

Equity & Transportation Infrastructure

CIVE 461 Urban Transportation Planning
Supplemental Notes

Equity can be contentious...

Office of the Chancellor
JOURNEY FOR ANTI-RACISM AND RACIAL EQUITY

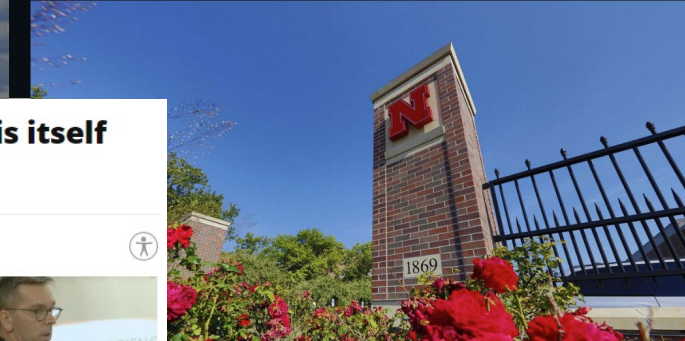
Home Journey Co-Leaders UNL Commitment to Action Resources

OUR JOURNEY FOR ANTI-RACISM AND RACIAL EQUITY

Learning

Editorial: UNL racial equity plan does not threaten Nebraska; it makes us stronger

Editorial staff Nov 24, 2021 Updated Jan 12, 2022



Ricketts says UNL plan to address racism is itself discrimination

by NTV News | Tuesday, November 30th 2021



NOV. 17, 2021 - UNL unveils plan to combat institutional racism (NTV News)



via New

Blasts Green, UNL over Antiracism

Author/Producer Nebraska Public Media | 2021年11月22日 0:00 · 3 min read



Wendling, Hummel, faculty, staff detail importance of anti-racism plan

Zach Wendling, Becca Hummel Dec. 10, 2021

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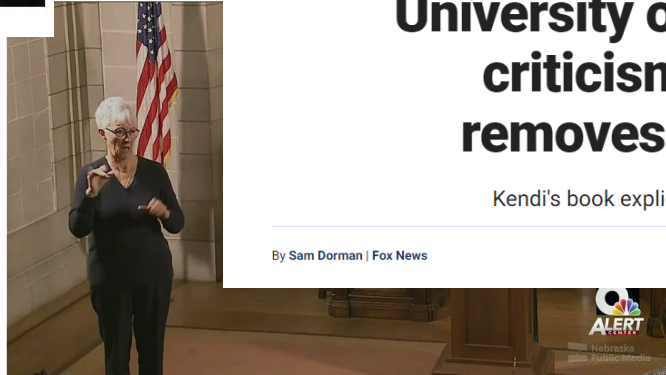
Nebraska governor deals 'no faith' blow to university officials' strategy to address racism

'I have lost all faith in Ronnie'

University of Nebraska criticism removes

Kendi's book explicit

By Sam Dorman | Fox News



Nebraska Gov. Pete Ricketts said he was misled about UNL Chancellor Ronnie Green's plan to address race issues there, making numerous statements against its anti-racism initiative, which he directly linked to Critical Race Theory.

EDUCATION

Nebraska Governor Criticizes University For Its 'Anti-Racism' Equity Plan



Photo by Dave Kotinsky/Getty Images for ITI Data

Racial Equity in Transportation Planning

Lecture Outline

1. History of race and transportation planning
2. History of race and land use planning
3. What are we doing & what can we do?

A Global Challenge – Mumbai, India



A Global Challenge – Johannesburg, South Africa



A Global Challenge – Rio De Janeiro, Brazil



A Global Challenge – Detroit, USA



A Global Challenge – New York, USA



A Global Challenge – Seattle, USA



Gates Foundation Headquarters

Amazon Headquarters

A Global Challenge – Minneapolis, USA



Transportation

Air Quality Inequality

- On average, non-Hispanic whites experience a **pollution advantage**: They experience ~17% less air pollution exposure than is caused by their consumption
- Black and Hispanic persons on average bear a **pollution burden** of 56% and 63% excess exposure, respectively, relative to the exposure caused by their consumption
- The total disparity is caused as much by **how much people consume** as by **how much pollution they breathe**

Interstate Highway System

- In Montgomery, AL, the state's highway director, a member of the Ku Klux Klan, ignored swaths of empty land in favor of a route that displaced Black civil rights leaders
- “He went on to say that the matter of running Interstate routes through the congested parts of the cities was **entirely against his original concept** and wishes; that he never anticipated that the program would turn out this way. He pointed out that when the Clay Committee Report was rendered, he had studied it carefully, and that he was certainly **not aware of any concept of using the program to build up an extensive intra-city route network** as part of the program he sponsored. He added that those who had not advised him that such was being done, and those who had steered the program in such a direction, had not followed his wishes” – he being **President Eisenhower**

