



Mobility Justice

What do we mean by transport equity & transport poverty?

David Simor | Director, TCAT
Jennie Geleff | Project Manager, TCAT

Land Acknowledgement

TCAT acknowledges that the land on which we operate is the traditional territory of the Mississaugas of the Credit, the Anishinaabe, the Chippewa, the Haudenosaunee, and the Wendat peoples. These sacred lands are covered by the Dish With One Spoon Wampum Belt Covenant — an agreement forged between the Anishinaabe Nation and the Haudenosaunee Confederacy to peacefully share resources.

At TCAT, we recognize that many Indigenous Peoples are particularly vulnerable to climate change and will be faster and disproportionately impacted by its effects. Through our work, we are committed to disrupting ongoing approaches to climate governance that reproduce settler-colonial relations and systematically exclude Indigenous Peoples from policy making.

Who we are



David Simor | Director



Jennie Geleff | Project
Manager



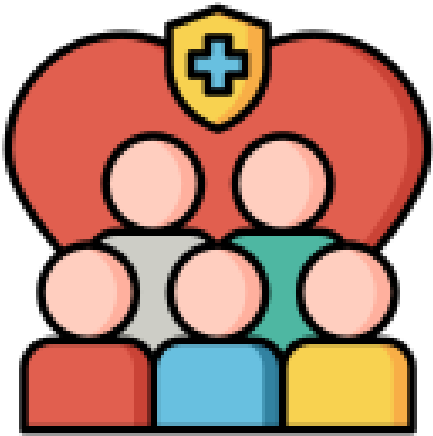
The Centre for Active Transportation

TCAT works to build safer, healthier and more equitable places. We support communities in creating safer streets for walking and cycling. We help partners increase their AT ambitions and advance equity and AT synergies.



Why Active Transportation?

It's good for the environment, for local economies, for public health, and for social connection.









Agenda for Today

1. Welcome & Icebreaker
2. Presentation: Introduction to Mobility Equity
3. Group Discussion: How We Get Around London
4. Real Stories of Transportation Poverty
5. Group Discussion: Mobility Privilege
6. Wrap up and Next Steps

Icebreaker

<https://www.menti.com/al8m9j66jfhi>

Menti.com

Code: 8682 1060

Mobilizing Justice (MJ) – A 5 Year Partnership

Mobilizing Justice is a multi-disciplinary and multi-sector partnership that builds sustainable connections for research and knowledge exchange to address transportation inequities in Canadian.



What is Transport Equity?

Transport Equity - A concept that focuses on the equitable and just distribution of transportation services within communities, and explores the ways in which transport systems can systematically exclude, limit, and suppress people based on income, geography, and ability.

Transport Injustice - A result of mobility services that restrict some people's full participation in everyday life. Mobility injustices further disrupt and create challenges for communities and individuals (i.e., people with disabilities and those experiencing lower income) that rely on the efficiency of public transportation systems, or have limited mobility options available. These injustices are enabled by transportation practices and policies that fail to address the lived experiences of equity-deserving groups.

“Mobility equity strives to ensure that everyone—regardless of race, class or any other social identity—is able to access safety, joy and prosperity with dignity while journeying. It is not simply about moving people from point A to point B. Mobility equity is freedom.” – Jay Pitter

Mobilizing Justice Objectives

1. Document, describe, and assess the causes, scale, effects of and responses to transport poverty in Canada
2. Develop validated transportation equity standards and equitable planning processes to be used by transport planners, decision-makers, and community
3. Evaluate solutions to address transport poverty by conducting field experiments and socioeconomic evaluations of smart mobility and transportation policy pilots across Canada

