“…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
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 Black man was shot and killed by Los Angeles sheriff's deputies who collided with his bicycle for an alleged “vehicle code” violation was...
Transit agencies are still managing and operating systems that have racism embedded in them.
Park and Ride:
30 min
Managed lanes
Plush seats
Canopies at stops
$3.25
60% White

Local:
90 min
Mixed traffic
Hard seats
Np shelters 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.
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

**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 Bellevue)
- 8.75 miles
- 9,932 people within 1/2 mile
- 8,000 riders/day
- 73% white
<table>
<thead>
<tr>
<th>Service</th>
<th>Productivity</th>
<th>Service Quality</th>
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<tbody>
<tr>
<td>ST Express</td>
<td>• Boardings per Trip</td>
<td>• Passenger Load</td>
</tr>
<tr>
<td>FAST, FREQUENT REGIONAL BUS SERVICE (SEE PAGE 15)</td>
<td>• Boardings per Revenue Hour</td>
<td>• On-Time Performance</td>
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<tr>
<td></td>
<td>• Subsidy per Boarding</td>
<td>• Customer Complaints</td>
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<td>• Passenger Miles per Platform Mile</td>
<td>• Operated as Scheduled</td>
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<td></td>
<td>• Monitored regularly and reported annually with a</td>
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<tr>
<td></td>
<td>peer comparison analysis</td>
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<tr>
<td></td>
<td>• Annual targets are adjusted accordingly</td>
<td></td>
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<tr>
<td></td>
<td>• Standing passengers not to exceed 1.23 - 1.5</td>
<td>• 85% of trips arrive within five minutes of schedule, never early</td>
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<tr>
<td></td>
<td>times total seats and limit standing time to</td>
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<tr>
<td></td>
<td>30 minutes</td>
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<tr>
<td></td>
<td>• Most riders have a seat, otherwise limit</td>
<td>• 95% of trips arrive at route terminals within seven minutes of schedule</td>
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<tr>
<td></td>
<td>standing time to 30 minutes</td>
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<tr>
<td></td>
<td>• Standing passengers permitted up to 1.86 times</td>
<td>• Less than 15 complaints per 100,000 boardings</td>
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<tr>
<td></td>
<td>number of seats</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Standing passengers not to exceed two times</td>
<td>• 98.5% of trips depart/arrive route terminals within three minutes of schedule</td>
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<tr>
<td></td>
<td>number of seats and limit standing time to</td>
<td></td>
</tr>
<tr>
<td></td>
<td>30 minutes</td>
<td>• Less than 15 complaints per 100,000 boardings</td>
</tr>
<tr>
<td></td>
<td>• Monitored regularly and reported annually with a</td>
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<tr>
<td></td>
<td>peer comparison analysis</td>
<td>• 98.5% of scheduled trips operated</td>
</tr>
<tr>
<td></td>
<td>• Annual targets are adjusted accordingly</td>
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<td></td>
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<td>number of seats and limit standing time to</td>
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<tr>
<td></td>
<td>30 minutes</td>
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<tr>
<td></td>
<td>• 90% of headways within two minutes of schedule</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Less than 15 complaints per 100,000 boardings</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• 98.5% of scheduled trips operated</td>
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</tbody>
</table>
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
‘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

Fri 24 Aug 2018 06.30 EDT
So many transit agencies have designed their systems to deliberately separate riders.
Rail: 700/day
Express bus: 3,800/day
Local bus: 8,300/day
WALNUT CREEK / PLEASANT HILL
70% white
1.75 miles between stations

SAN ANTONIO, OAKLAND
10% white
2.75 miles between stations
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
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.
Heavily white areas are overrepresented on the body that makes federal transportation funding decisions in Houston.
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.”
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
To build more equitable networks, we in the transit world have to be thoughtful about what we do.
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.
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 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...
Table 110: MDOT MTA Major Service Change Policies

<table>
<thead>
<tr>
<th>Mode</th>
<th>Major Service Change Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core Bus</td>
<td>• 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.</td>
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<tr>
<td></td>
<td>• Change to the span of service on a route by 90 minutes or more on a given service day.</td>
</tr>
<tr>
<td>Commuter Bus</td>
<td>• 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.</td>
</tr>
<tr>
<td></td>
<td>• Change to the span of service on a route by 90 minutes or more on a given service day.</td>
</tr>
<tr>
<td></td>
<td>• Elimination of service to a stop, unless there is another stop within three miles of its location.</td>
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<tr>
<td></td>
<td>• Establishment of a new stop.</td>
</tr>
<tr>
<td>MARC</td>
<td>• 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.</td>
</tr>
<tr>
<td></td>
<td>• Change to the span of service on a line by 90 minutes or more on a given service day.</td>
</tr>
<tr>
<td></td>
<td>• Change to the number of stops at a station on a given service day by 25 percent or more.</td>
</tr>
<tr>
<td></td>
<td>• Establishment or abandonment of a station.</td>
</tr>
<tr>
<td>Light RailLink</td>
<td>• 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.</td>
</tr>
</tbody>
</table>

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 listen to all riders.
We all have to be willing to talk about race.