

PBIC Webinar

Transportation Equity: Issues and approaches to reduce disparities in access to pedestrian and bicycle facilities and programs



Tab Combs, UNC Institute for the Environment
Dana Dickman, Alta Planning and Design
Keith Holt, United Cycling Voices

Dec. 2, 2013, 2 pm



**Pedestrian and Bicycle
Information Center**



Today's Presentation

- ⇒ **Introduction and housekeeping**
- ⇒ **Audio issues?**
Dial into the phone line instead of using “mic & speakers”
- ⇒ **PBIC Trainings and Webinars**
www.walkinginfo.org
- ⇒ **Registration and Archives at**
walkinginfo.org/webinars
- ⇒ **PBIC News and updates on Facebook**
www.facebook.com/pedbike
- ⇒ **Questions at the end**

What is “ped/bike equity”?

- ‘Equity’ is widely used term, but tricky to define!
- Should be discussed in terms of *equity of access*...to destinations, facilities, opportunities, etc
- 4 ways to conceptualize equity of access
 1. Equal distribution of opportunities across households
 2. Need-based distribution of opportunities
 3. Demand-based distribution
 4. Efficiency-based distribution

Causes of ped/bike inequity

1. There are disparities in the abilities of individuals to travel via foot or bicycle, AND
 2. Those discrepancies are associated with **need**
- Need-based inequities are usually a product of sociodemographic factors, environmental factors, and interactions between the two

Sociodemographic correlates of inequity

- Common sociodemographic risk factors :
 - Low income
 - Racial or ethnic minority
 - Limited English proficiency
 - Physical and/or cognitive disability
 - Age (young or very old)
 - Female
- Risk factors don't *cause* inequity, but are linked to increased *risk of inequity*...
- ...in part because they are associated with unique travel needs which are rarely considered in traditional transportation planning process

Environmental correlates of inequity

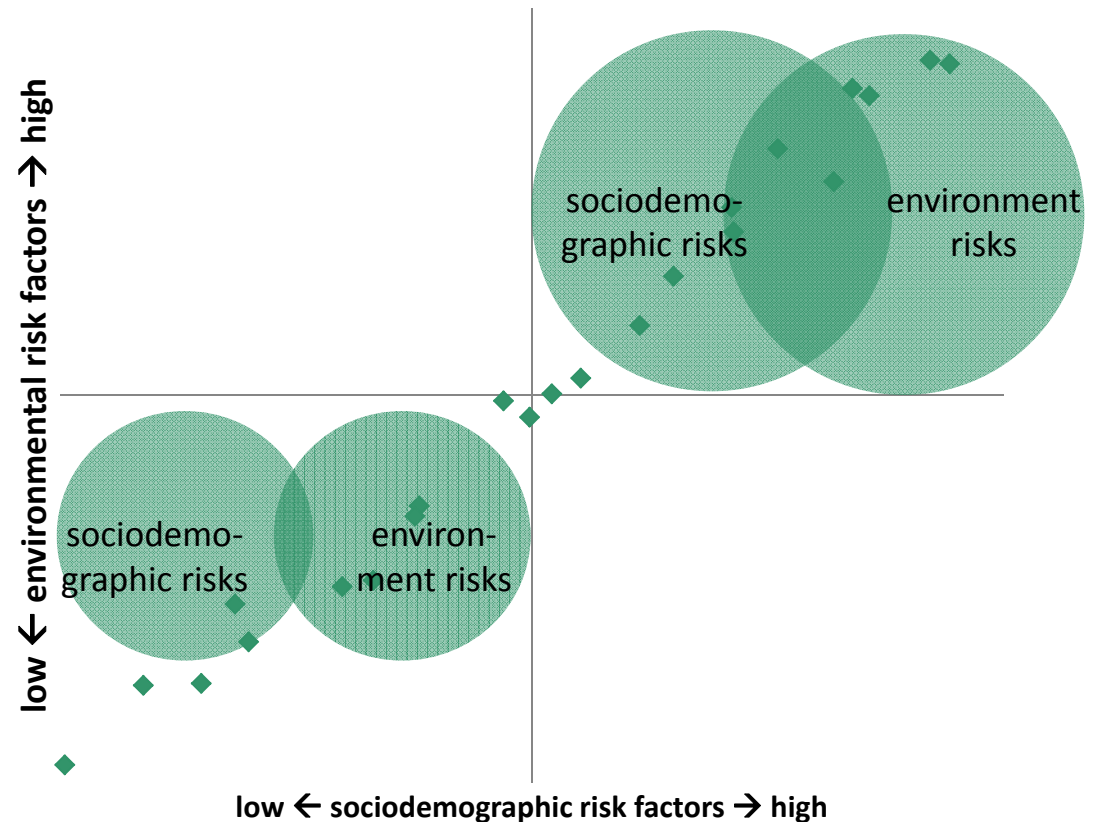
- Environments that are unsupportive of ped/bike travel → increased risk of inequity:
 - Poor distribution, accessibility, and quality of ped/bike facilities
 - Co-location of high speed, high volume roads with low-income housing
 - Discrepancies in distribution of affordable housing with respect to key destinations



photo: www.pedbikeimages.org/Dan Burden

Interactions between sociodemographics & environment

Access disparities
worsen when
unique travel needs
meet unsupportive
environments



Consequences of ped/bike inequity

- Increased risk of injury, illness, or death due to conflict with motor vehicles
 - high-risk individuals more likely to use ped/bike modes even where conditions are unsafe...
 - and more likely to be seriously injured or killed than low-risk individuals
- Fewer opportunities for physical activity
 - Especially critical for low income individuals that are already at greater risk of inactivity-related health problems



photo: www.pedbikeimages.org/Laura Sandt

Consequences of ped/bike inequity

- Increased cost of travel
 - High-risk households spend greater percentage of incomes AND greater amount of time on nondiscretionary travel than low-risk households
 - Links found between 'forced car ownership' and financial hardship

Consequences of ped/bike inequity

- Increased risk of exclusion
 - Less discretionary & nondiscretionary travel
 - More difficulty applying for and accepting employment
 - Poorer access to healthy foods, healthcare, & educational resources
- Decreased travel linked to...
 - Lower quality of life, lower social capital, poorer health, lower education levels, lower wages & employment levels

Why should ped/bike practitioners act?

- Concerted efforts needed to overcome inequities
 - Historical development patterns entrench disparities in access
 - Traditional planning processes tend to support demand- or efficiency-based outcomes
 - High-risk populations disenfranchised from planning & decision-making processes



photo: www.pedbikeimages.org/Dan Burden

Why should ped/bike practitioners act?

- Federal transportation equity mandates insufficient
 - Lack of information limits compliance
 - Mandates focus on a few sociodemographic factors...and mostly ignore environmental factors
 - Mandates only apply to new projects
 - Focus on infrastructure investments, not soft projects
 - Emphasis on minimizing new “disproportionate impacts” rather than on overcoming entrenched disparities
 - Evaluation of “disproportionate impacts” often assumes equal access to motor vehicles

Why should ped/bike practitioners act?

- Benefits of reduction in access disparities accrue to entire community
 - Improved public health & safety
 - Greater economic development & productivity
 - Stronger public transit services
 - Increased neighborhood cohesion
- Most community members will at some point face unusual travel burdens!

Thank You!

