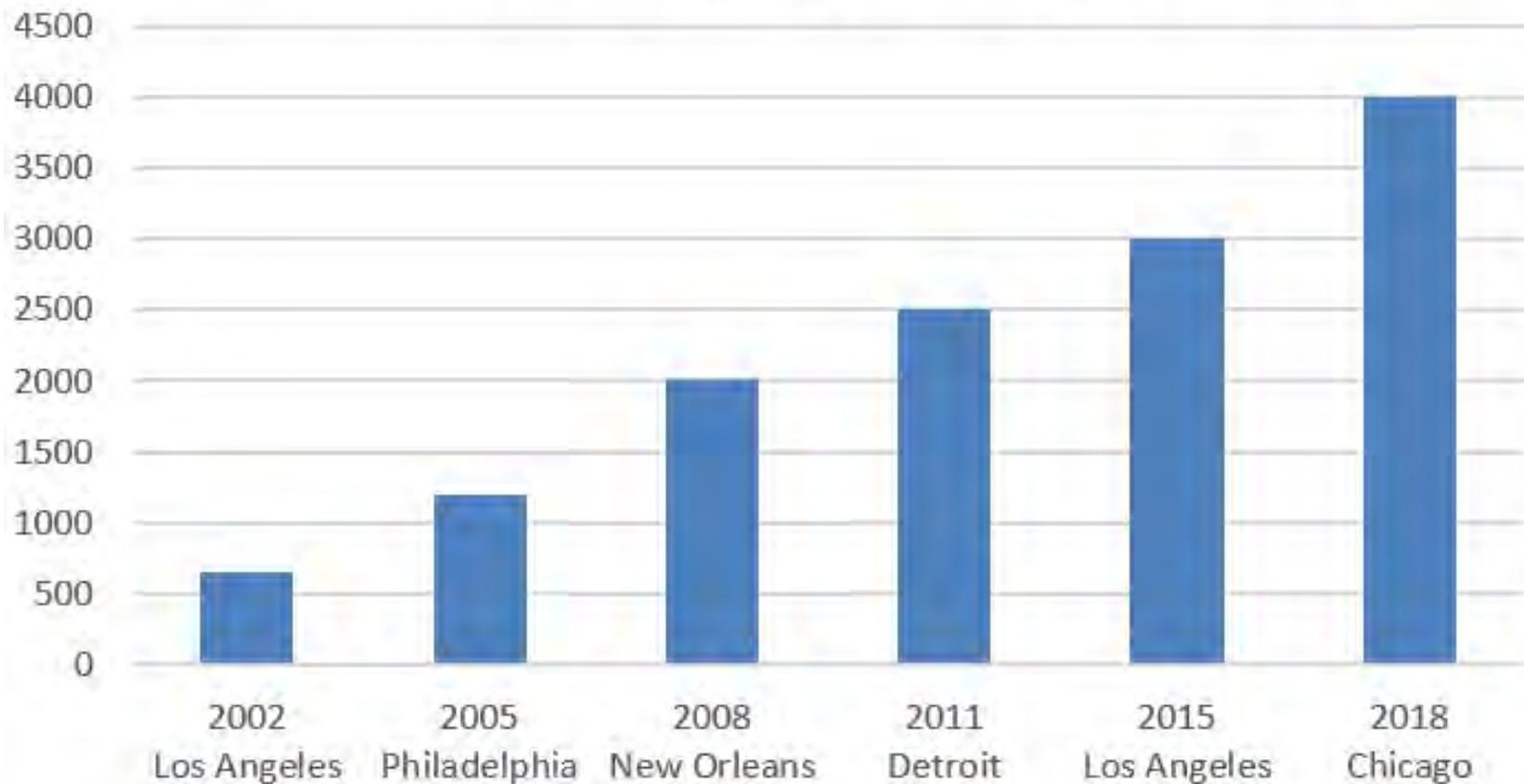
Robert Mier



Angela Glover  
Blackwell

# Trending Upwardly

**Attendance for the Equity Summit (2002 - 2018)**



# An Abbreviated Chronology: Who is Talking about 'Equity and Communities'?

2005



American Planning Association  
**Planning and the  
Black Community Division**

*Making Great Communities Happen*



working for  
environmental  
**justice**

**PolicyLink**



**2015  
LOCUS  
LEADERSHIP  
SUMMIT**

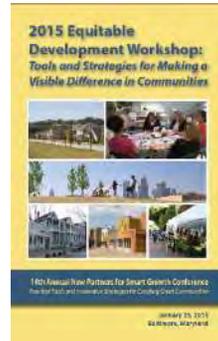


**LIVING CITIES**  
INNOVATE • INVEST • LEAD



**FORD FOUNDATION**

**Brownfields 2015**  
SUSTAINABLE COMMUNITIES START HERE



American Planning Association  
**Planning and the  
Black Community Division**

*Making Great Communities Happen*

**PolicyLink**

Equity Summit 2015  
All in for inclusion, justice, and prosperity

**EQUITY 15**

October 27-29, 2015, Los Angeles, CA

**GREENBUILD 2015**

Communities & Affordable Homes Summit

WASHINGTON, D.C. **NOVEMBER 17**



**ONE DC**  
ORGANIZING NEIGHBORHOOD EQUITY

2015



working for  
environmental  
**justice**

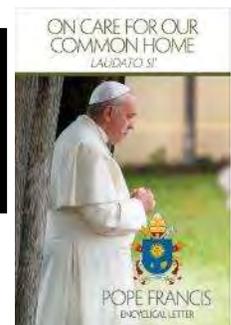
**DETROIT  
STRUCTURES  
FOR INCLUSION 15**



**BLACK In DESIGN**



**Local  
Government  
Commission**



**People & Places**  
2015 COMMUNITY CONFERENCE  
MAR 4-6, 2015 • WASHINGTON, DC

# Equity is a Choice and it Requires Being Assertive



“Find a way to get in the way and get in **good trouble, necessary trouble** when you see something is not fair, not right, or not just.”

Congressman John Lewis

# Equity Requires Confronting Blind-spots (PBCD Technical Assistance for Gary, Indiana)

"Vision for Broadway is a labor of love. The technical assistance team did not produce an advisory service report that the community could afford. Instead, they delivered a report that the community deserves."



IMAGE CREDITS TOP: Carlton Eley; BOTTOM (LEFT TO RIGHT): Photos 1, 3, 5, Carlton Eley; Renderings 2, 4, Lourenzo Giple, A2SO4 Architecture, LLC

# Equity is the Outcome of Ethical Practice

**You will never change  
anything that you are  
willing to tolerate.**

Myles Munroe

quote fancy



Cleveland State University's celebration and tribute to Norman Krumholz (1927 – 2019).