Interstate Highway System

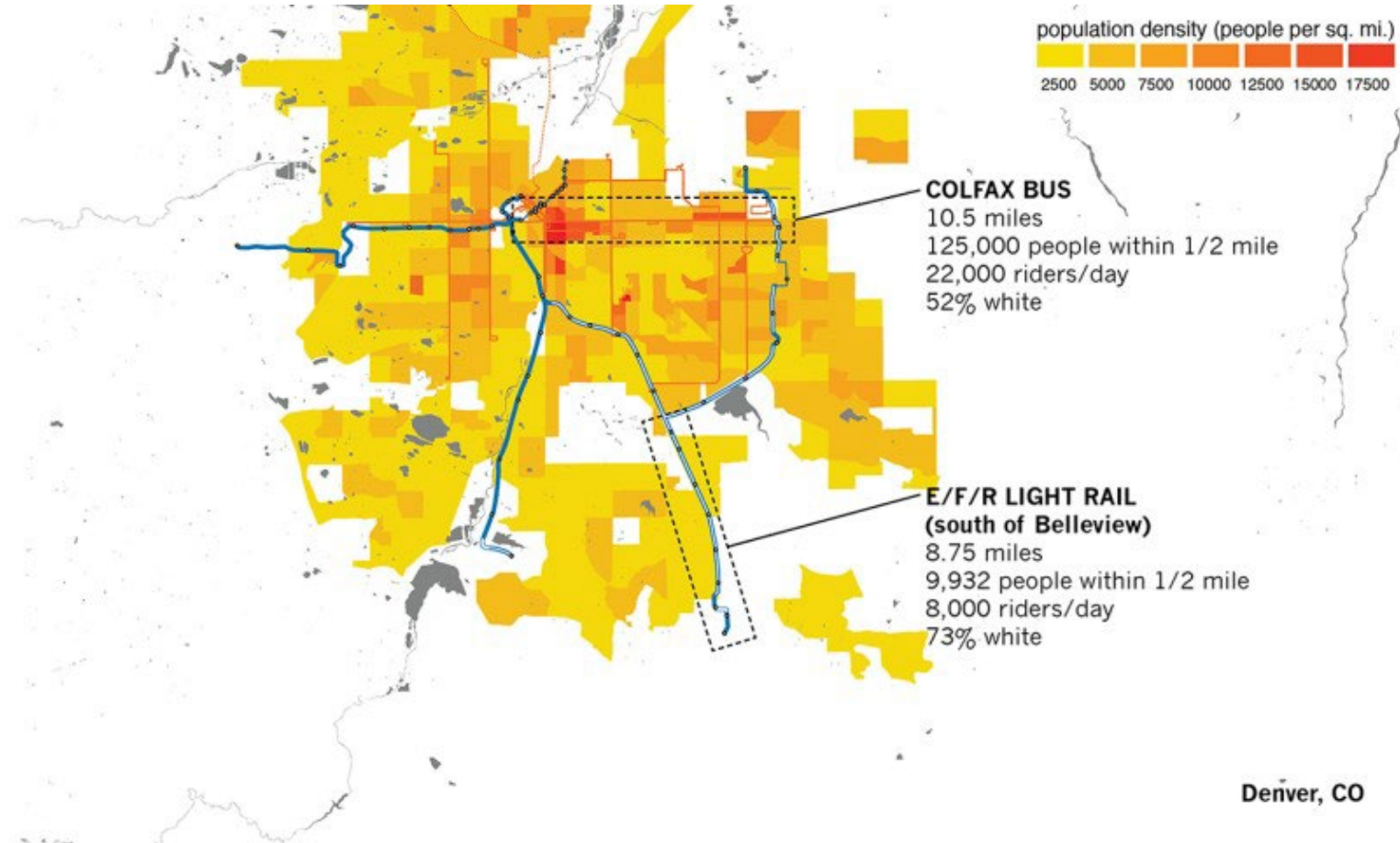
- How could something so important as Interstates crossing urban areas have escaped Eisenhower's notice for almost five years?
 - There were always 2,882 miles of “urban thoroughfares” built into the original 37,681-mile Interstate map negotiated in 1947 – but they were **too small to see** on the national map, and by the 1950s, the fine print was no longer circulated to high-level policymakers
 - April 1960 one-page memo from Eisenhower to the Commerce Secretary stated “solution of the rush hour traffic problems in metropolitan areas is **not considered a function of the Interstate System.**”