⇒ **Archive at www.walkinginfo.org/webinars**

- Downloadable and streaming recording, transcript, presentation slides

⇒ **Questions?**

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- **Keith Holt**
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Integrating Health and Equity Metrics

Active Transportation Planning Practice: Case Studies



Health and Equity in planning practice

- Health and equity key to livable places
- Vulnerable and underserved communities – greatly benefit from cycling and walking options
- Detailed/specific data is not always available



Case studies – using spatial data



What can we do using readily accessible data?

Start early and use what you've got....

Key areas:

- Outreach and stakeholder engagement
- Policy development
- **Network and Project Development**
- **Prioritization**

Siler City, North Carolina Pedestrian Master Plan

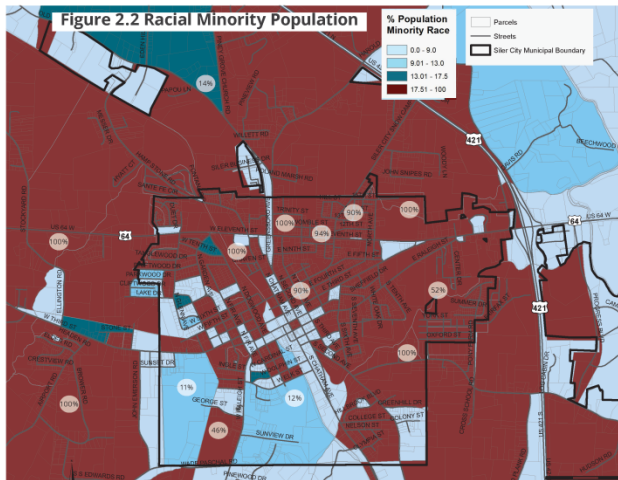


- Chatham County Public Health / Person County - received CTG funds.
- Ped Plan scope of work expanded to evaluate health connections

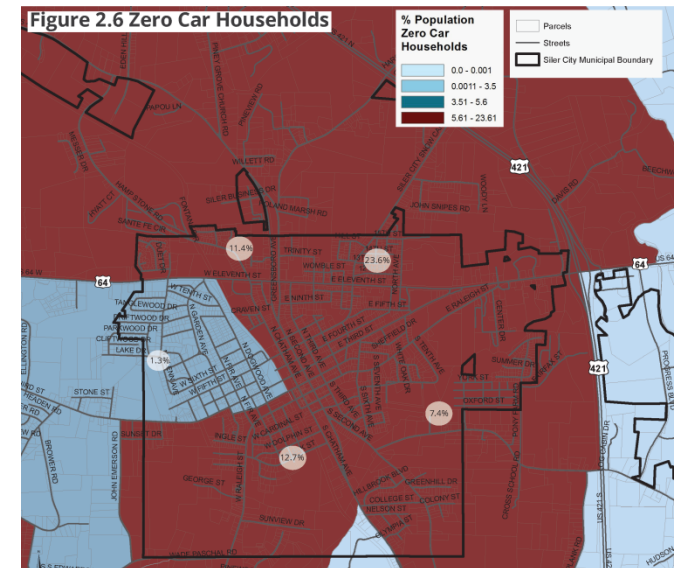
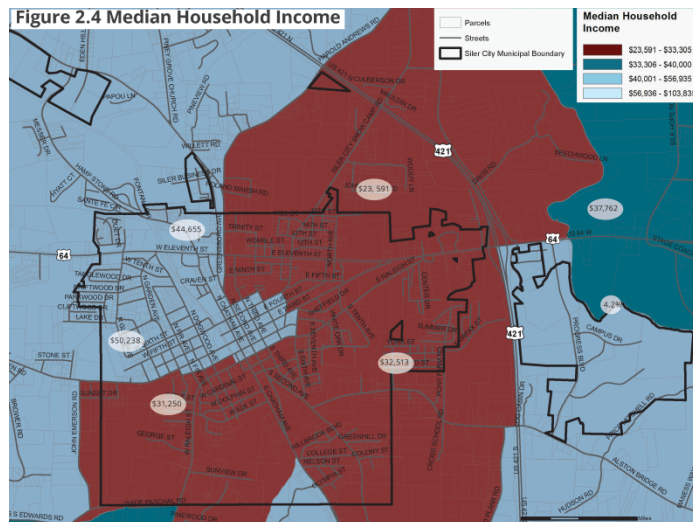
Ped Plan Vision Statement:

The Town of Siler City will be a place where pedestrian connectivity and access is provided to people of all ages, abilities, ethnic and socio-economic backgrounds.....

Demographic indicators



Siler City Demographics (US Census Bureau)	Source	Estimate	% of Total
Total Population	2010 Decennial Census	7,887	100
Hispanic/Latino Population		3,928	49.8
Minority Population		1,956	24.8
Population Living Below the Poverty Line	ACS 5-Year (2007-2011)	1,609	20.4
Chatham County		N/A	11.4
North Carolina		N/A	16.1
Median Household Income per Year		\$33,305	N/A
Chatham County		\$56,935	N/A
North Carolina		\$46,291	N/A



Spatial Analysis

- 21 neighborhood areas
- Healthy food access
 - 8 'top tier' food vendors
- Opportunities for active recreation
 - 6 recreation areas