February 29, 2020

# Tools and Resources

- APA Planning for Equity Policy Guide
  - <https://www.planning.org/publications/document/9178541/>
- Planning for Equitable Development: Social Equity by Design (Planning Advisory Service Memo)
  - <https://www.planning.org/publications/document/9120655/>
- Equitable Development and Environmental Justice
  - <http://www.epa.gov/environmentaljustice/equitable-development-and-environmental-justice>
- EPA's Environmental Justice Collaborative Problem-Solving Model
  - <http://www.epa.gov/environmentaljustice/resources/publications/grants/cps-manual-12-27-06.pdf>
- UL2.0: A Channel for Equitable Development Champions
  - [https://www.youtube.com/channel/UCC\\_8\\_VbzsMDQmWR5hgxZ06A](https://www.youtube.com/channel/UCC_8_VbzsMDQmWR5hgxZ06A)

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# The Eley Group, LLC

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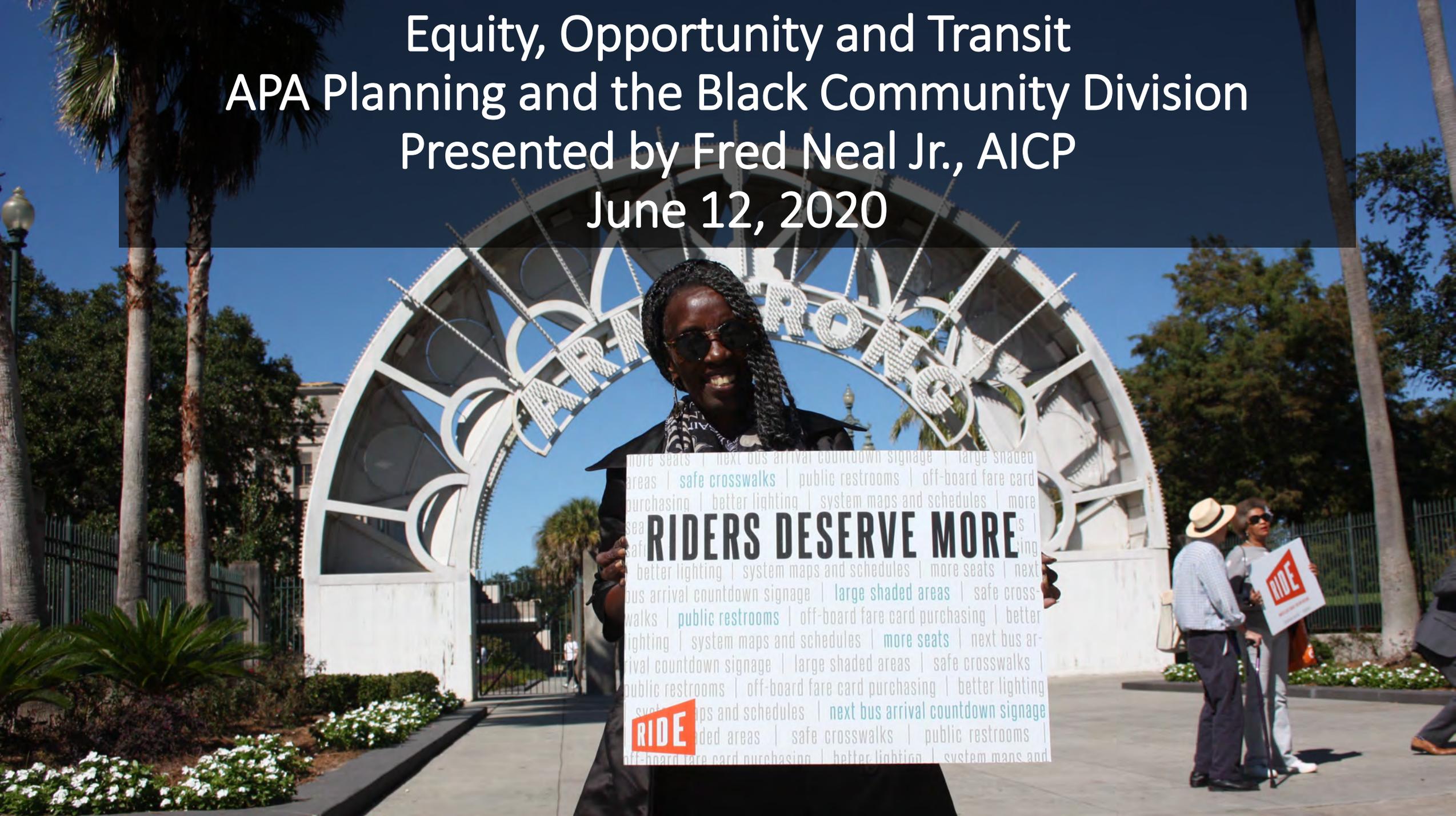
*Planning and policy solutions*

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 @Eleytown

# Equity, Opportunity and Transit APA Planning and the Black Community Division Presented by Fred Neal Jr., AICP June 12, 2020



more seats | next bus arrival countdown signage | large shaded areas | **safe crosswalks** | public restrooms | off-board fare card purchasing | better lighting | system maps and schedules | more seats | **safe crosswalks** | next bus arrival countdown signage | **large shaded areas** | **RIDERS DESERVE MORE** | better lighting | system maps and schedules | more seats | next bus arrival countdown signage | **large shaded areas** | **safe crosswalks** | **public restrooms** | off-board fare card purchasing | better lighting | system maps and schedules | **more seats** | next bus arrival countdown signage | **large shaded areas** | **safe crosswalks** | **public restrooms** | off-board fare card purchasing | better lighting | system maps and schedules | **next bus arrival countdown signage** | **large shaded areas** | **safe crosswalks** | **public restrooms** | off-board fare card purchasing | better lighting | system maps and schedules | **next bus arrival countdown signage** | **large shaded areas** | **safe crosswalks** | **public restrooms** | off-board fare card purchasing | better lighting | system maps and



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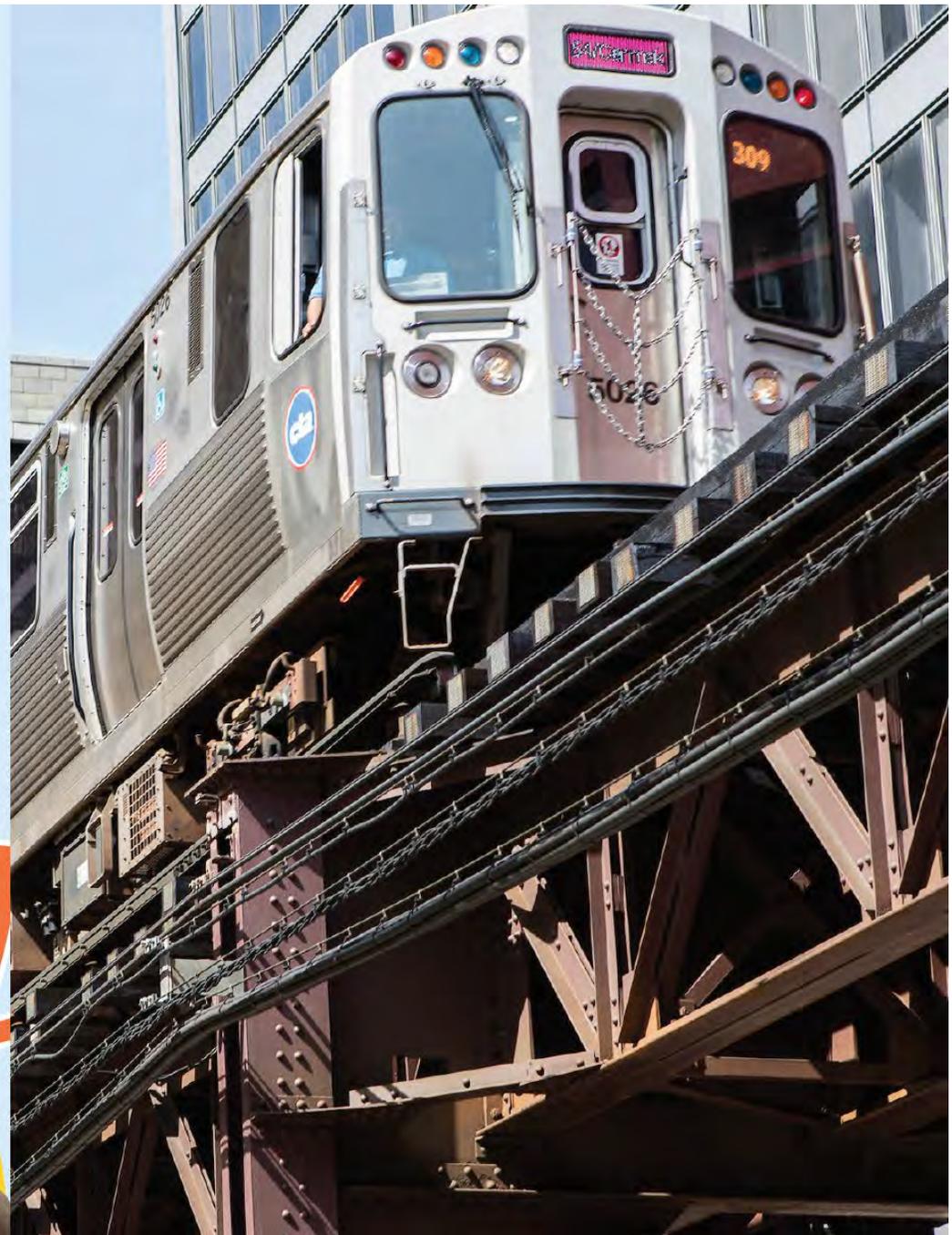