Transit Inequity

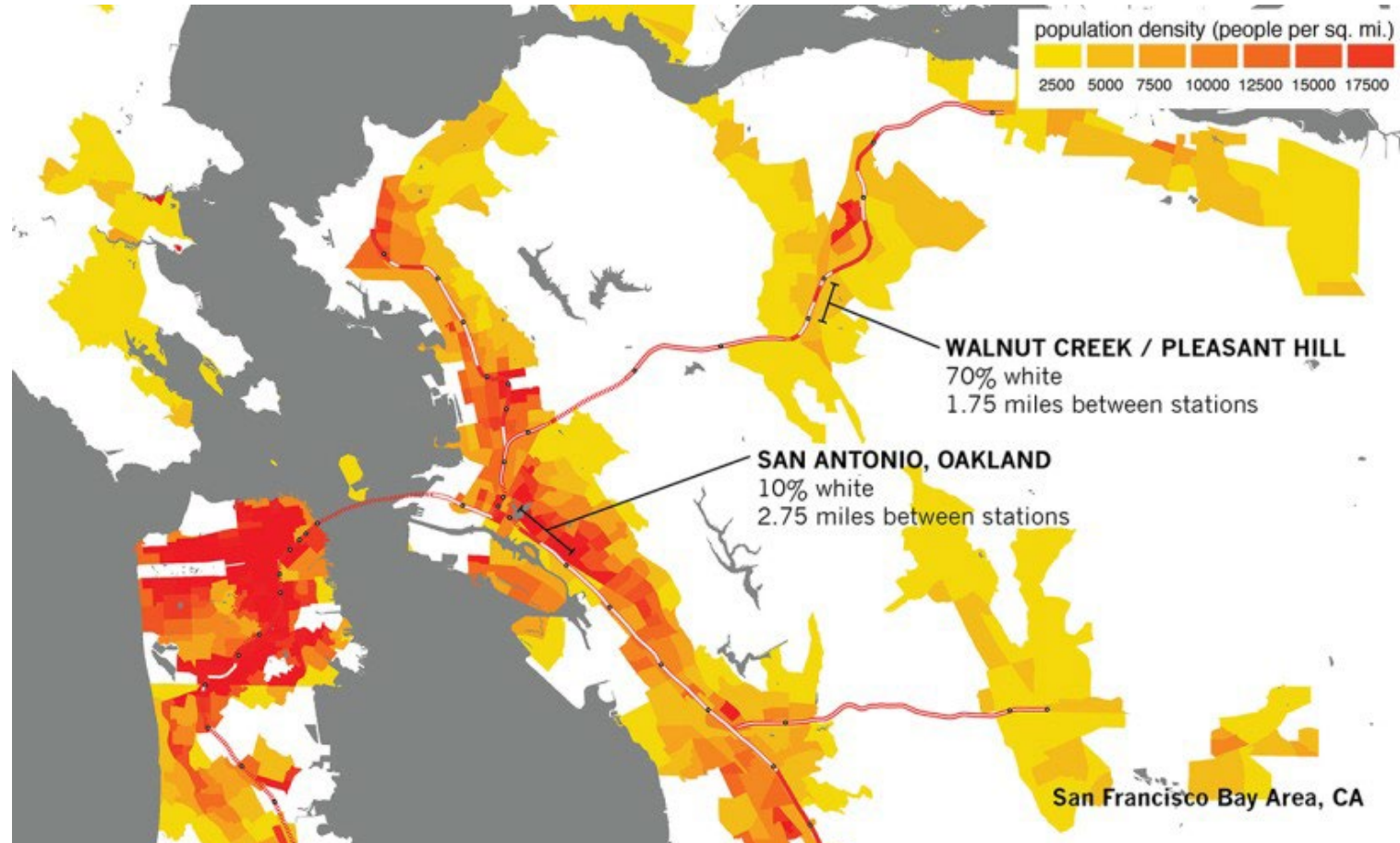
Houston, TX

- At West Bellfort, off the Southwest Freeway near the Fort Bend County line, passengers heading Downtown have a choice:
 - A 30-minute ride on a **Park and Ride bus** for \$3.25
 - An almost 1.5 hour ride on a **local bus** for \$1.25
- **Park and Ride bus:** has plush reclining seats, designed for comfort, gets on an HOV lane separated from regular traffic, stops outside downtown have a canopy and seating for waiting passengers
- **Local bus:** has plastic seats (designed to be easy to clean), bumps along local streets, delayed by traffic lights and cars turning into driveways, some stops no more than a sign on a narrow sidewalk (no shade or seating)
- Park & ride ridership is **60% white**
- Local bus ridership is **60% black**