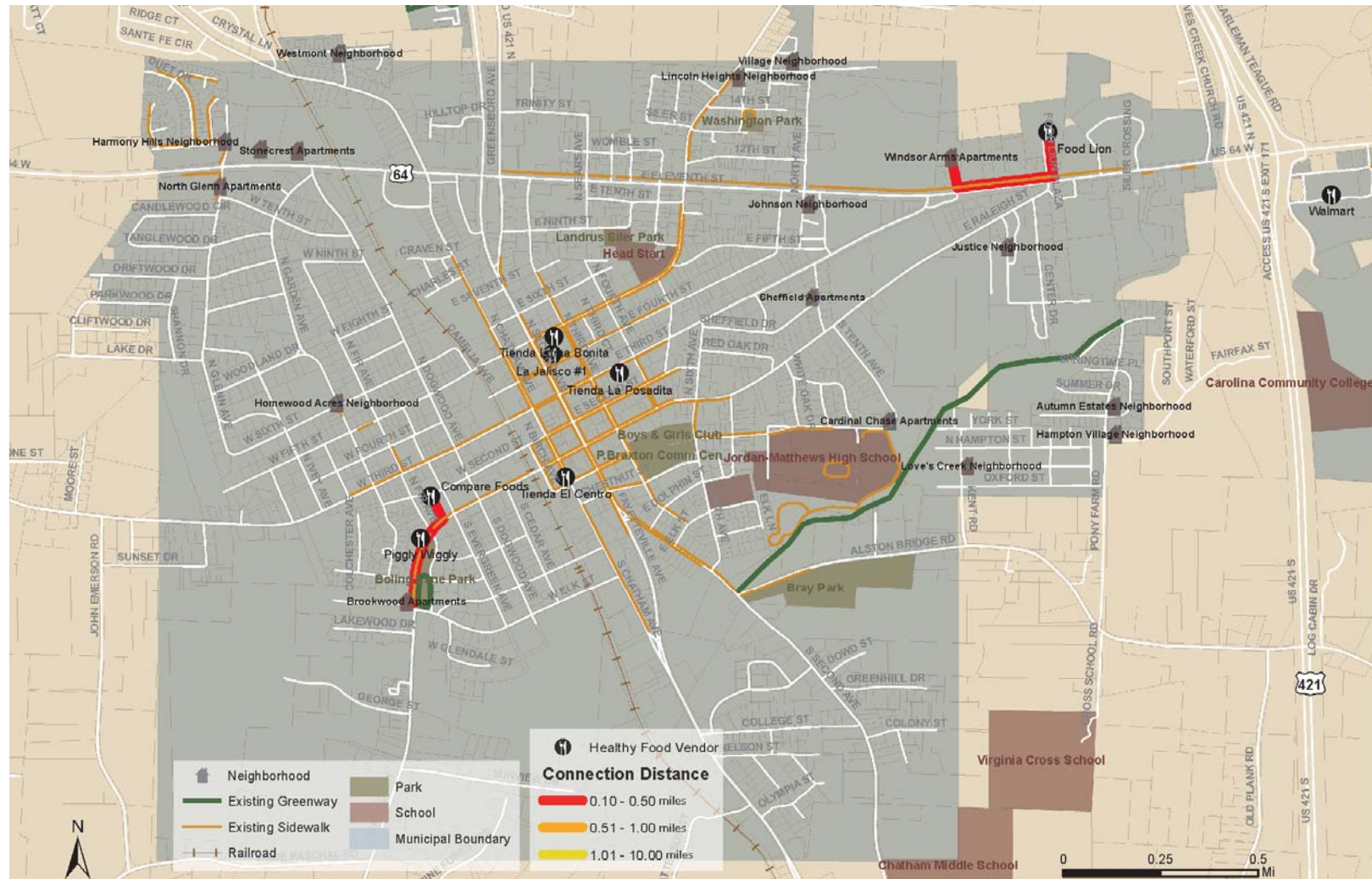
Siler City Plaza

Healthy food vendor - identification

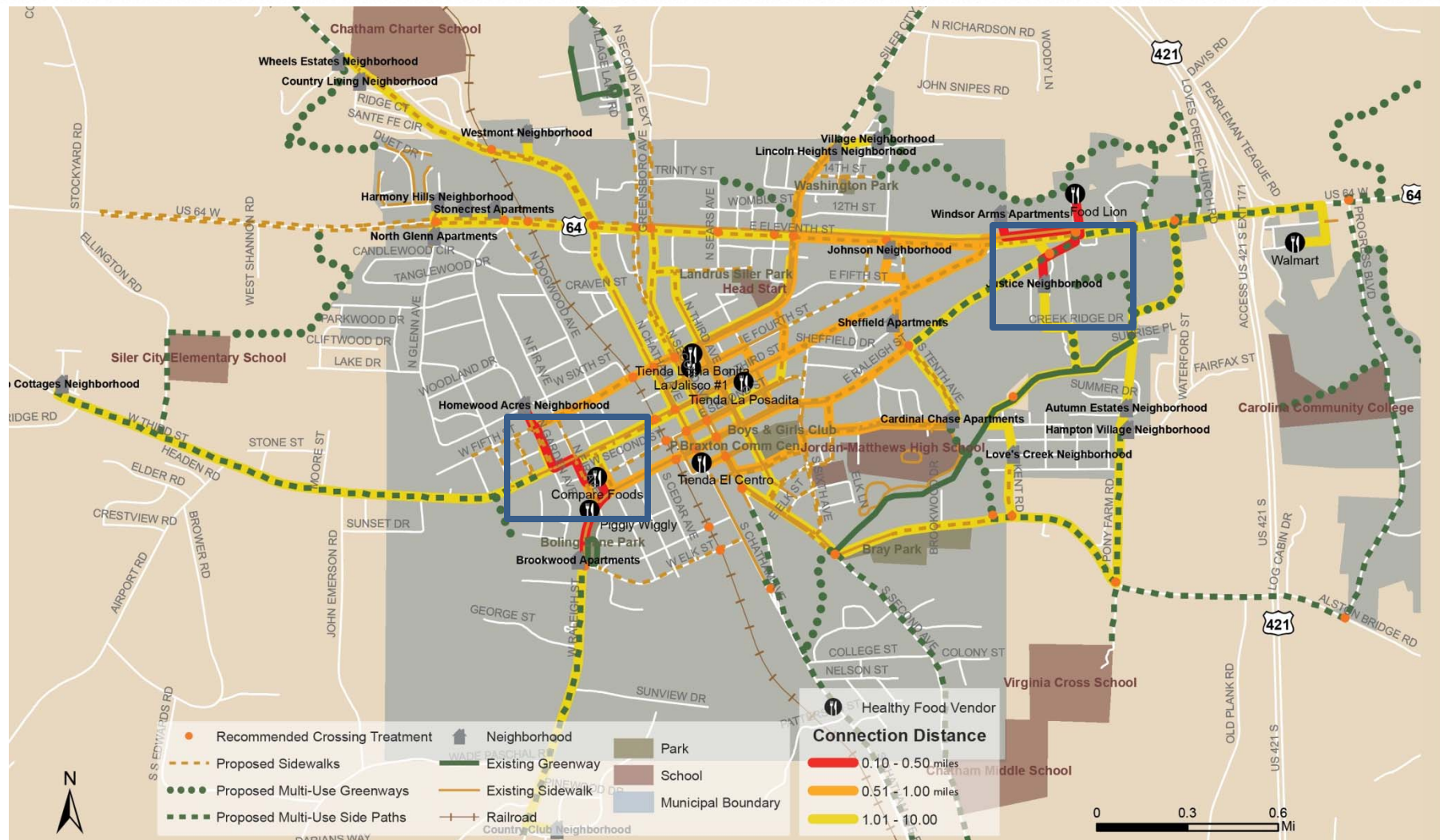
- 
- 0: No My Plate, no FFV**
 - 1: No My Plate, <5 FFV**
 - 2: No My Plate, ≥5 FFV**
 - 3: My Plate, no FFV**
 - 4: My Plate, <5 FFV**
 - 5: My Plate, ≥5 FFV**

My Plate Status: A store had to sell at least one food item from all five food groups (fruits, vegetables, grains, protein, and dairy)

