

# Transportation Equity Advisory Group Notes

October 9, 2018

## General Discussion of Equity/Thoughts of the Moment

Discussion was had about how ARC models a specific mix of project/scenario and whether this data can be used more directly with other decision-making processes.

How does ARC make sure decision-makers are accessing data?

## Presentation of Safe Streets: Safety Action Plan

Byron Rushing, ARC's Bicycling & Walking Program Manager, presented on the agency's recently adopted Safe Streets plan, including a thorough review of the data currently presented and supporting policy strategies for safer streets.

## Discussion

The group asked many questions, including the ability to disaggregate the data by race, ethnicity, and age. There are some data points that can be depicted to this degree, while the data for others may not be as reliable.

There is a need for better local inventories of pedestrian and traffic calming infrastructure, however this can be both beneficial and harmful to peoples' safety as it has been tied to over-policing in some areas.

Questions about whether ARC is measuring or can capture data of people who use walking as a commute, whether just walking or walking to/from transit commutes.

How can you ensure safety improvements that come with investing in pedestrian infrastructure are supporting those who have to walk, and not just for folks who are primarily driving to the walkways?

What are the intersections between affordable housing, density, and walking safety?

What are the causes of fatalities?

If you look at only the four major risk factors, are you then missing solutions that may be associated with risks you have not yet identified?

## Presentation on ARC's Livable Centers Initiative (LCI) Program

Amy presented the history of accounting for equity within ARC's LCI program, showing how it has been given more points on applications throughout the years.

## Discussion

- How does ARC determine if a project is going to have a positive or negative impact on equity? Amy Goodwin (ARC) responded that it's a qualitative, common sense approach – e.g. if a project is going to remove affordable housing in order to redesign an interchange, that would be considered a negative impact. Projects that build sidewalks, medians and other safety features would be considered a benefit to the neighborhood. One group member asked what if it's a neutral project like filling pot holes? Amy replied that generally that would be considered positive – we are mainly looking to do no harm, and we don't have a system of measuring the degrees of benefit.

- The scoring criteria gives points to jurisdictions that have an inclusionary zoning policy. There was a question as to whether that gives the City of Atlanta an unfair advantage. ARC responded that it gives the City of Atlanta a small advantage, but we didn't consider that unfair, that is the point of the criteria – to encourage more jurisdictions to adopt policies that support affordable housing.
- The group asked how the transit access evaluation score is calculated, is quality of service or headways factored in? ARC responded that for the LCI criteria, distance to transit stop or station is the only measure – so 10 pts for ¼ mile, 7.5 pts for 1/2, etc. However, the “KPD2” (i.e. transportation technical evaluation) uses a transit frequency measure.
- The group asked if the impact of LCI had been measured, in terms of improving access to jobs/housing. ARC produces a biannual LCI Report that includes some of the measures' impact, ARC has also done studies that have shown lower Vehicle Miles Travelled (VMT) in LCI areas under the proposed LCI zoning vs pre-LCI zoning, reduced ozone days, as well as a list of project and investments made near transit stations.
- The group requested to see a list or map of where all LCI infrastructure projects are. ARC said there is currently no map available, but a list is available and would be sent.

### Next Steps

- Next meeting on the Measuring Equity Series is December 5<sup>th</sup>, focused on Measuring Displacement
- Provide a listing of all LCI projects to group
- Explore how to incorporate race, ethnicity, and age disaggregated data into the bicycling and walking measures
- Discuss how to allow for meeting time for member-introduced topics