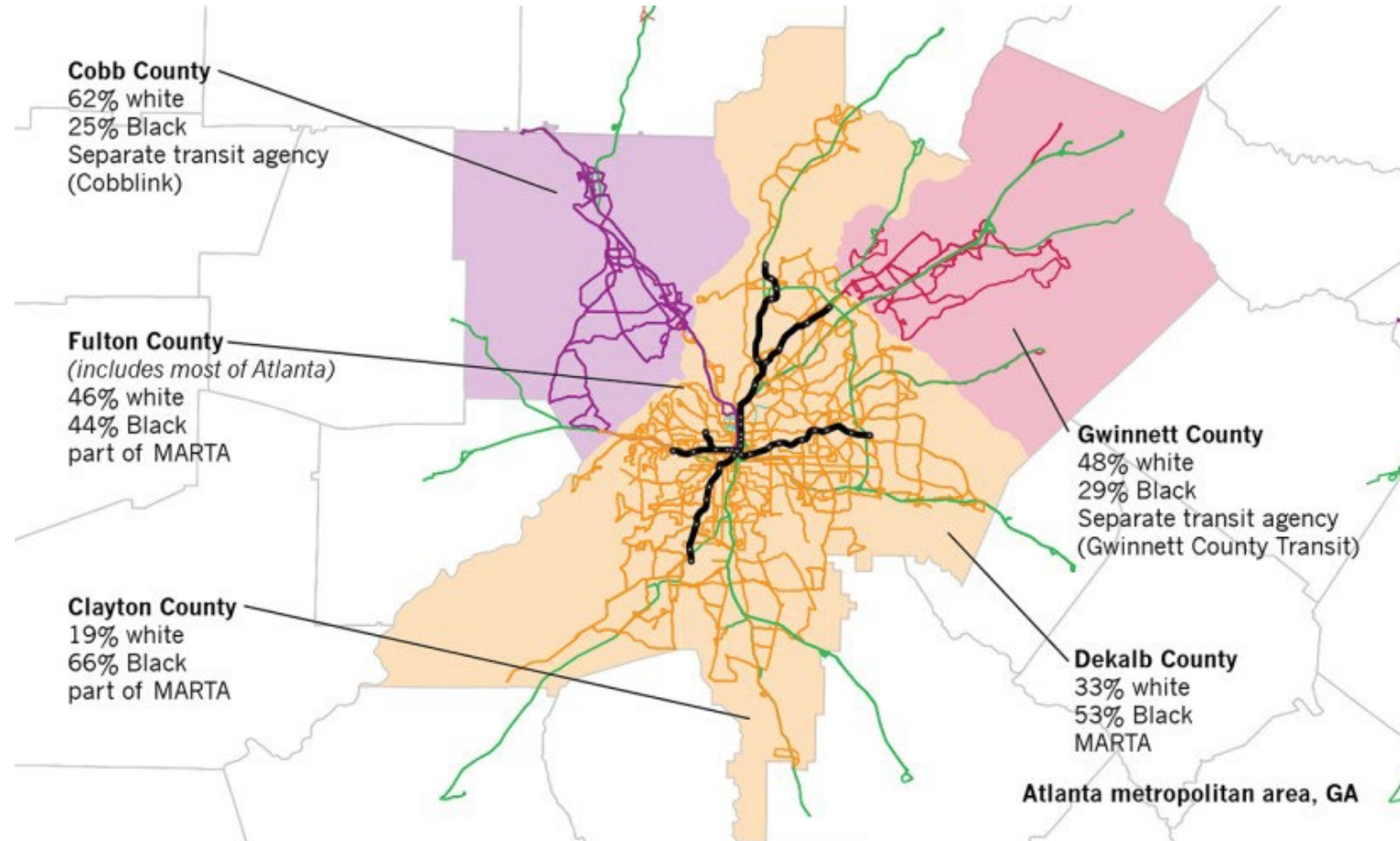
Transit Inequity – Denver, USA



Transit Inequity – Oakland, USA



Transit Inequity – Atlanta, USA



Greenwood Community in Tulsa, OK

- After the 1921 destruction of the Greenwood community, black homeowners and businesses were re-established (often under the cover of darkness to circumvent new building codes aimed at preventing reconstruction)
- Federal-Aid Highway Acts of 1965 and 1968
 - As early as 1957, Tulsa's Comprehensive Plan included creating a ring road (locally dubbed the Inner-Dispersal Loop, or IDL); a tangle of four highways encircling the downtown area
 - North (I-244) and east (U.S. 75) sections of the IDL were designed to replace the dense, diverse, mixed-use, mixed-income, pedestrian, and transit-oriented Greenwood and Kendall-Whittier neighborhoods