www.mobilizingjustice.ca

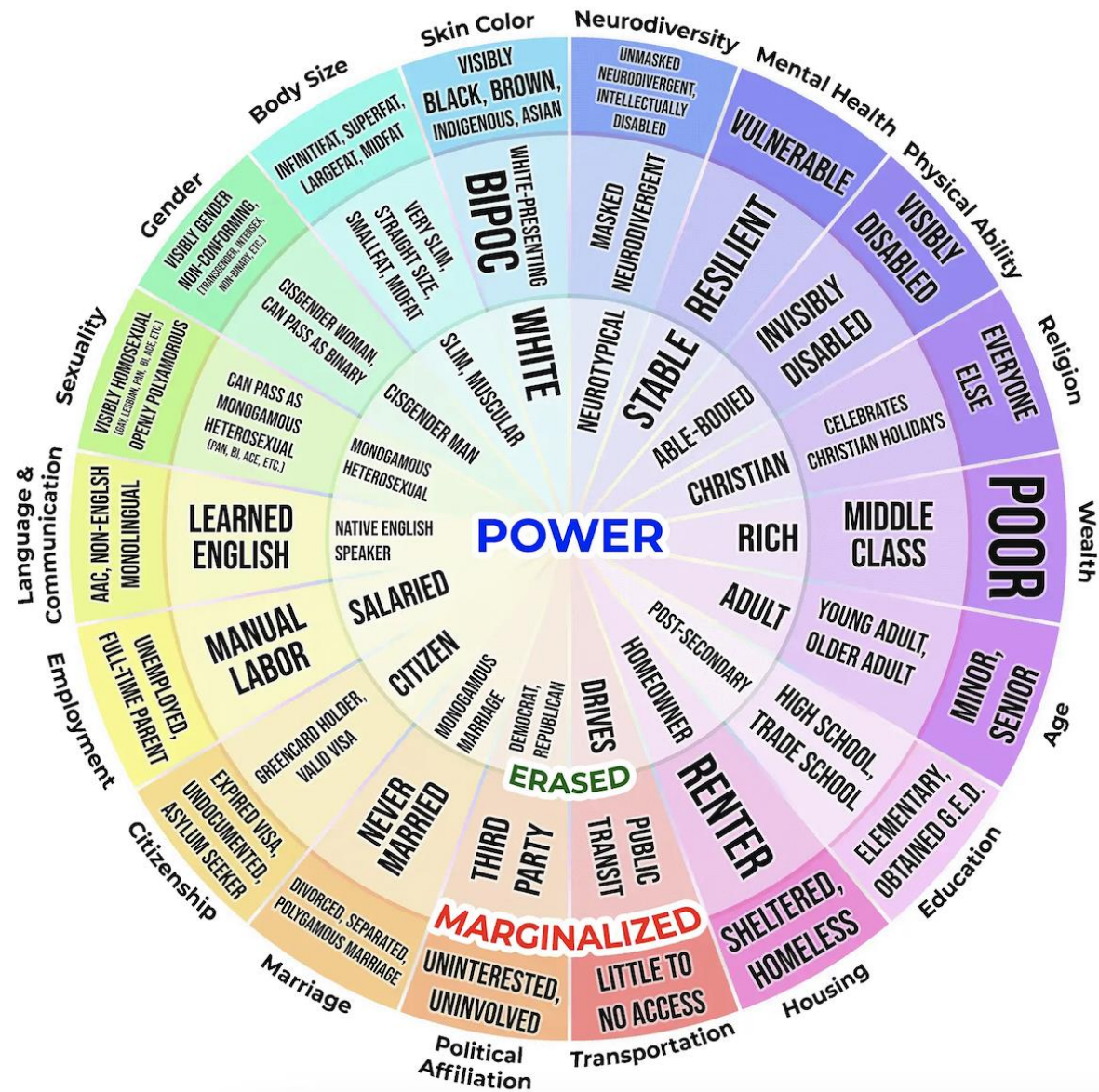
Mobilizing Justice Insights

1. **Mobilizing Communities: Grassroots Case Studies Exemplifying Responsive Mobility Equity**
2. **Catalogue of Canadian Community Initiatives Addressing Transport Poverty**
3. **Review on the Implications of COVID-10 for Delivering Equitable Transportation**
4. **Living Database of Transportation Research on Equity in Canada**
5. **Intersectoral Needs From a National Survey on Transportation Poverty**
6. **Understanding Elected Officials: Values and Perspectives on Transportation Equity**

www.mobilizingjustice.ca

“Privilege is a set of unearned advantages, positive perceptions and outcomes based on identity. Those who possess it are more likely to hold power both individually and as a group.” – Leah Thomas

INTERSECTIONALITY WHEEL OF PRIVILEGE



Motonormativity

The cultural inability to think objectively and dispassionately about how we use cars.