## Transit equity matters

Transit fits well into the increasingly socially-oriented agendas of many big-city mayors. For an example of how advocates were able to provide a well-timed transit agenda to a candidate interested in advancing social equity, look to Chicago's Active Transportation Alliance and its sister organization, Active Transportation Now. In the 2019 Chicago mayoral race, local advocates helped to set the terms of the debate on transit with a candidate forum and questionnaire covering topics like bus and bike lane expansion, reduced transit fares for people with low incomes, and the creation of a transportation equity plan. The winner of the race, Lori Lightfoot, championed many of the groups' recommendations during her campaign and has continued to advance them as mayor.



ACTIVE  
TRANSPORTATIO  
ALLIANCE



OVER 5,000 RIDERS  
TRANSFER HERE DAILY  
WITH HARDLY A PLACE TO SIT



IT'S TIME TO INVEST  
IN A CONSOLIDATED  
CORP TO

RIDERS DESERVE MORE  
more seats | next bus arrival countdown signage | large shaded  
seats | safe crosswalks | public restrooms | off-board fare card  
purchase | better lighting | system maps and schedules | more  
safer | better lighting | system maps and schedules | more seats | next  
bus arrival countdown signage | large shaded crosswalks



# Spaces to talk more about transit equity?

- When designing streets and sidewalks
- When implementing transit priority
- When incentivizing economic development
- When developing micro-mobility
- When investing in new technologies
- When procuring vendors and contractors

need a school?  
8TH GRADE  
-15  
ional Schools & Sciences Building  
ola.org

# *Why equity is essential to transit?*

- Devastating Transit Losses in Katrina
- Post-Katrina City in Rebuilding/Planning Overdrive
- Slow Transit Service Recovery
- Big Plans for New Stuff but where is the bus?
- Changing Land Use and Demographics