Highway Displacement & Segregation

- U.S. Department of Transportation estimates more than **475,000 households** and more than a **million people** were displaced nationwide because of the federal roadway construction
- Deborah Archer argues policymakers and planners saw highway construction as a convenient way to raze neighborhoods considered undesirable or blighted
 - Deployed the massive infrastructure elements—multi-lane roadbeds, concrete walls, ramps and overpasses—as **tools of segregation, physical buffers** to isolate communities of color
- In the first half of the 20th century, Miami’s culturally vibrant Black community of Overtown was widely considered the “Harlem of the South” and “Little Broadway”
 - After the passage of the 1956 highway bill, the expansion of I-95 through Miami led to the destruction of 87 acres of housing and commercial property in the community
 - Only **8,000** of an estimated population of **40,000** remained in Overtown after the highway expansion

Land Use

Seneca Village

- Located between West 82nd and West 89th Street in New York
- Predominantly **African-American owned** community (i.e., having the right to vote) established around 1825
 - 1855 population was 225 (2/3 African-American and 1/3 Irish immigrants)
- Levelled in mid-19th century to make way for **Central Park**
- Acquired through **eminent domain**



Surface Temperature & Income

Omaha, NE

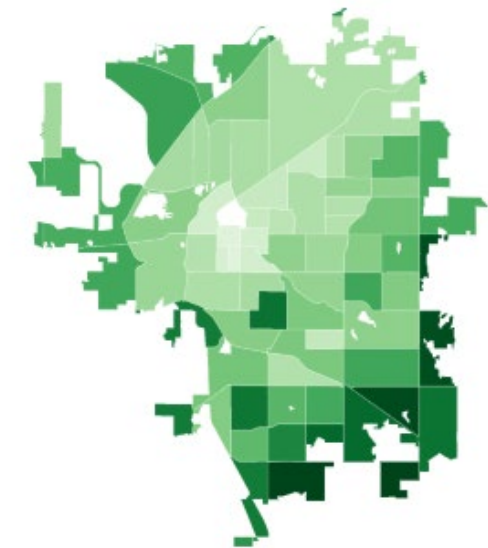
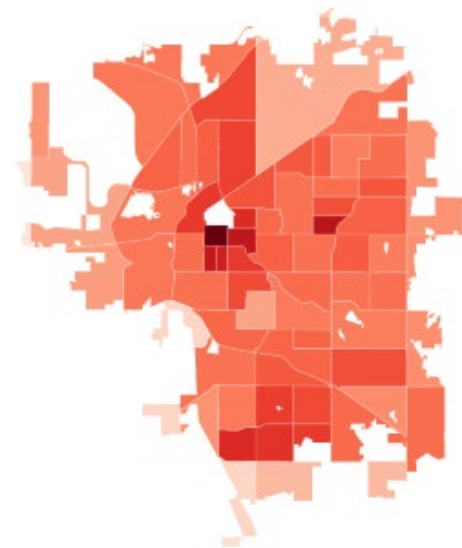
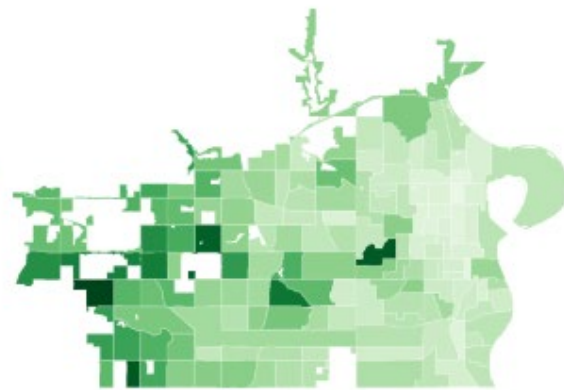
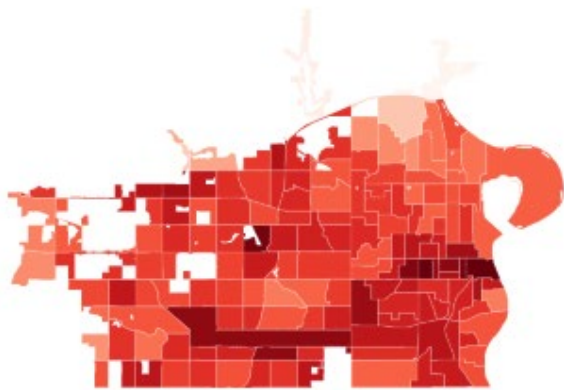
Lincoln, NE

SURFACE TEMP.

INCOME

SURFACE TEMP.

INCOME



Surface Temperature & Income

Differences In Tree Cover In Baltimore

One of the reasons low-income areas of cities are often hotter is that they tend to have less green cover than do wealthier areas.



This is a street on the edge of Broadway East, one of the city's hottest neighborhoods. It's also in one of the poorest areas of Baltimore.



Roland Park is a cooler neighborhood in a more affluent part of the city.