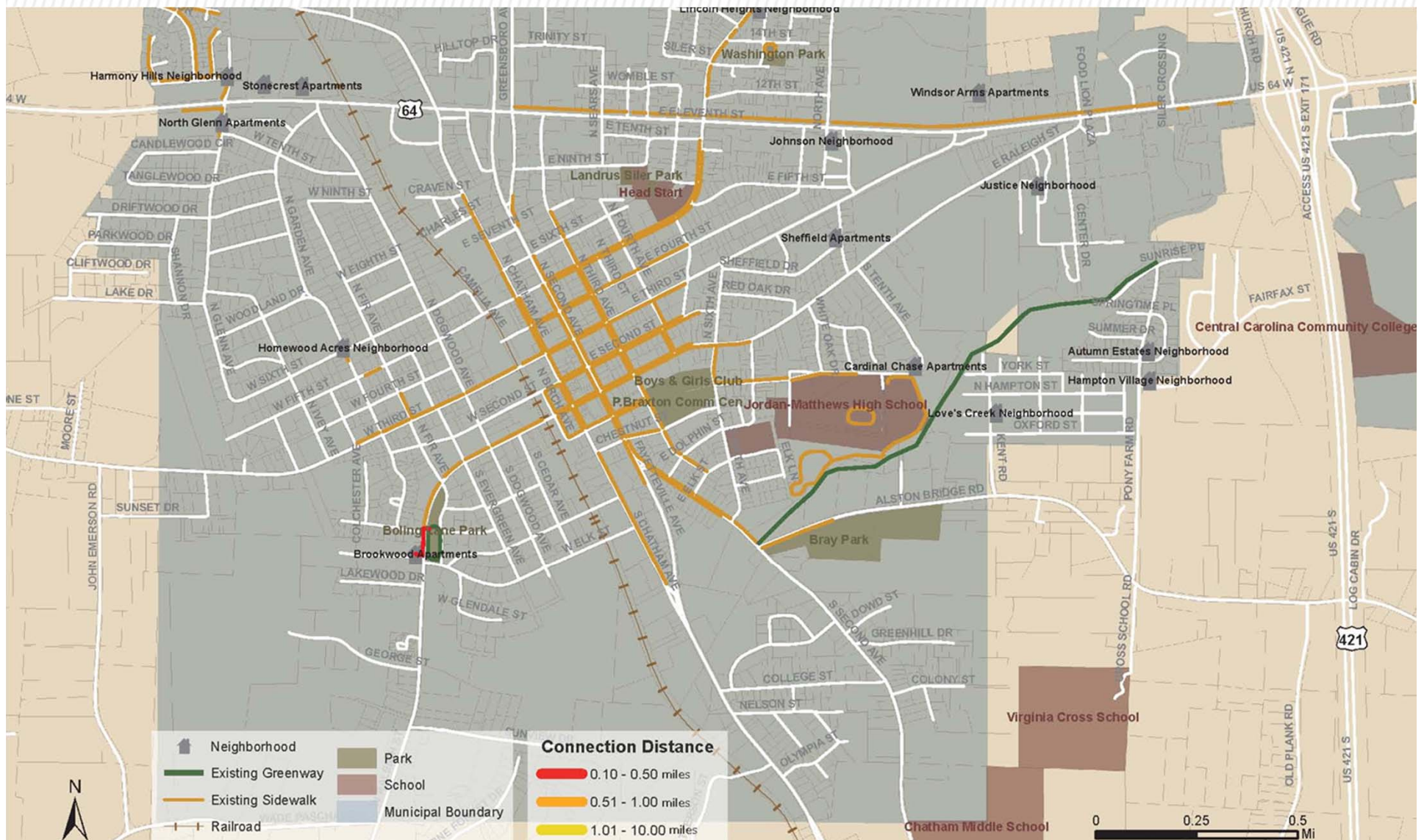
Existing connections to healthy food



Proposed connections to healthy food



Existing connections to recreation



Potential connections to recreation



Key connections

- New high priority projects – access healthy eating and active living options
- Illuminates disparities in distribution of healthy food and active recreation opportunities



Seattle, Washington

Bicycle Master Plan

- Equity
 - Integrated throughout planning in Seattle
 - one of 5 project goal areas



Seattle BMP Goals

Equity: Provide equal bicycling access for all; through public engagement, program delivery, and capital investment.

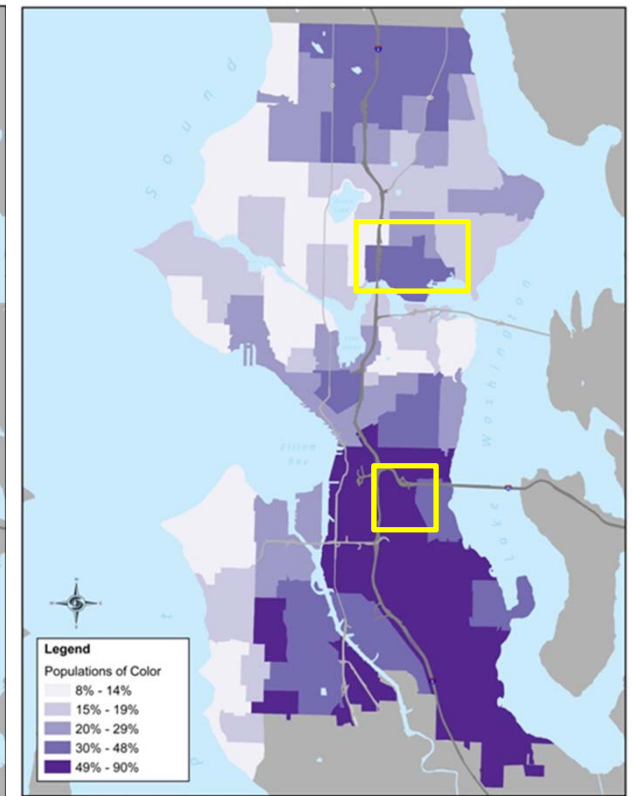
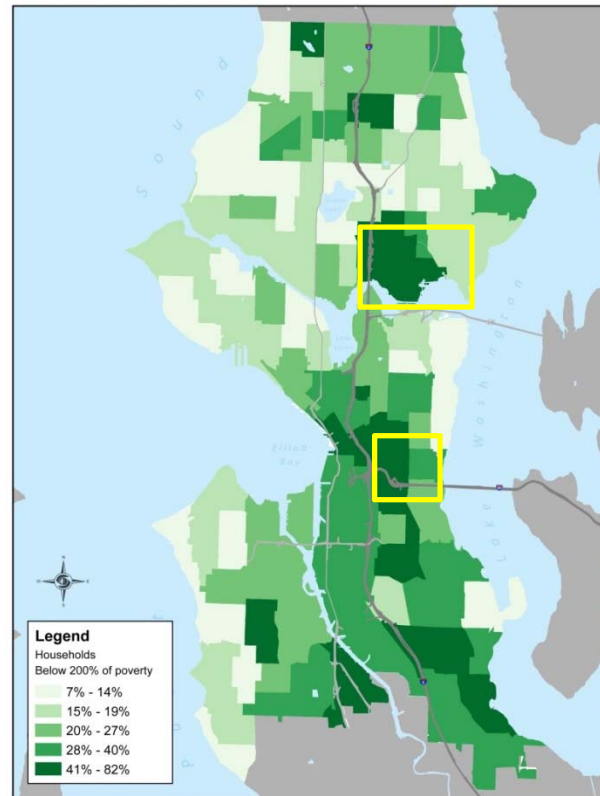
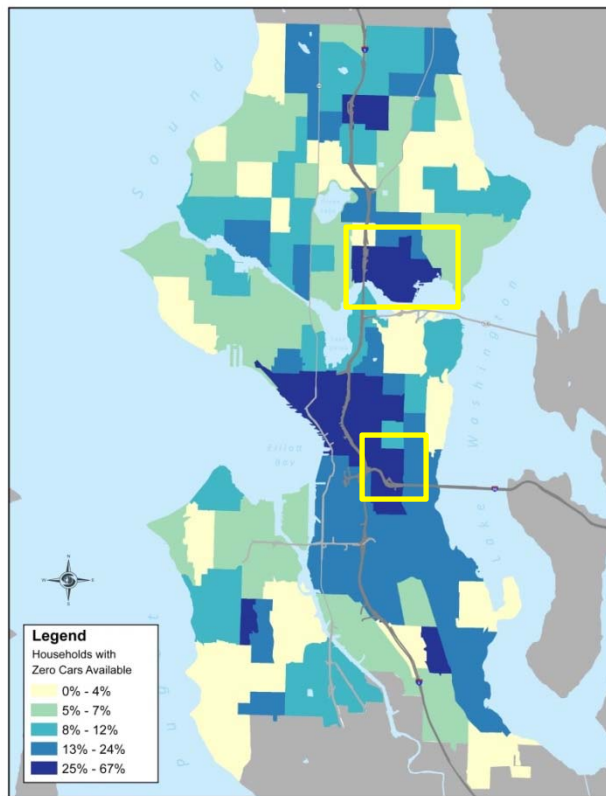
- Ridership: Increase the amount and mode share of bicycle riding in Seattle for all trip purposes.
- Safety: Improve safety for bicycle riders.
- Connectivity: Create a bicycle network that connects to places that people want to go, and provides a time-efficient travel option.
- Livability: Build vibrant and healthy communities by creating a welcoming environment for bicycle riding.