Ian Walker

What Do We Mean By Equity?

- Age
- Economic
- Gender
- Race
- Ability

Independent Mobility – Children

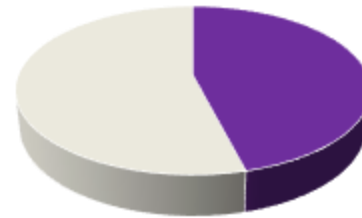


Impacts of Limited Independent Mobility for Children

- **Decreased physical activity and health outcomes**
- **Social isolation and loneliness**
- **Increased air pollution and environmental degradation**
- **Cognitive development and self confidence**

Road Deaths and Older Adults

Percentage of All Traffic-Related Serious Injuries and Deaths



■ Seniors (65+) ■ All Other Pedestrians

Percentage of Total Population



■ Seniors (65+) ■ All Other Pedestrians

“When you can't go out and get in your car and go where you want to go, *it's like having your arm cut off.*”

Economic Barriers to Mobility



City of London Parking vs Transit

Parking	Cost	Transit Pass	Cost
Overnight	Free	Citipass	\$95
Two-hour in Core Area (on-street)	Free	Weekday	\$81
Monthly Green P Lot (average)	\$66	Low-income	\$61
Dundas Place	Free	Youth	\$61
		Post Secondary	\$82

Economic Barriers to Mobility

City	Parking Ticket Cost	Transit Fare Evasion Fine
Toronto	\$30	\$425
Montreal	\$51	\$150
Ottawa	\$50	\$260
Vancouver	\$20	\$173
Edmonton	\$50	\$250
Calgary	\$40	\$200

Defensive Architecture



Gender and Mobility



Gender-Based Barriers to Cycling

- **Safety**
- **Appearance**
- **Male-dominated bike culture**
- **Harassment**

Gender and Race-based Violence

55% of BIPOC Canadians experienced racism on the street in 2021

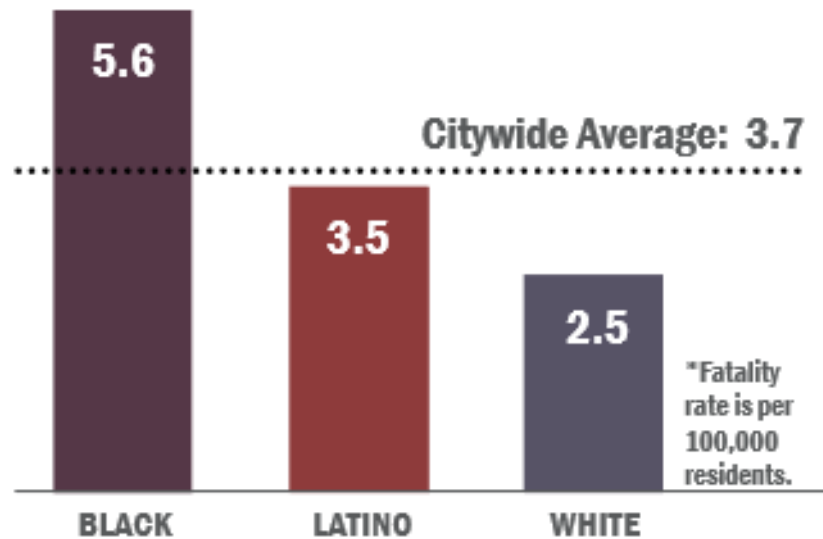
20% of BIPOC Canadians experienced racism on public transit