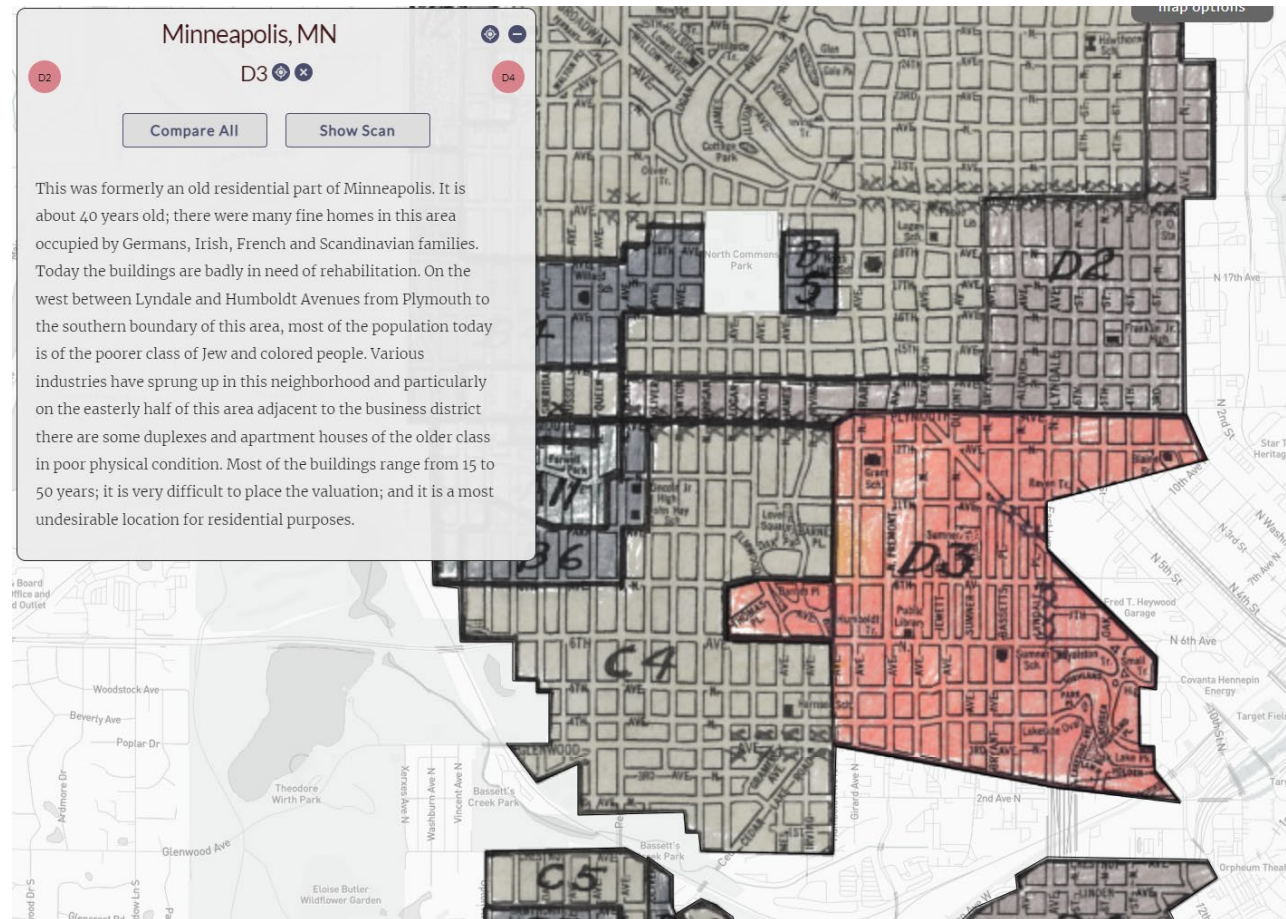
Robert Moses & New York

- Built Jones Beach as a public beach but **built parkway overpasses too low for buses**, knowing African-Americans did not own cars and took bus
- 7,000 African-Americans and Hispanics evicted to make room for Lincoln Center
- Set pools in Harlem to **colder temperatures** believing African-Americans didn't like cold temperatures