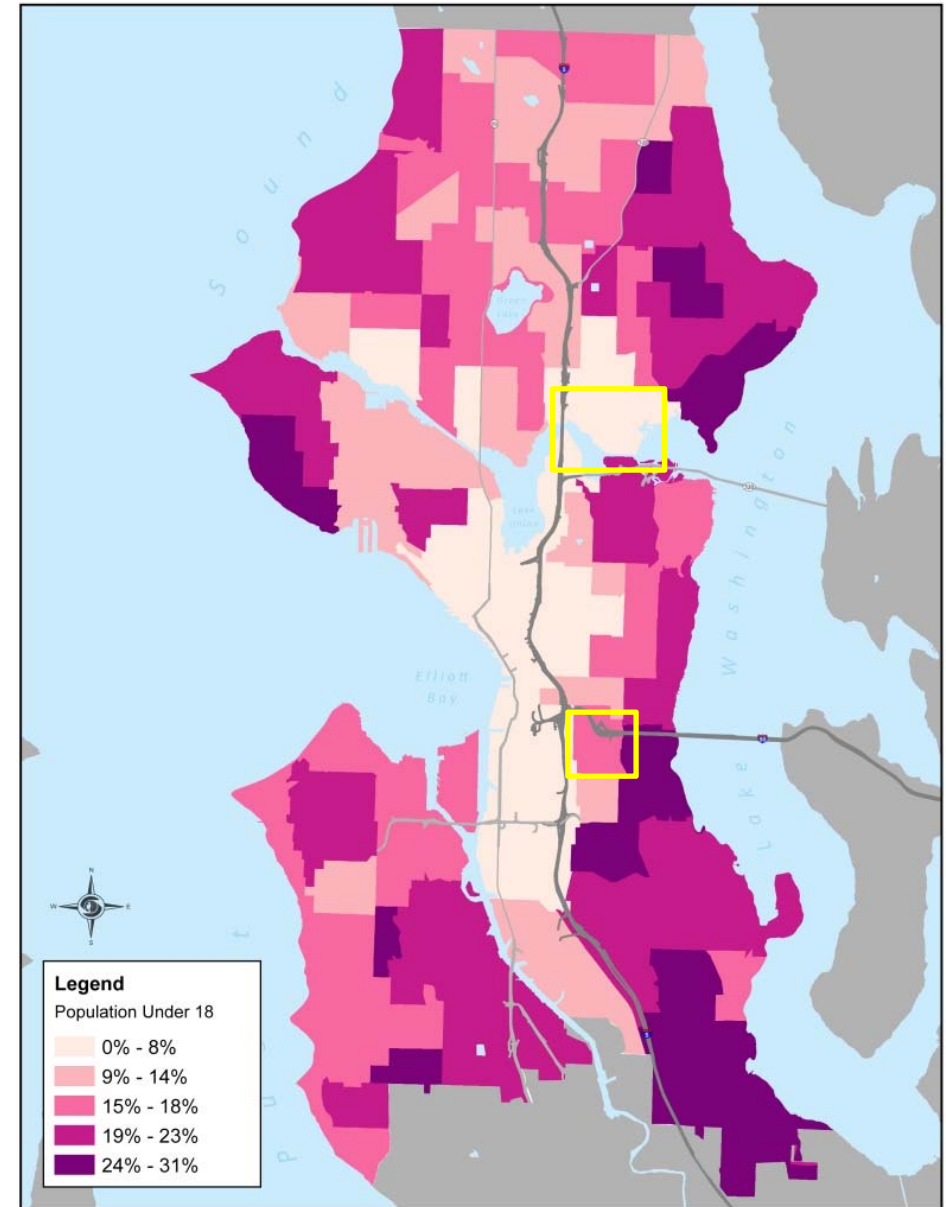
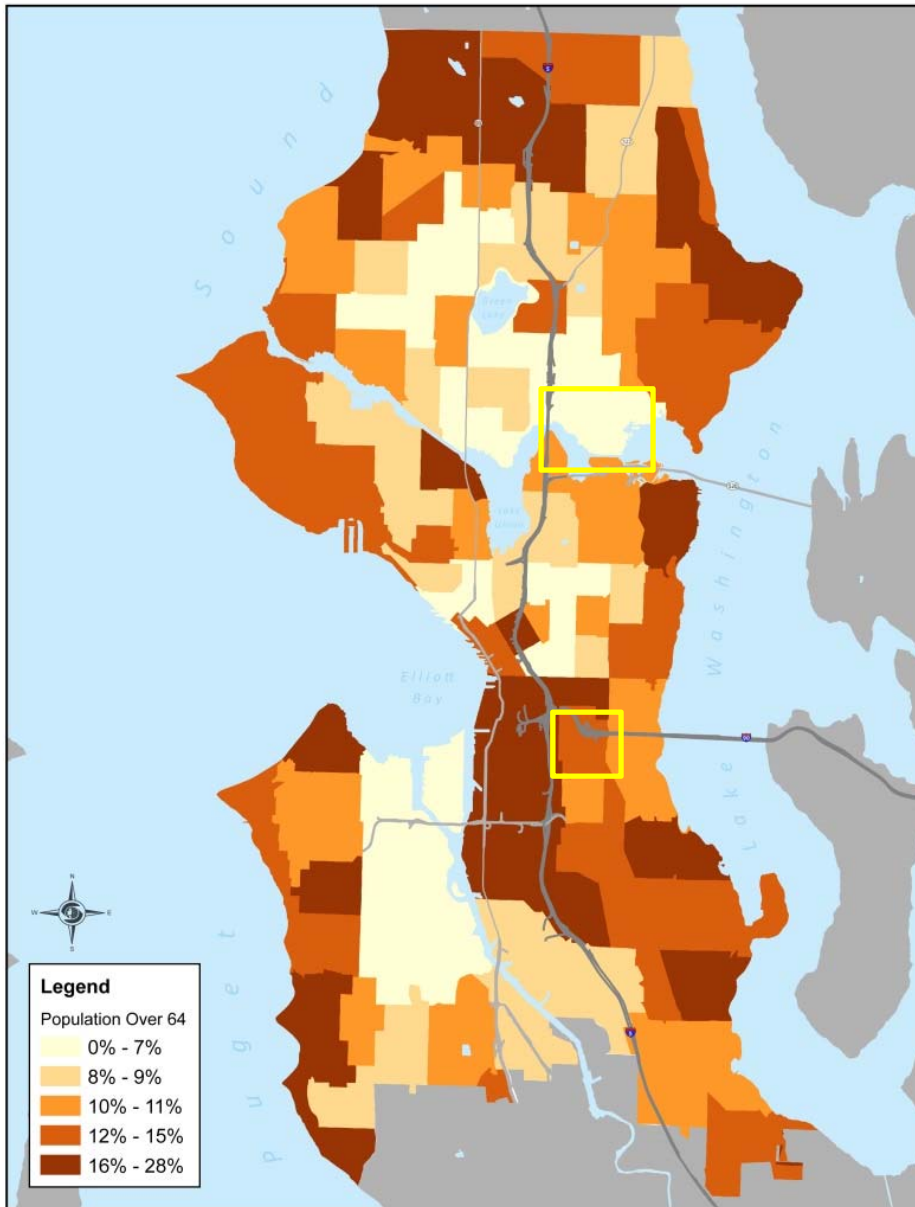
Equity Analysis