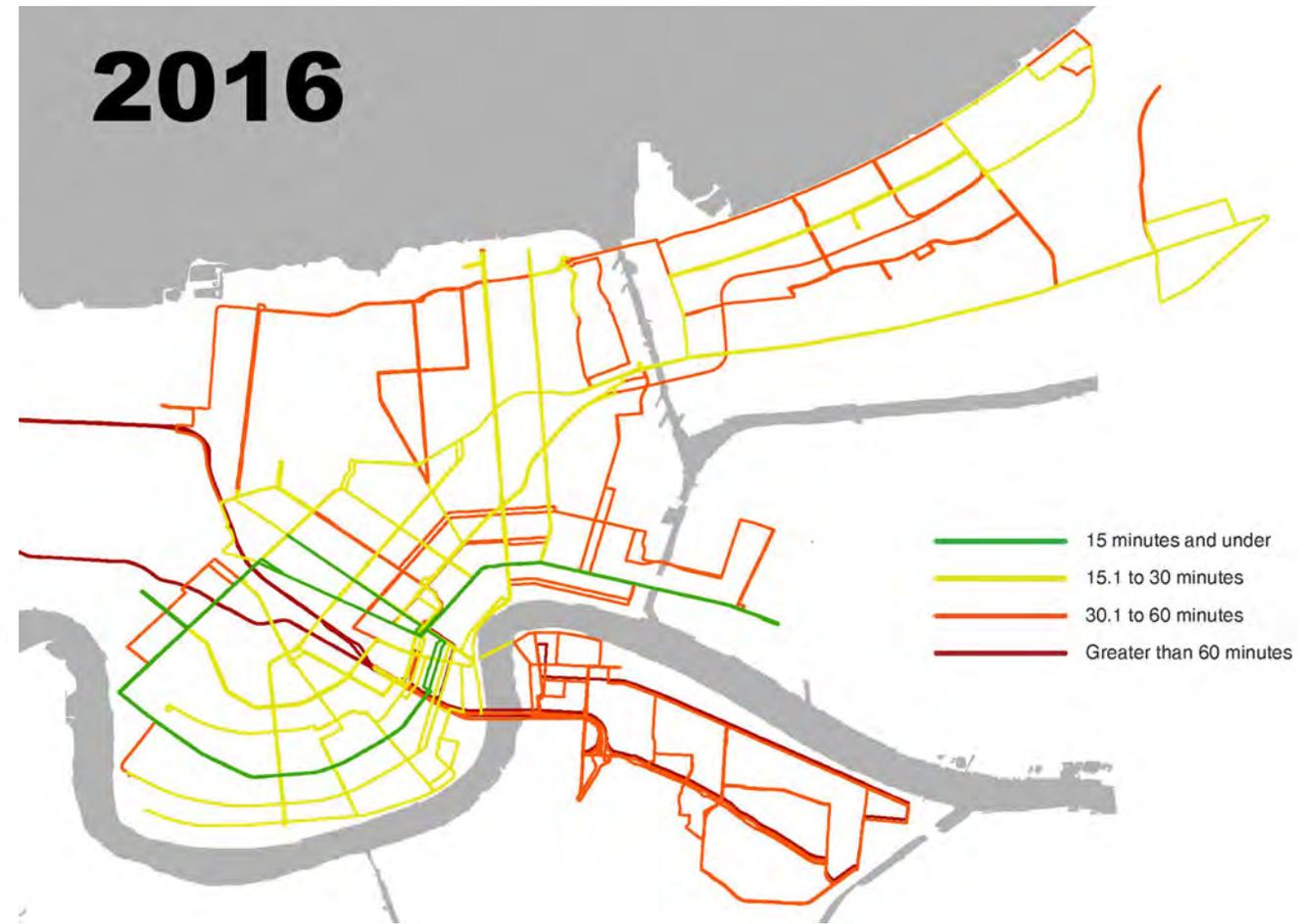
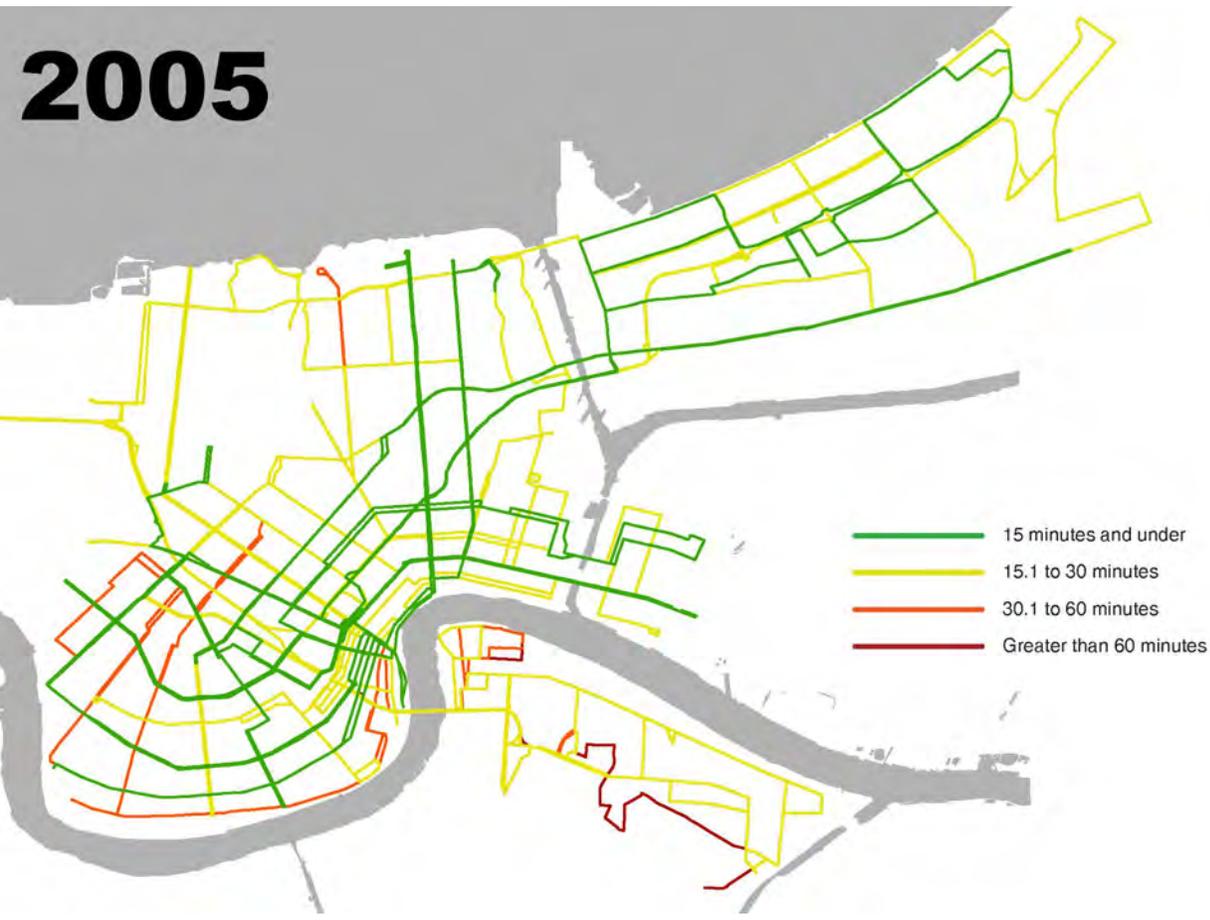
*“Service has declined more in **areas that need transit most**, including low-income neighborhoods, areas where people have less access to personal vehicles, and communities of color.”*

# Is Equity a priority?

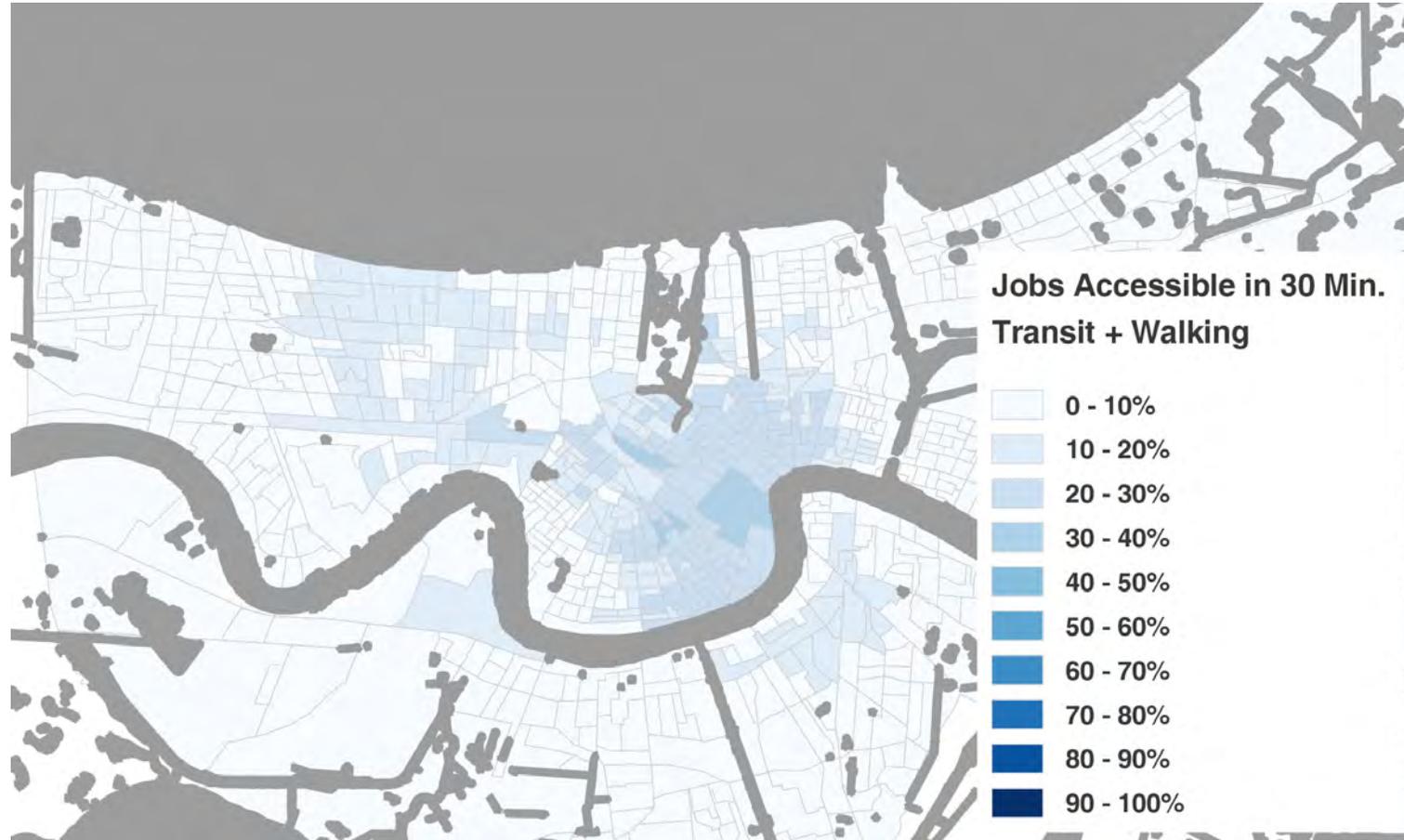
- As of 2016, the RTA has recovered only 42 percent of the pre-storm weekly bus trips, but 103 percent of the pre-storm weekly streetcar trips
- The only major post-Katrina capital investment – the Loyola/Rampart/St/Claude streetcar – cost \$75 million in public money and led to no connectivity gains



