

Transportation Equity Advisory Group Notes

August 14, 2018

Regional Performance Measures

Aileen Daney, ARC, presented on how we look at equity from a regional level. This includes some modeled data in the RTP and the current Transportation Factbook. ARC is now working on strengthening the amount of data provided for online consumption. Some topic areas could include equity, health and safety, and the environment.

Discussion

- On the safety data:
 - Could the crash data be broken out by age group? Children are a vulnerable population and Transformation Alliance is trying to think more child-centered.
 - Ages 25-50 are most likely pedestrians to be seriously injured in a car crash, especially transit riders.
 - ARC will look into all the different ways to break down safety data in the dashboard
- On the dashboard:
 - Is ARC using this dashboard just for the Regional Transportation Plan (RTP) Update or will it apply to more projects/programs?
 - It will be used to support the RTP, but will also be an ongoing and continually updated tool to be used more broadly than for any one project/program
 - Economy or economic inclusion should be included as a category along with Equity, Health and Safety, and the Environment
 - Could include:
 - breakdown of employment by gender and race,
 - economic/workforce opportunities,
 - types of markets and number of job opportunities for current and future large developments (Accentuate what types of jobs are sustainable)
 - Level of access and stability of job market
 - How can we measure what we want to see in a community and/or ask for businesses to bring – like walkability? Influence over zoning, etc?
 - Need to keep in mind that performance measures must be able to influence decision making and the measures need to be able to be influenced by decisions
 - When thinking about equity you need to be able to compare, so the addition of percent difference would be helpful, for example: Measuring ETA travel time to job centers should be compared to non-ETA travel time to job centers
 - Need to consider that the quality of the data could vary widely across the region and let viewers know of the data quality and source
 - Should review GDOT's disparity study to see what measures they used
 - Mobility-poor is a term we found in San Francisco meaning, people who have low access to modes outside of a personal vehicle. We may drop it and come up with our own terms. Will include all variable definitions on the site

- For environment, should consider including air quality at micro-level, like additions of new gas stations/pumps contributions to poor respiratory health
 - Additionally, consider measuring impacts of development; measures of future health
- Should include proximity to good/better jobs from affordable housing and the amount of affordable housing from major employment centers
 - Include job clusters, not only large employment centers
- Whenever measuring housing, try to also include a measure of affordability

Project Evaluation

David D'Onofrio presented on ARC's funding decision making process and the criteria we use to score potential projects. He also walked through some of the changes being made to the project evaluation criteria, including the addition of climate and extreme weather resiliency, the merging of our Bike and Ped project types and creating a scoring system for planning studies.

Discussion

- Bike/Ped
 - More discussion should had on merging bike/ped because they are so different in how they use the roads:
 - Bikes are more linear and long distances
 - Bikes follow traffic flows whereas peds cross busy intersections against traffic flows
 - ARC: the projects will be considered and ranked together, but many of the criteria will be separate. For instance, distance buffers around transit stations will remain shorter for ped projects than bike projects.
- Transit
 - Previous application had asked transit agencies for maximum population density based on zoning, new application will use current population density
 - Are changing demographics being considered with population density?
 - No this is just trying to measure supportive land use
 - Can you use market studies to get more detailed information around transit stations?
 - No, this is would be before the transit station would be planned, so there most likely wouldn't be any market studies, but that is something we can look into using for LCI studies around transit stations.
- Equitable Target Areas
 - Use the range of ETA scores to provide relative scores instead of absolute 0 or 100 values based on the score each census tract gets in our new ETA methodology.
 - If we are switching to giving out point ranges for being inside of an ETA, could we also consider point ranges based on project type or other aspects of the project
- Roadway Capacity
 - People walking to transit are crossing increasingly wide roads and so road widening are leading to increased risk of being hit and increase risk of being killed
 - If there are no safety countermeasures are included, projects do score lower

- Roadway capacity projects are currently given a point for being in an ETA community, but if the project does not take active modes, transit, or safety into consideration it will still rank poorly.
 - Are grade-separated ped crossings considered a safety measure? No, research has shown them to be ineffective
- Should track the metrics being used in project evaluation to see if the projects are affecting any change.

Next Steps

- ARC will start drafting measures that include equity into the dashboard
- Email Maria (mroell@atlantaregional.org) if you'd like to set up another working group meeting to discuss project evaluation further in September
- The next meeting in our "Measuring Equity" series will be Programmatic Approaches to Measuring Equity with presentations by:
 - Byron Rushing: Equity in Bicycle Pedestrian Planning
 - Amy Goodwin: How Equity is used in the Livable Centers Initiative