5 year ACS – replicable, updated

- % population that are people of color
- % households below 200% of the census defined poverty level
- % households with no automobile available for daily use
- Population of people under 18 years of age
- Population of people over 64 years of age

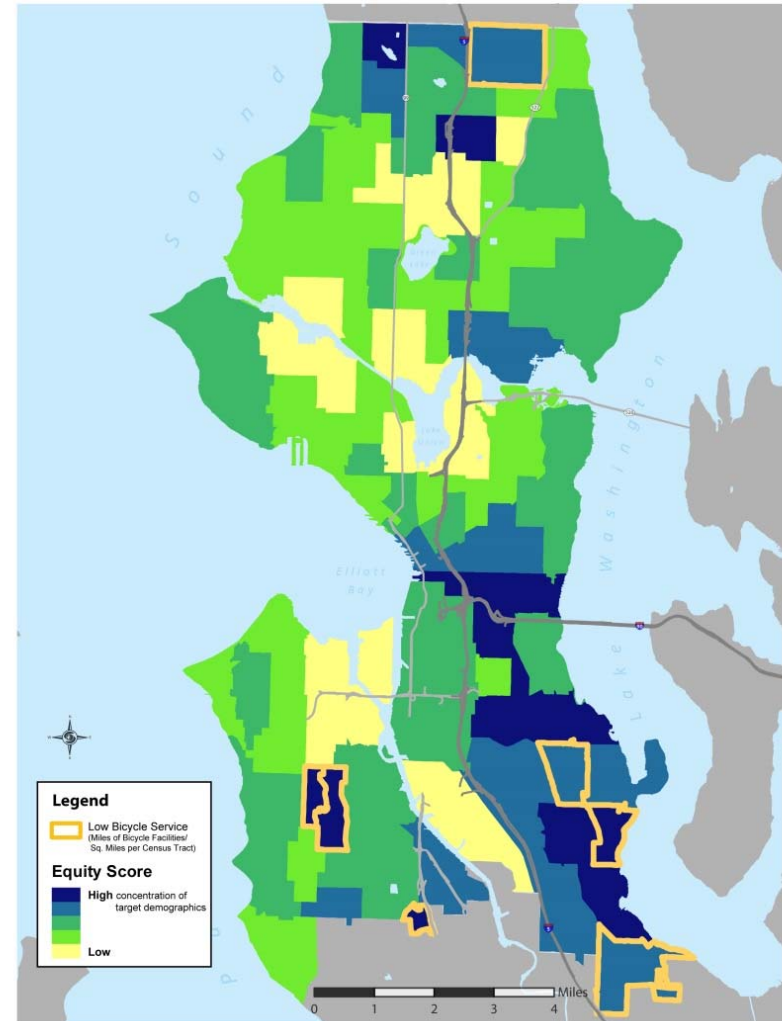
Equity indicators - distribution





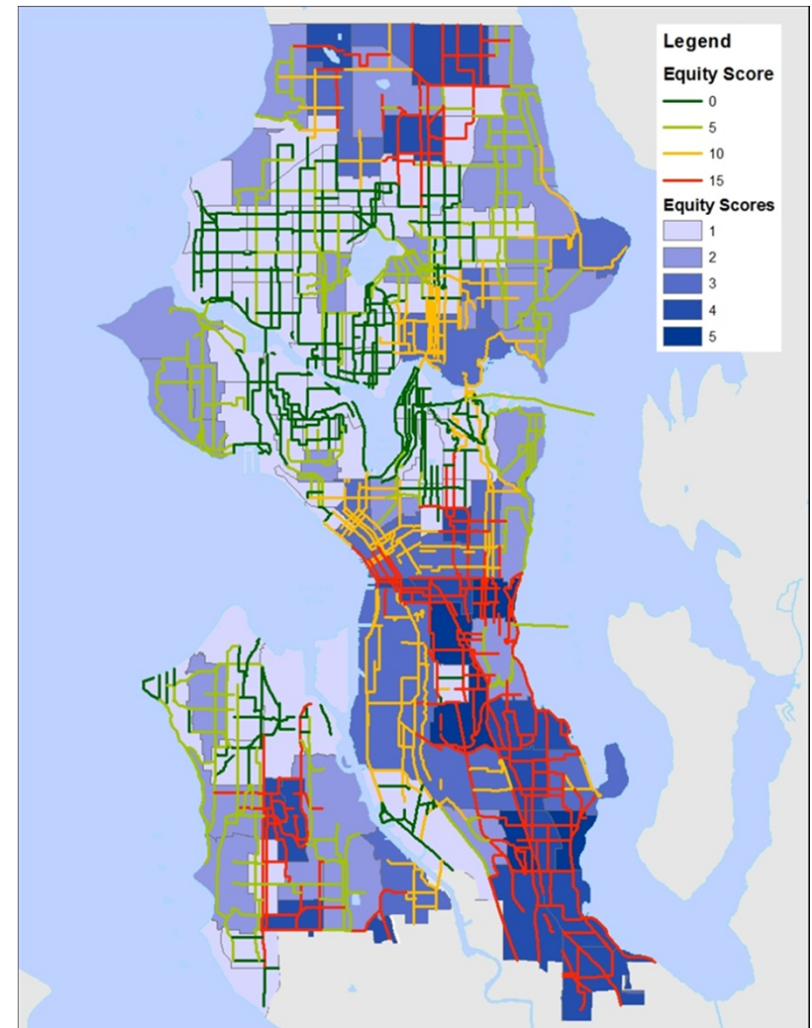