# Peak time frequency comparison



# Jobs Accessible in 30 minutes Transit v Driving



Planning  
with  
Equity in  
Mind



# GOALS AND OBJECTIVES

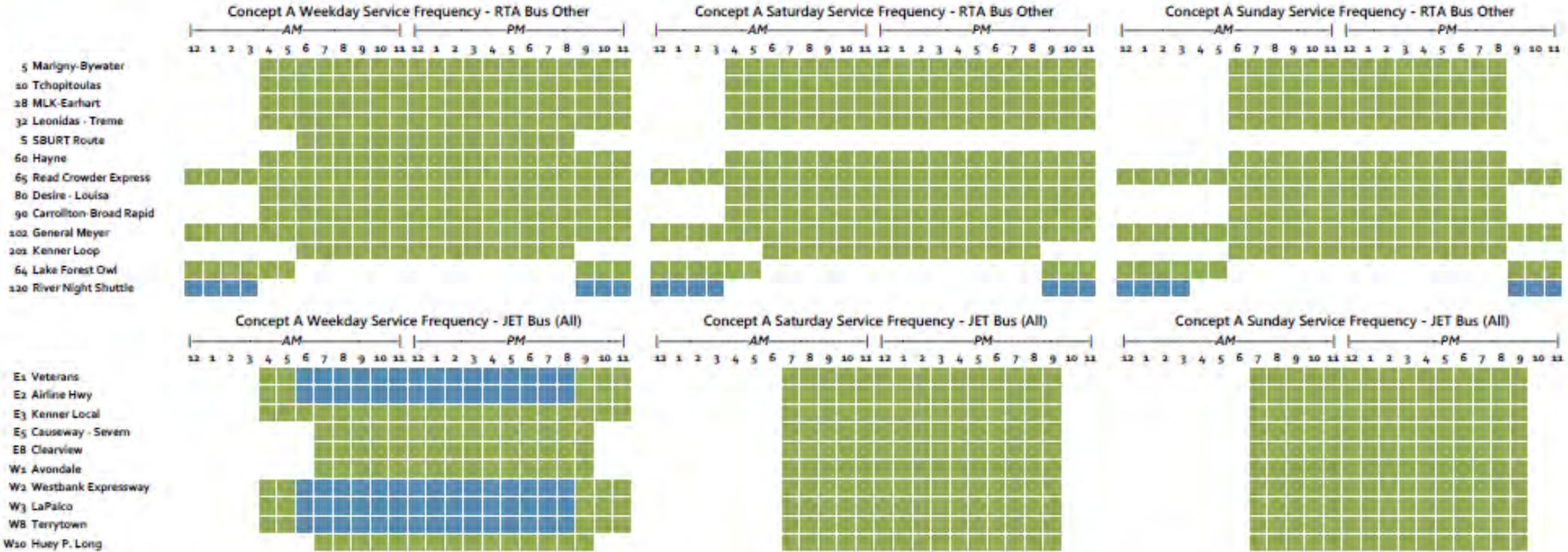
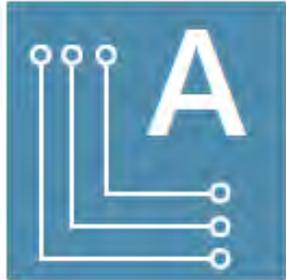
## **Be Equitable.**

Provide mobility services in a just and fair manner. Be accessible to all.

### Objectives:

- Reduce the amount of household income spent on transportation.
- Improve access to jobs by transit.
- Ensure stops are ADA-compliant.

# Concept A: Coverage + Consistency



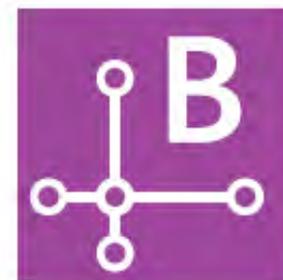
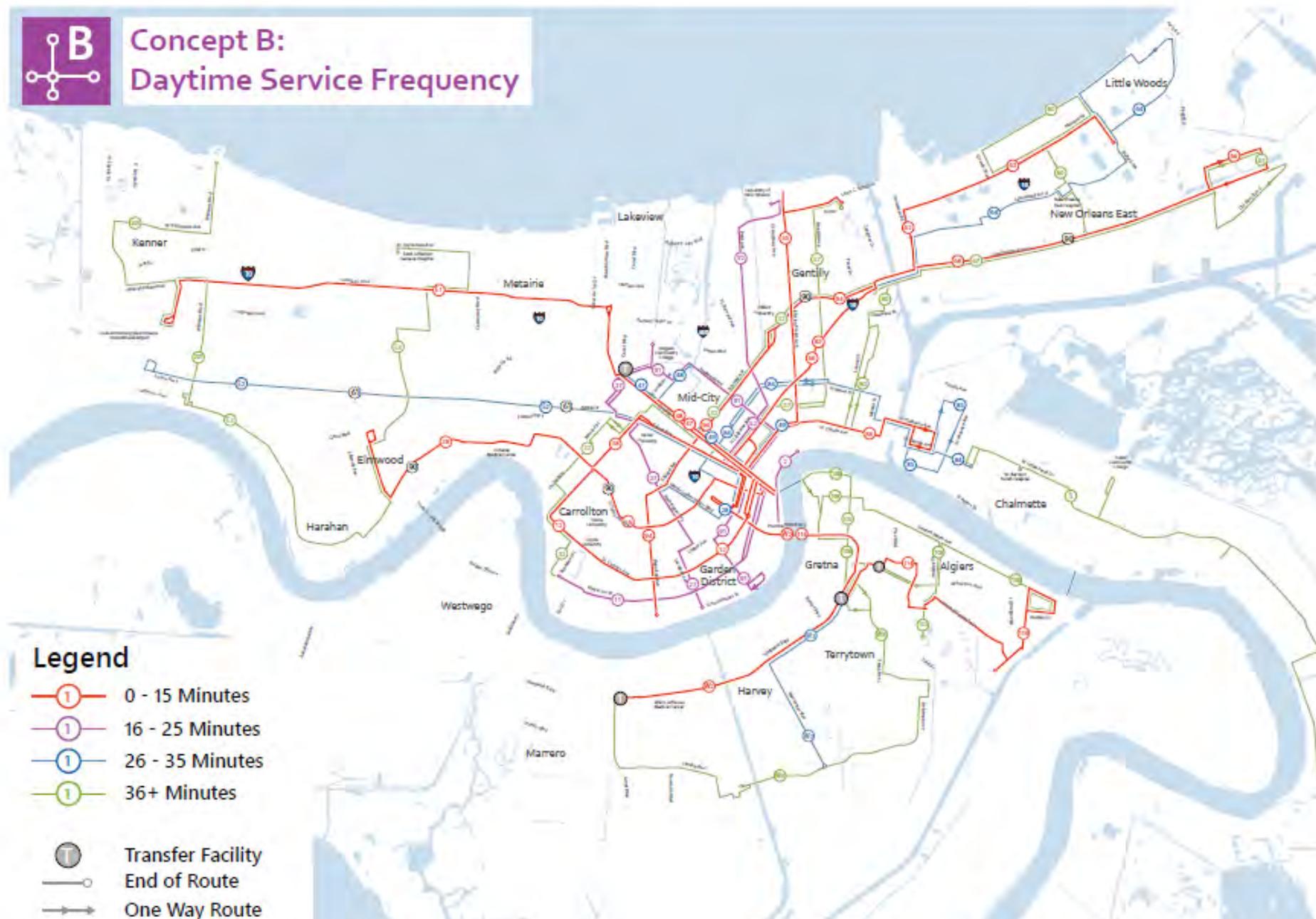
Pages 16-19 show frequencies and spans of service for Concept A.