Redlining

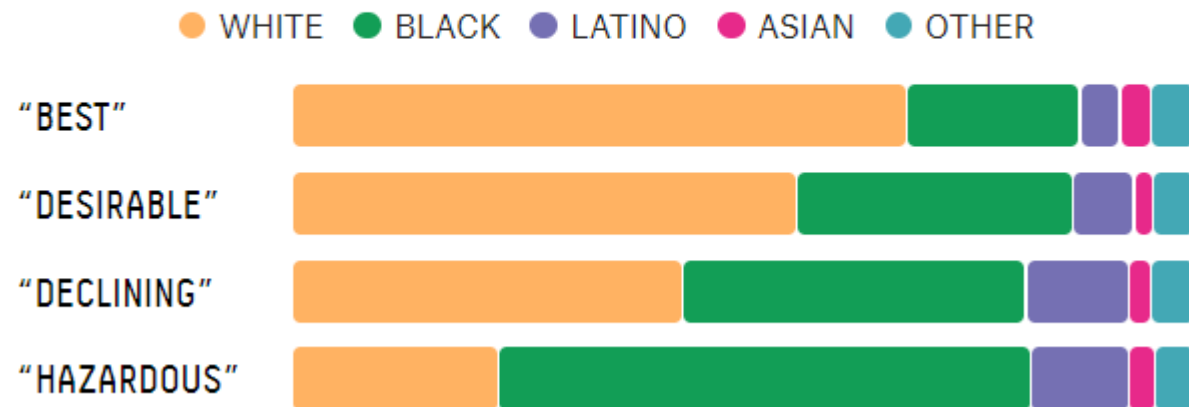
<https://dsl.richmond.edu/panorama/redlining/#loc=14/40.809/-96.683&mapview=graded&city=lincoln-ne&adview=full>



Levittown

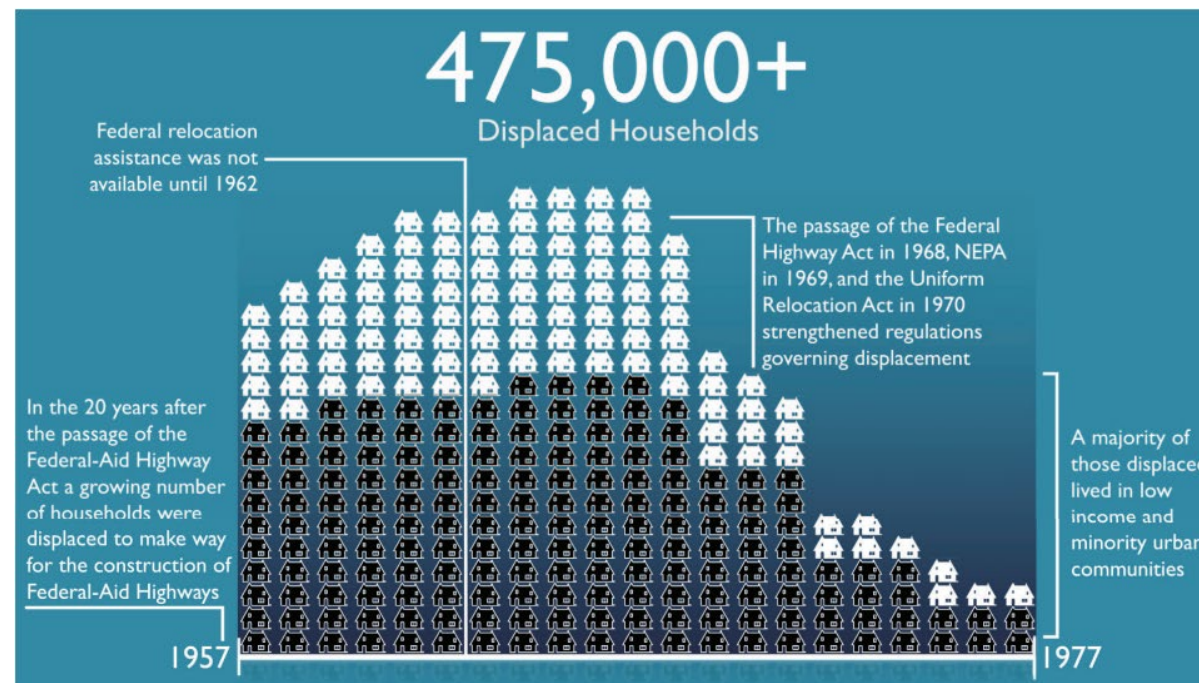
William Levitt, who developed the **Levittown suburban communities** for returning World War II veterans, complied with the Federal Housing Administration (FHA) by only selling to white veterans and creating deeds that **prohibited** them from reselling their homes to Black Americans

The racial makeup of Cleveland's formerly redlined zones, by rating



Other Interesting Facts...