Composite metrics

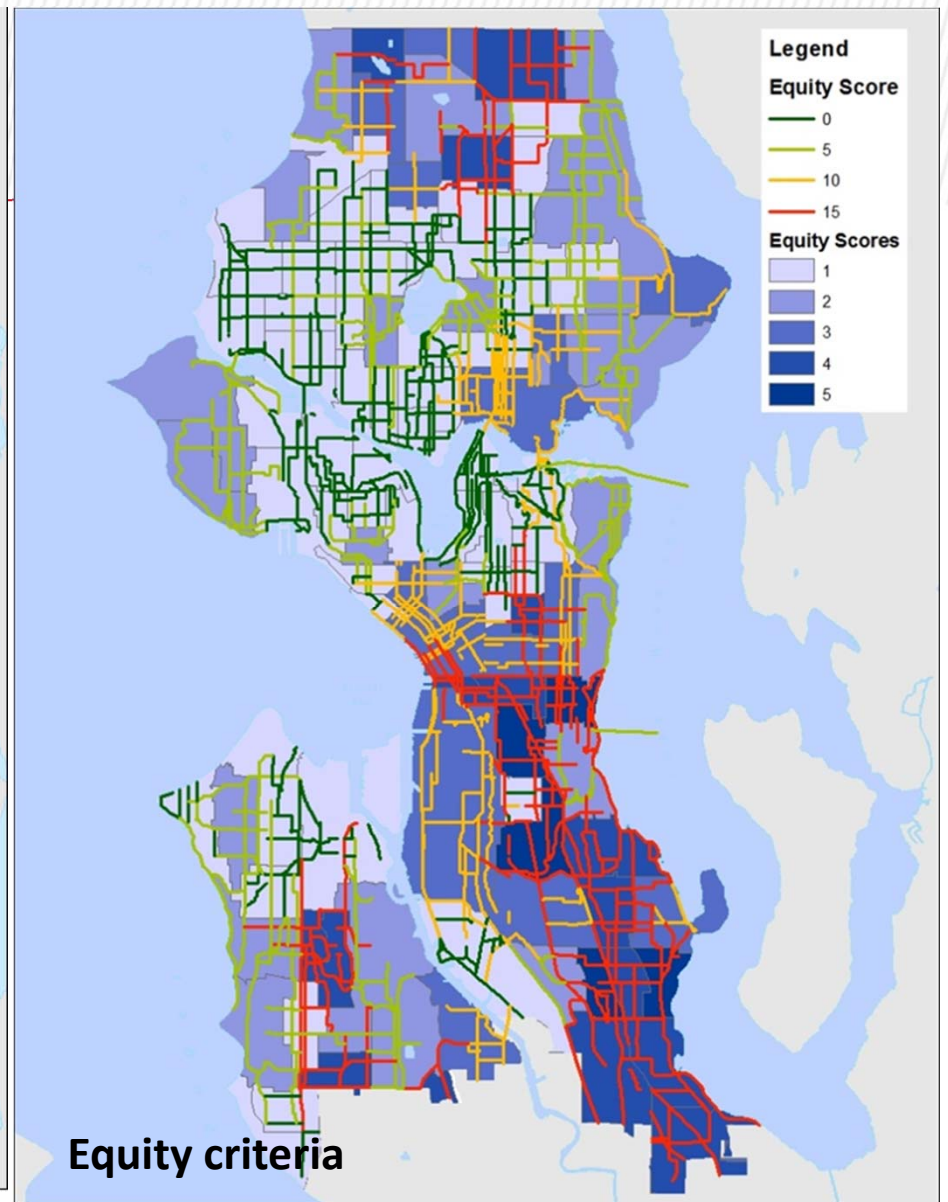
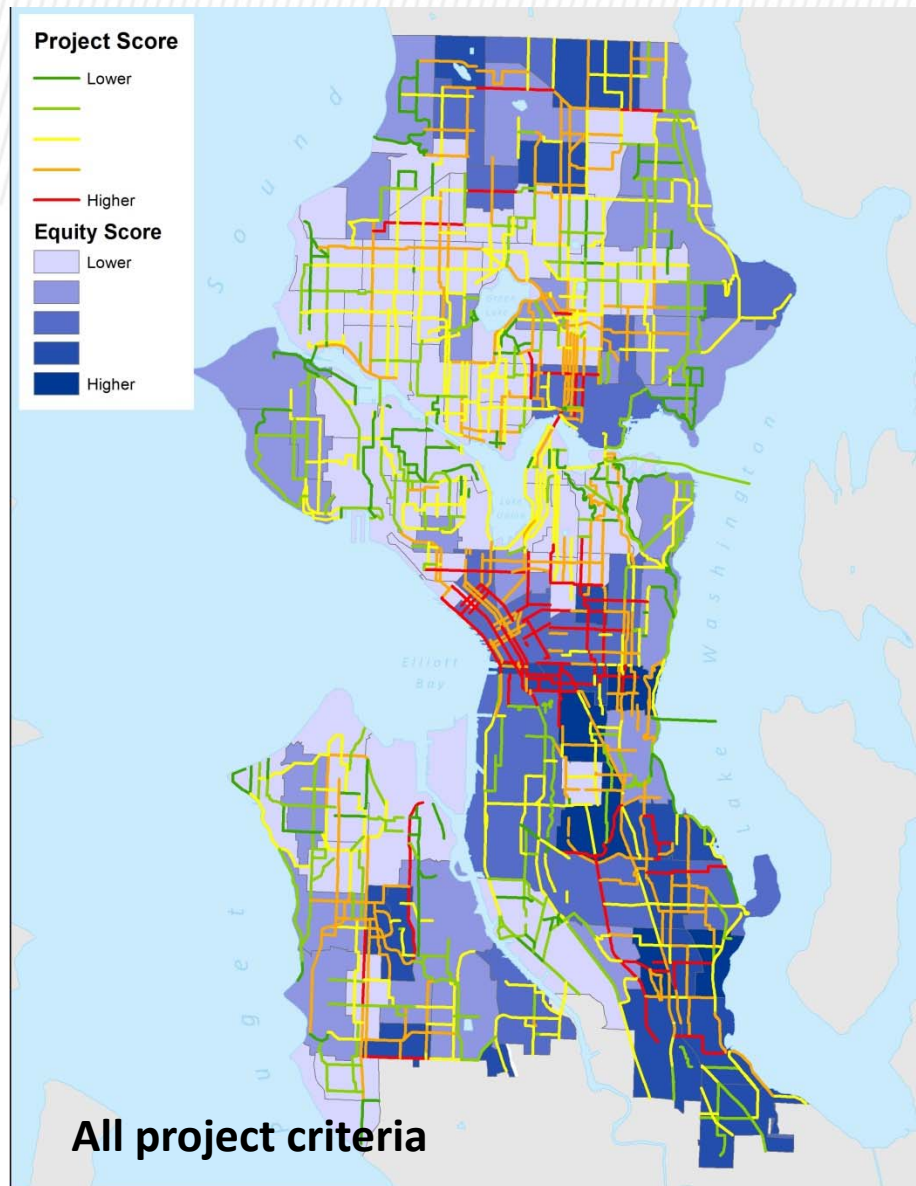
- Early process identified areas with significant underserved populations and low bicycle service provision



Project Prioritization

- 12 metrics in goal categories (100 points)
- 2 metrics - equity and health (20 points - 15 equity, 5 health)
- Proposed bicycle network links aligned to populations





