Transportation Equity: Information Sheet

A part of the Climate Justice Handbook

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Introduction

Transportation has the physical power to connect or divide neighbourhoods. The availability of public transport affects other policy areas, such as employment, housing, education, and health, and can play the role of a social equalizer. Racial equity in public transit has long been a social policy issue in North America. Projects including roads, transit, or bike and pedestrian facilities should benefit racially concentrated areas of poverty, children, people with disabilities, and the elderly (Jones, 2015).

Many demographic groups, including women, children and youth, seniors, and people with disabilities, are disadvantaged in terms of mobility options or are limited by mobility due to personal safety/security (or perceptions of). A new generation of electric vehicles does little to address the mobility needs of those who do not or cannot drive (CCPA, 2011). A useful way to incorporate equity into transportation strategies, plans, and policies is to define equity goals. As there is no single method for evaluating transportation equity, municipalities should reflect the community's equity concerns and priorities. You can use the table below when considering impacts and measures in your

transportation equity analysis. Click here for more information on how to create a transportation equity analysis.

See Transportation Handbook for more information and resources.

Intersecting Climate Justice and Transportation Equity

Below are challenges that occur at the intersection of climate justice and transportation equity. It is important to note that the three challenges do not occur independently, rather they exist as a system and require fundamental political action and holistic approaches to systems change.

CATEGORY	DESCRIPTION	LINKS TO RESEARCH
Public Transit Equity	Improved transit, when combined with road pricing and improvements to the built environment, can reduce the total of vehicles travelled and GHG emissions by 7-23% over 10 years and 15-26% over 30 years. People who are dependent on public transit are those of lower waged workers, youths, the elderly, racialized communities, and people living with disabilities. Transit users often suffer from long waits, longer rides, poor connections, service cuts, overcrowding and pollution.	**MORE HERE**
Safe Streets	Streets designed for high-speed movement makes getting around by bike, foot and public transportation, dangerous and unpleasant. Streets that prioritize walking and biking and	**MORE HERE**

	allow for fewer and slower cars are climate-friendly streets. Indigenous peoples, lower income households, older adults, linguistic minorities are more exposed to failures in transportation systems that result in serious injury and fatal crashes.	
Micromobility	While micromobility, which includes bicycles, scooters, skateboards, segways, hoverboards - both human-powered or electric, is considered the future of transportation in cities, micromobility is not very inclusive.	**MORE HERE**

Climate Caucus Resources

Climate Caucus Municipal Grants List - detailed list of relevant municipal grants
Policies and Resources Library - list of motions, bylaws, council reports and briefing notes