No Enforcement in Road Safety

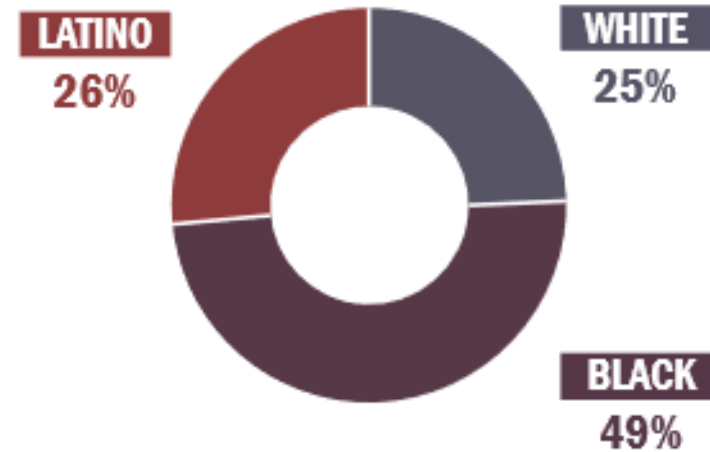


Who Dies On Our Streets?

TRAFFIC CRASH FATALITY RATE* BY RACE,
CITY OF CHICAGO, 2010-2014

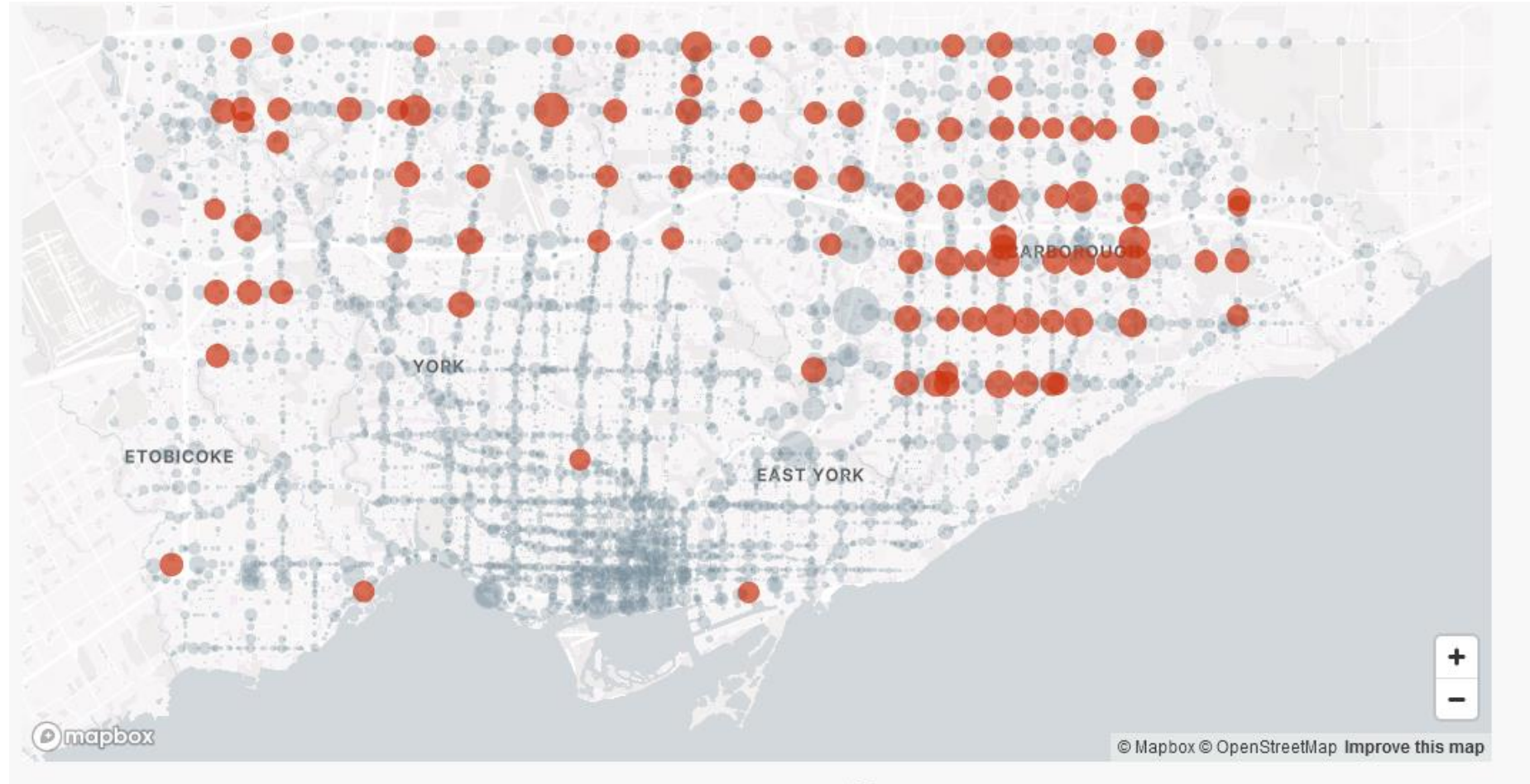


DISTRIBUTION OF FATALITIES BY RACE,
CITY OF CHICAGO, 2010-2014



Black Chicagoans are more than twice as likely to be killed in a traffic crash than white Chicagoans, and almost half of all fatal crash victims are black.

100 Worst Locations for Traffic Collisions



Mobility & Ability



Winter Mobility



Seasonal Affective Disorder



COVID and Mobility

- Cuts to transit service disproportionately impacted lower income residents racialized folks, and newcomers
- Closure of greyhound services has deepened barrier to travel for rural residents and for Indigenous communities
- Backdoor boarding added barrier for those with accessibility needs and older adults
- Pedestrian and cycling infrastructure improvements often localized and most effective in wealthier, less diverse neighbourhoods

Imagination as empathy

1. A destination
2. The details
3. Imagine



Walking a mile in someone's shoe



- What is the alternative mode to get there?
- What would happen if you stayed home?
- How would you feel?
- What if this is your daily reality?

Sharing Roundabout



Single Parent



Immigrant



Sharing Roundabout



Identifying mobility privilege

- How much planning do you need to do before you leave for your typical destination? How about a trip to the beach or nearby town?
- How much do you need to think about the weather conditions before you leave for your destination?
- How many times do you have to cancel an appointment because you can't guarantee that you can get there on time or at all?
- How ashamed do you feel to let others know which transportation you used to get there?
- How safe do you feel on your trip?
- How concerned are you about getting injured or even killed in your commute?
- What is your general expectation that other road users will be neutral or courteous to you?
- What is your expectation about being harassed for obeying the law?
- How much do you agree with the following statement: "I pay my fair share of the transportation system"?