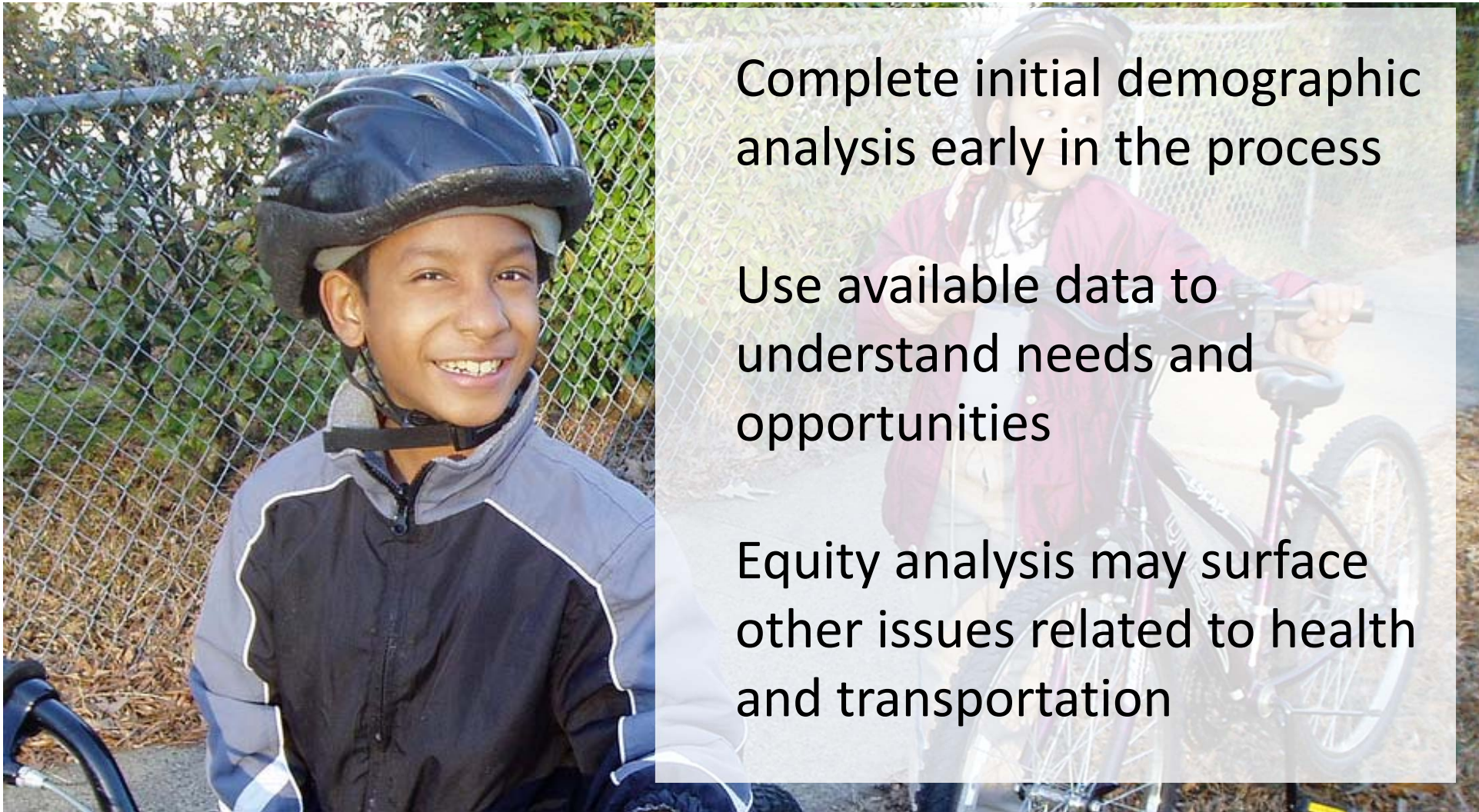
Equity - start analysis early



Complete initial demographic analysis early in the process

Use available data to understand needs and opportunities

Equity analysis may surface other issues related to health and transportation



12/02/2013— Webinar "Transportation Equity: Issues and approaches to reduce disparities in access to pedestrian and bicycle facilities and programs"

**Keith Holt, Bike Equity Advocate,
Southeast Region Director
Wisconsin Bike Federation**



Photo by Alan Tansey

What's on the radar today?

Creation of United Cycling Voices

The League of American Bicyclist's Equity Initiative

**Safe Routes To School National Partnership's
National Active Transportation Diversity Task Force**



Photo by Alan Tansey



United Cycling Voices

a national alliance of bicycle advocates

@ THE NATIONAL BIKE SUMMIT



United Cycling Voices is a national alliance of bicycle advocates representing communities of color.

Our **Mission** is to advocate, to educate, and to engage decision makers to ensure inclusiveness and equity in all aspects of bicycling.

Vision---United Cycling Voices exists to act as an influential agent for social change. We envision more people of color represented in all aspects of bicycling and decision making regarding policy in our communities.

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@ THE NATIONAL BIKE SUMMIT



2013

The Founders

Helen Ho, *Formerly Development Director, Recycle-A-Bicycle*

Anthony Taylor, *VP of The National Brotherhood Of Cyclist*

Neil Walker, *Founder, Cycles And Change / Women Bike Atlanta,*

Brian Drayton, *Executive Director/ Founder ,Richmond SPOKES*

Hamzat Sani, *Formerly Equity And Outreach Fellow w/ League of American Bicyclist*

Yolanda Overstreet Davis, *Director/Producer Ride: In Living Color*

Keith Holt, *Director/Founder, Milwaukee Bicycle Works*



EQUITY INITIATIVE

Jan. 2013

ADVOCACY | BICYCLE FRIENDLY AMERICA | NATIONAL BIKE CHALLENGE | NATIONAL BIKE MONTH | NATIONAL BIKE SUMMIT | SMART CYCLING | WOMEN BIKE

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Photo by Cameron Adams





Photo by Liz Clayman



What has the League done lately?

- Hired Hamzat Sani as Equity and Outreach Fellow
- Established an [Equity Advisory Council](#)
- The League and its Board of Directors have adopted equity as one of its top priorities in 2013 and beyond.
- "The New Majority: Pedaling Towards Equity" Report
- Equity on Capitol Hill Last month, Rep. Albio Sires (D-NJ)
- The Equity Initiative is funded for two years
- Dr. Adonia Lugo is Hired as the Equity Initiative Mgr.

Where is League going in 2014?



Bike Equity Network
Equity Assessment of League
Develop An Equity Toolkit
Equity Advisory Council's 2nd term



VOICES FOR HEALTHY KIDS: ACTIVE PLACES



American
Heart
Association.

TAKING ACTION TO PREVENT OBESITY

Robert Wood Johnson
Foundation





Voices for Healthy Kids is a national advocacy initiative focused on uniting the movement to prevent childhood obesity. A collaboration between the Robert Wood Johnson Foundation and American Heart Association, the initiative seeks to help reverse the nation's childhood obesity epidemic by 2015 by ensuring children have access to healthy foods and beverages, as well as safe opportunities for physical activity. Learn more about the childhood obesity epidemic and how you can help turn it around:

www.voicesforhealthykids.org

National Active Transportation Diversity Task Force

- AARP Livable Communities
- Active Living Research
- Advancement Project - Urban Peace
- Alliance for Biking and Walking
- Asian Pacific American Labor Alliance
- PolicyLink
- Gamaliel and Transportation Equity Network
- NAACP
- Jack and Jill of America, Inc
- Leadership Conference for Civil and Human Rights
- League of American Bicyclists
- Living Cities
- Wisconsin Bicycle Federation
- J. Max Bond Center: City College of New York
- National Black Caucus of State Legislators
- National League of Cities
- National Organization of Black Elected Legislative-Women
- Planners of Color Interest Group
- Conference of Minority Transportation Officials
- Safe Routes to School National Partnership
- Salud America
- The YWCA of the City of New York

An Example of A New Tool For Advocates



- **Using Safe Routes to School to Combat Violence:**

This factsheet shows how preventing violence goes hand in hand with community betterment, public engagement, street scale enhancements, physical activity, and improved economic opportunities.

Tools are available now online at: www.saferoutespartnership.org



Where can you find your place in this Equity in Biking Movement?

Be vocal in your support of more equity biking movement

Join the [Bike Equity Network](#)

Become a Member of LAB and/or Safe Routes to School
National Partnership

Attend the LAB Bike Summit 2014 and/or Safe Routes to
School National Conference 2014



Resource and Contact info

Keith Holt southeast@wisconsinbikefed.org

- Ph# 414-212-5356

Look for United Cycling Voices update on Bike Equity Network

- **League of America Bicyclist**

- Adonia Lugo

- adonia@bikeleague.org

- Ph# 202-621-5451

- Join [Bike Equity Network](#)

- Website <http://www.bikeleague.org/equity>

- **Safe Routes to School National Partnership**

- Keith Benjamin Street Scale Campaign Manager

- keith@saferoutespartnership.org

- Ph # 202-733-5400

- Website: <http://www.saferoutespartnership.org>

Thank You!

⇒ **Archive at www.walkinginfo.org/webinars**

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⇒ **Questions?**

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