Concept A includes more late night, overnight, and weekend service than the existing system. The "owl loop" routes have been eliminated, and most New Orleans East and West Bank RTA routes now run 24 hours a day, 7 days a week. All JET routes run 7 days a week, and the majority of JET routes run until midnight on weekdays.

# Concept B: Ridership + Frequency



## Concept B: Daytime Service Frequency



Concept B is shown on the left. Routes are color-coded by weekday frequency. **Red routes** are bus and streetcar lines that come at least every 15 minutes. **Purple routes** come every 20 minutes.

In Concept B, most resources are allocated towards ridership goals: this means that there are significantly more routes with high-frequency, all-day service.

These routes create a high-frequency bus network connecting the East and West Banks of Orleans and Jefferson Parish, with frequent bus service connecting to New Orleans East, the Lower 9th Ward, and Kenner. However, there are fewer bus routes overall in this concept than the existing system.

Map via WSP USA Inc.

# Concept C: Access + Speed



## Concept C Overview

Concept C is very different, to make longer trips faster:

- New express bus routes run during the day. They make only a few stops and travel fast, to get people across town quickly.
- Some bus routes stop every 4-6 blocks, instead of 1-3 blocks. They will travel faster, but some people will have to walk farther to get to the bus.
- Many local bus routes connect riders to "hubs" where they can transfer to express routes for the rest of their trip. Hubs are in downtown, New Orleans East, Algiers, Metairie, the Lower 9th Ward, Gretna, Kenner, Elmwood, and other places.



## Example Commutes



Rita lives near Read Boulevard and Morrison Road in New Orleans East. She rides the bus to her job waitressing at a CBD restaurant on weekday afternoons.

Like in the other concepts, Rita's typical commute starts with a short walk to the 62 bus. However, in this concept, the 62 arrives every 20 minutes. The bus takes Rita to Elks Place, from where she walks to her job.

When Rita is working late, she is able to catch the downtown late-night shuttle, which runs every 15 minutes from 9pm-6am. This shuttle gets her to the downtown transfer hub where he can catch the 62 home.



Antonio lives off General de Gaulle and Holiday Drive in Algiers. He rides transit to his apprenticeship at a manufacturing center in Elmwood late weekday mornings.

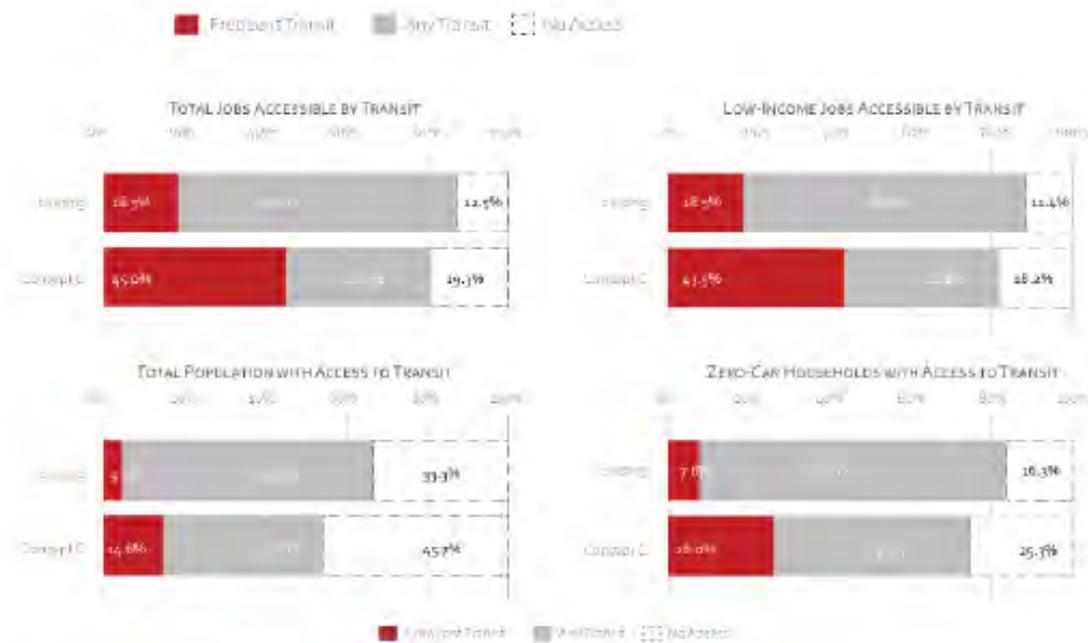
In this concept, Antonio has choices: he can take the 114 (every 15 minutes or less) to the CBD and transfer to the 38 (every 15 minutes or less) to Elmwood. Or, if traffic is bad on the Crescent City Connection bridge, he can instead take the 114 to Willy Terminal and transfer to the 310 express route to Elmwood via the Huey P. Long Bridge. This route is fast and runs every 30 minutes. Once he arrives in Elmwood, he can either walk or take a shuttle bus to his destination.



## Access to Transit

The charts below compare the percent of people in the New Orleans urban area living or working within a five minute walk of any transit and high-frequency transit, for the existing system and Concept A.

"High frequency transit" includes bus and streetcar routes that come at least every 15 minutes, all day long.