Sharing Roundabout



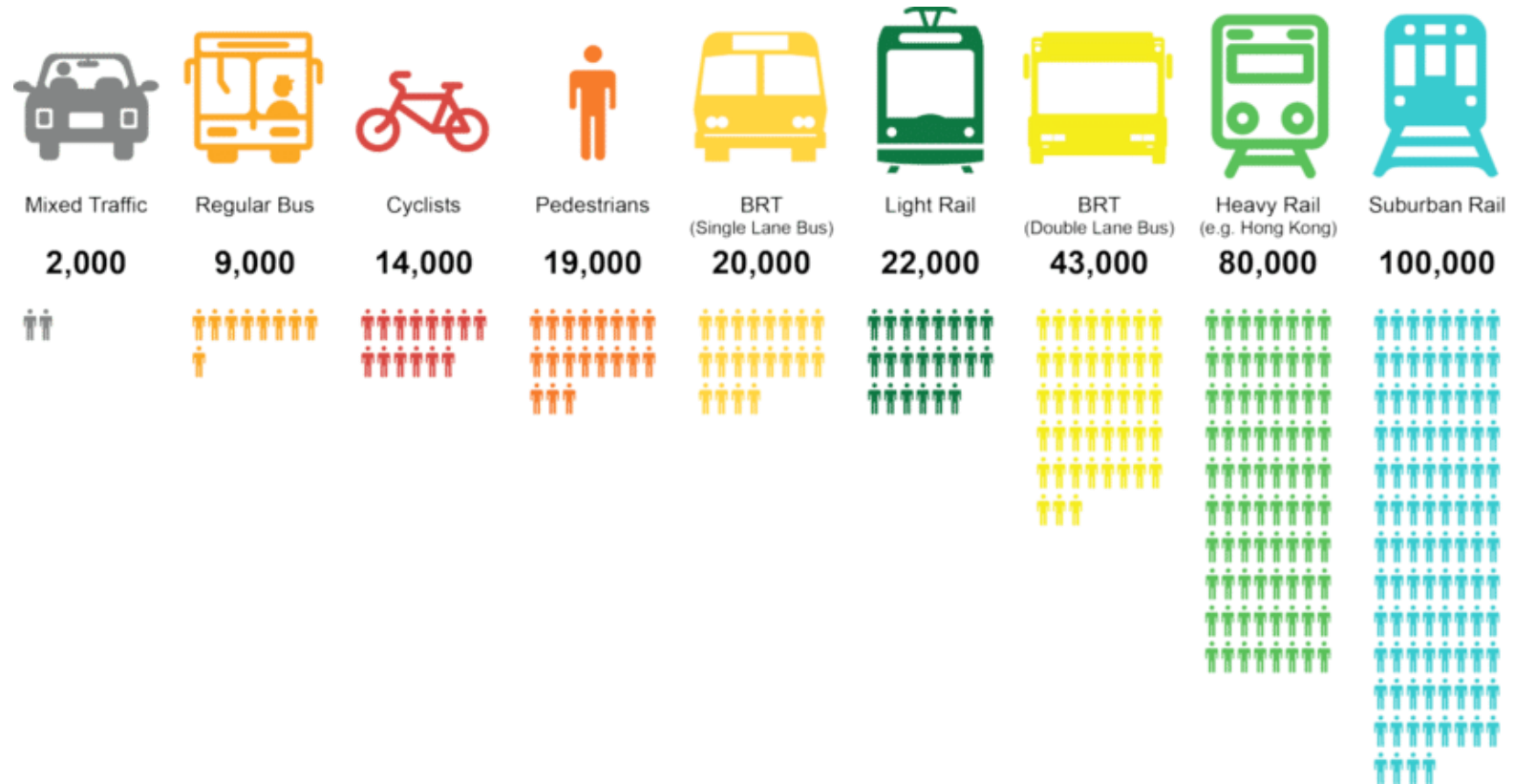
How can we move more people?



Who is subsidised to move?



How can we move more people?



Who is subsidised to move?

How much does your commute cost (or save) society?

Every time you travel you put money into the system, but you also cost the system. Your contribution to and burden on the system differs depending on how you travel.

For example, when you ride the bus you pay a fare – money into the system. Your burden on the system includes the cost of operating the bus, and also less obvious impacts like emissions and noise pollution.

By looking at the ratio of what we put in versus what we cost the system, we see that different ways of travelling are more subsidised than others.

The practice of taking these less tangible costs and benefits into consideration and assigning them a dollar value is known as "full-cost accounting." While there are many ways of doing this, this infographic shows one example of how those costs and charges can be calculated.



Transportation Planning

"Provide unrestricted travel for all"

	Conventional	Justice-oriented
Demand	Measure who benefits the most	Ask who is being left behind
Cost-Benefit Analysis	Immediate economic implications	Long term economic and social implications

Check-out

<https://www.menti.com/alptsigdjs28>

Menti.com

Code: 3156 9008

Next Steps

Justice in transportation: what is equity and how can it be used in transportation planning?

Friday, May 26th at 12:00 pm

<https://www.eventbrite.ca/e/608534171087>

<https://mobilizingjustice.ca/>

Interested in joining the Mobilizing Justice CoP?

Email jgeleff@cleanairpartnership.org

Questions?