# INCLUSIVE TRANSIT:

Advancing Equity Through  
Improved Access & Opportunity



## Recommendations

1

Investment in transit service and capacity should directly address inequities in access to transportation

2

Transit access practices such as fare policies should target high-need communities

3

Dialogue between transit leadership and communities can build clearer understanding of needs and reduce resistance to transit projects or changes

4

Transit planning should account for housing affordability, and improve access to and from affordable housing

5

Transit operations and capital projects should support employment in low-income communities and communities of color

6

Transit agencies should decriminalize fare evasion

**Thank You PBCD!**

**Fred Neal Jr., AICP**

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*You're On Your Way*

**QUALITY TRANSIT IS**





**SFMTA**

San Francisco Municipal Transportation Agency

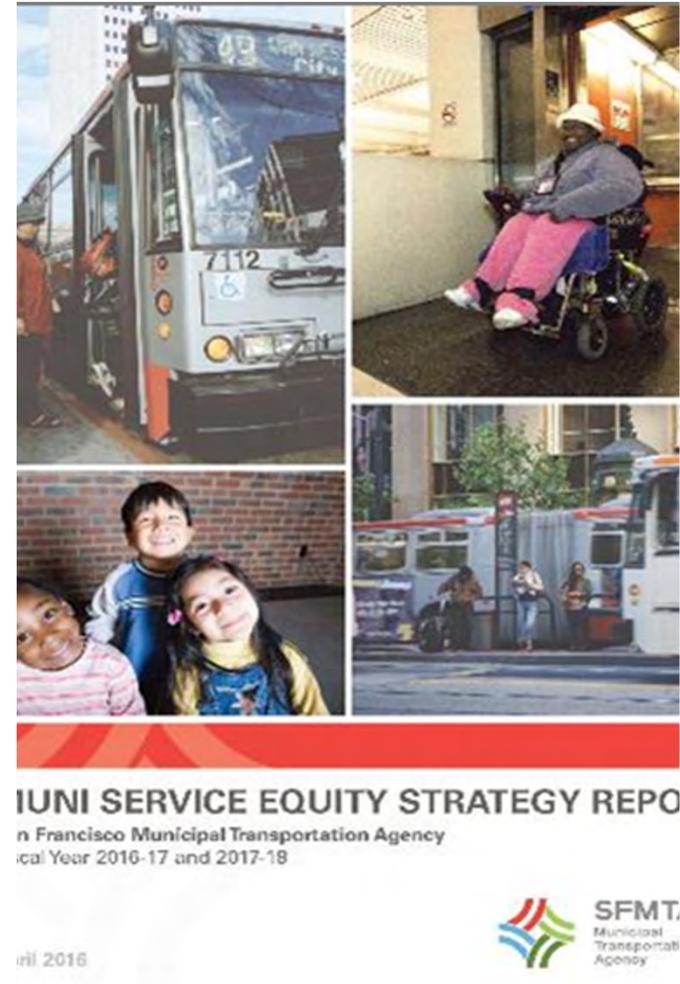
# **MUNI Service Equity Strategy**

**Planning and Black Community Division**

June 12, 2020

# MUNI Service Equity Strategy

- SFMTA Board of Directors Adopted MUNI Service Equity Policy in 2014
- Goal: improving Muni routes most critical to communities with high concentrations of low income and people of color
- Service tied to budget
- Bi-Annual Review required
- Completed: 2016, 2018





# Muni Service Equity Strategy

FY2021 - FY2022

# Equity Strategy Background



Rooted in Muni Service Equity Policy

Builds on Title VI requirements

Neighborhood based approach with accessibility addressed city-wide

Policy developed in collaboration with transportation equity and affordable housing advocates

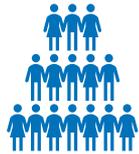
Ensures that investment in Muni system benefits people who rely on transit and need it most

Updated every two years and timed to inform the SFMTA's biennial budget

# Recommendations Informed by Quantitative Data



**Headway Adherence**  
% of trips with gaps



**Crowding**  
% of trips over capacity



**On Time Performance**  
Meeting the schedule



**Transit-Auto Time Ratio**  
to key destinations such as SFGH



**NEW METRIC: Service Delivery**  
% of scheduled service hours delivered

**Western Addition Neighborhood** September – November 2017

Inbound  
System On-Time Performance

Service Category	AM Peak	Midday	School	PM Peak	Evening	Late Night	Owl
<b>Rail (Metro)</b>	55.6%	38.7%	45.6%	28.0%	22.9%	41.5%	62.3%
<b>Rapid &amp; Frequent</b>	64.1%	60.8%	60.6%	59.1%	57.3%	61.5%	65.9%
<b>Grid</b>	58.9%	55.8%	57.0%	53.6%	56.8%	59.3%	58.8%
<b>Specialized</b>	66.0%	48.8%		65.3%	51.4%		87.6%
<b>Connector</b>	56.7%	56.9%	55.5%	51.7%		55.6%	58.8%
<b>Owl</b>							59.9%

Neighborhood On-Time Performance

Service Category	Route Name	Stop Name	AM Peak	Midday	School	PM Peak	Evening	Late Night	Owl
Rapid & Frequent Local	SR-Fulton Rapid	Full route	61.0%	67.1%	67.7%	67.7%	65.0%	47.0%	
		Mutualer St/Chavez St St-N-HB	55.0%	63.6%	63.4%	66.4%	66.4%	61.0%	
Grid Local	F-14th/16th St	Full route	57.3%	59.2%	58.1%	55.6%	55.1%	57.9%	48.5%
		Height St/Fillmore St St-P-S&C	66.9%	65.4%	54.5%	62.7%	66.5%	57.7%	
Grid Local	TR-14th/16th St Rapid	Full route							
		Height St/Fillmore St St-P-S&C							
Grid Local	22-Fillmore	Full route	67.0%	58.1%	63.3%	63.3%	58.2%	68.0%	75.0%
		Fillmore St/Mutualer St St-N&S&C	60.5%	55.4%	65.0%	64.0%	53.8%	67.8%	71.5%
Grid Local	S-14th	Full route	64.1%	57.3%	59.4%	47.5%	37.5%	64.0%	68.3%
		Mutualer St/Chavez St St-N-HB	65.4%	72.4%	72.5%	54.2%	62.1%	55.2%	62.4%
Grid Local	S-14th/16th St	Full route	74.4%	67.1%	67.0%	71.3%	74.5%	74.4%	42.5%
		Height St/Fillmore St St-P-S&C	71.4%	65.1%	65.9%	66.6%	74.5%	73.0%	38.0%
Grid Local	21-Hayes	Full route	65.3%	62.5%	67.4%	63.1%	71.7%	70.4%	74.6%
		Hayes St/Chavez St St-P-S&C	69.5%	71.4%	65.1%	66.6%	70.2%	70.8%	64.1%
Grid Local	24-Chavez	Full route	69.7%	65.2%	69.1%	66.2%	63.4%	61.0%	53.0%
		Chavez St/Mutualer St St-N&S&C	66.7%	64.6%	61.0%	48.8%	48.5%	62.0%	41.4%

Values are shaded green if neighborhood performance exceeded system performance by more than 10% and red if neighborhood performance lagged system performance by more than 10%.

Outbound  
System On-Time Performance

Service Category	AM Peak	Midday	School	PM Peak	Evening	Late Night	Owl
<b>Rail (Metro)</b>	41.7%	26.5%	29.8%	17.7%	15.7%	33.1%	52.3%
<b>Rapid &amp; Frequent</b>	66.0%	59.7%	59.8%	54.7%	57.0%	57.3%	64.0%
<b>Grid</b>	60.7%	56.7%	57.3%	50.9%	57.9%	61.0%	56.2%
<b>Specialized</b>	59.1%	40.0%	65.3%	54.1%	47.4%		64.4%
<b>Connector</b>	64.3%	64.2%	63.9%	61.5%	62.6%	61.6%	72.0%
<b>Owl</b>							54.1%

Neighborhood On-Time Performance

Service Category	Route Name	Stop Name	AM Peak	Midday	School	PM Peak	Evening	Late Night	Owl
Rapid & Frequent Local	SR-Fulton Rapid	Full route	65.2%	62.0%	65.6%	55.6%	59.4%		
		Mutualer St/Chavez St St-N&S	73.2%	60.6%	68.7%	60.6%	66.0%		
Grid Local	F-14th/16th St	Full route	64.6%	53.2%	52.3%	41.0%	53.5%	59.9%	
		Height St/Fillmore St St-P-S&C	68.2%	67.3%	61.4%	61.4%	62.7%	58.5%	
Grid Local	TR-14th/16th St Rapid	Full route							
		Height St/Fillmore St St-P-S&C							
Grid Local	22-Fillmore	Full route	75.0%	59.2%	65.4%	55.3%	49.9%	62.5%	72.8%
		Fillmore St/Mutualer St St-N&S&C	69.4%	56.3%	59.2%	52.9%	48.9%	62.1%	53.8%
Grid Local	S-14th	Full route	74.2%	70.4%	65.1%	47.9%	40.7%	61.3%	48.4%
		Mutualer St/Chavez St St-N&S	61.4%	52.5%	53.5%	42.0%	52.4%	59.4%	58.3%
Grid Local	S-14th/16th St	Full route	65.8%	65.3%	64.7%	65.5%	65.3%	65.3%	42.7%
		Height St/Fillmore St St-P-S&C	67.6%	65.7%	61.6%	66.6%	72.7%	76.9%	65.2%
Grid Local	21-Hayes	Full route	74.2%	68.6%	66.3%	65.2%	65.5%	61.1%	68.5%
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Grid Local	24-Chavez	Full route	67.2%	62.8%	67.0%	63.8%	64.1%	66.6%	57.8%
		Chavez St/Mutualer St St-N&S&C	67.6%	65.9%	67.2%	67.5%	71.9%	71.5%	77.4%

Values are shaded green if neighborhood performance exceeded system performance by more than 10% and red if neighborhood performance lagged system performance by more than 10%.

# Recommendations Informed by Qualitative Data



# Service Trends and Feedback Inform Equity Strategy

## Customer Feedback

New dashboard tailored to extract patterns of customer-reported service issues for Equity Strategy routes

## Service Delivery

Prioritized Equity Strategy lines for service delivery in the face of operator shortage

## Ongoing Community Work and Engagement

- Bayview CBTP
- HRC Bayview Open House
- SF Youth Commission
- Treasure Island Development Authority (TIDA)

# Building on Two Previous Reports



**FY 17-18**

Focus on operationalizing equity policy

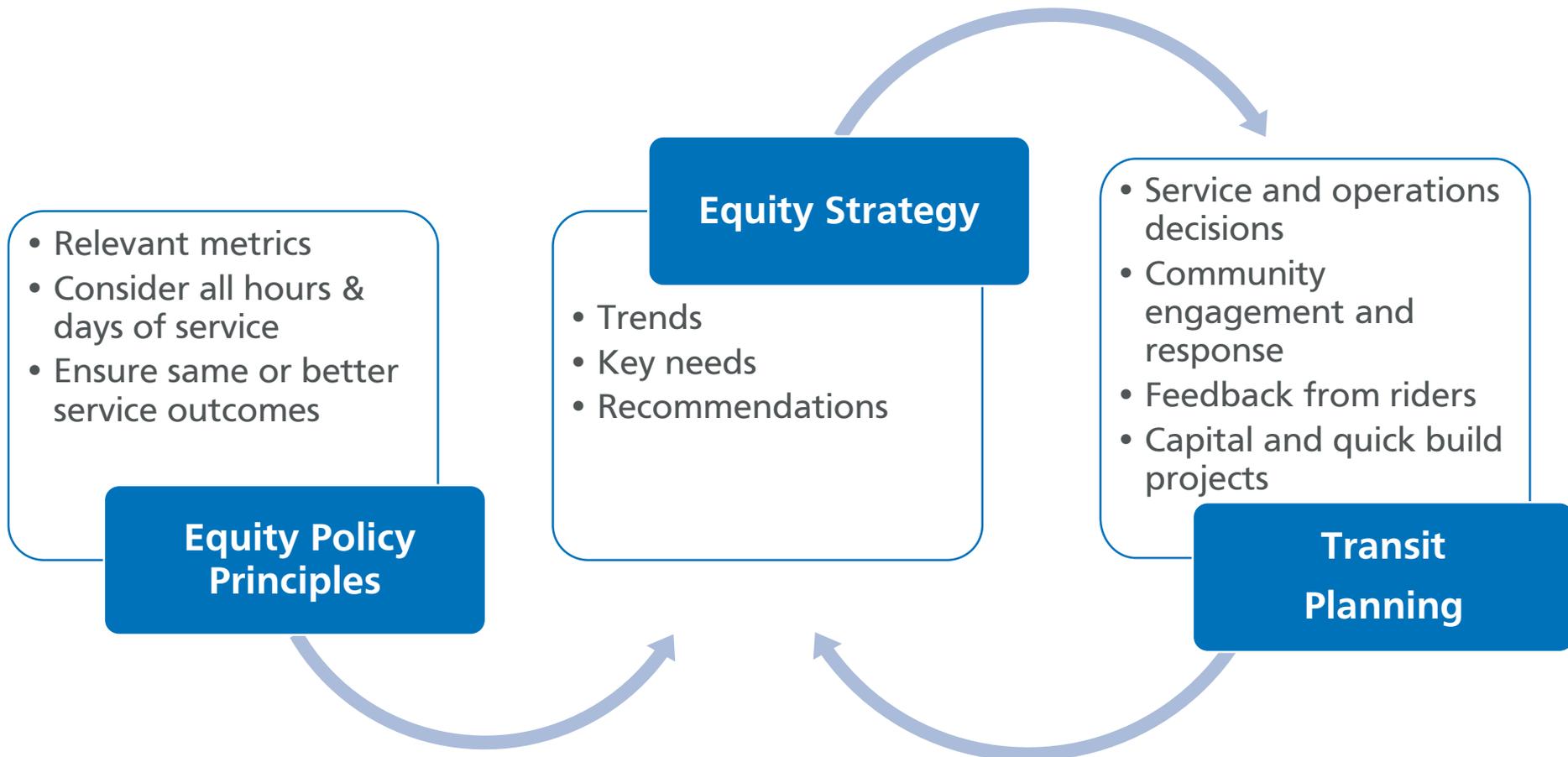
**FY 19-20**

Focus on outreach and program awareness

**FY 21-22**

Focus on all aspects of transit planning being informed by equity policy principles

# Equity Strategy Informs all Aspects of Service Planning



# Other Public Transit Equity Initiatives in the San Francisco Bay Area

- Community-Based Transportation Plans (CBTPs)
  - Funded by Regional Transportation Agency (Metropolitan Transportation Commission - RTPA/COG)
  - Prepared by local agencies (City/County DOTs)
  - San Francisco: completed Bayview CBTP



# Post COVID-19 Equity Questions

- How do we plan for equitable public transit during a pandemic?
  - Using an Equity Lens on Service Impacts
  - Safety / Transit Capacity Challenges
  - Funding constrains with economic downturn
  - Ability to Pay/Cashless Options
  - Impacts from mode shifts

# Thank You!

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