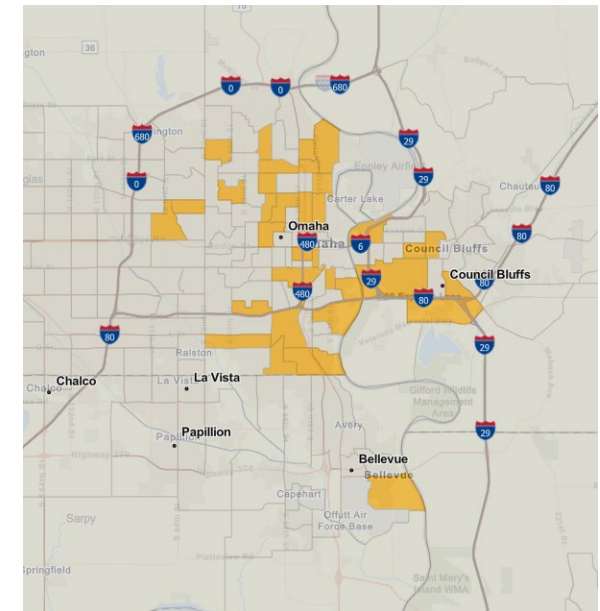
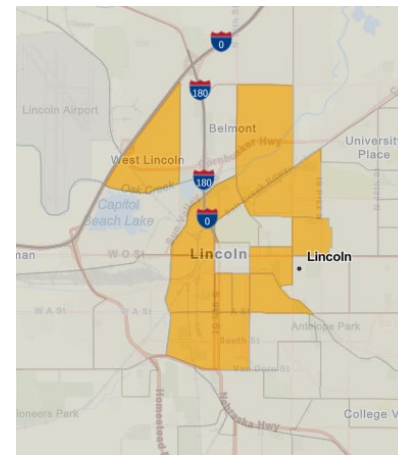
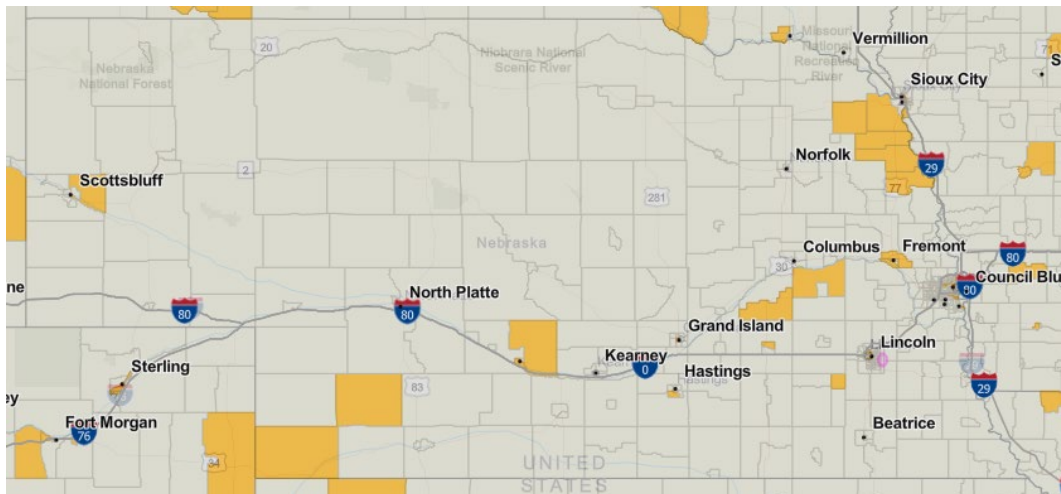
- From the early 1920s through 1978, more than **80 percent** of Houston's garbage landfills and incinerators were located in mostly Black neighborhoods - even though Blacks made up only **25 percent** of the city's population!



What To Do?

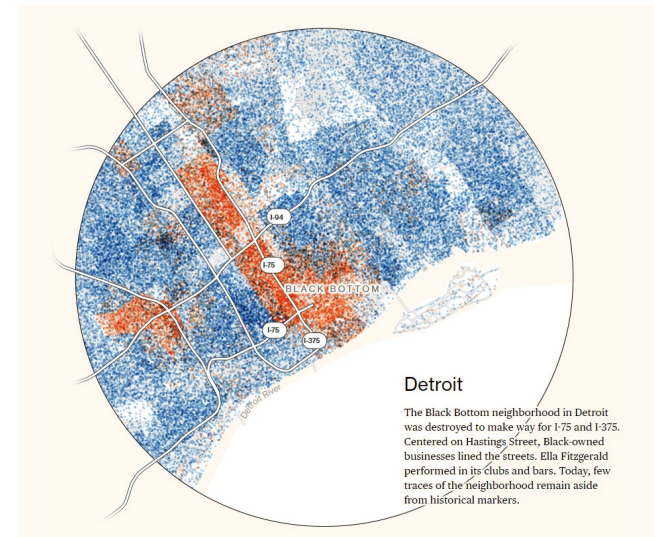
Reconnecting Communities Pilot Program

- “\$1B over 5 years... for planning, capital construction, & technical assistance to **equitably and safely restore community connectivity** through the remove, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development”
- **JUSTICE40 Initiative:** 40% of climate investments go to disadvantaged communities (currently 63 census tracts in Nebraska)
- Transportation Secretary Buttigieg says “[racism physically built into some of our highways](#)” and there is “[lasting damage](#)”



What It Looks Like to Reconnect Black Communities Torn Apart by Highways

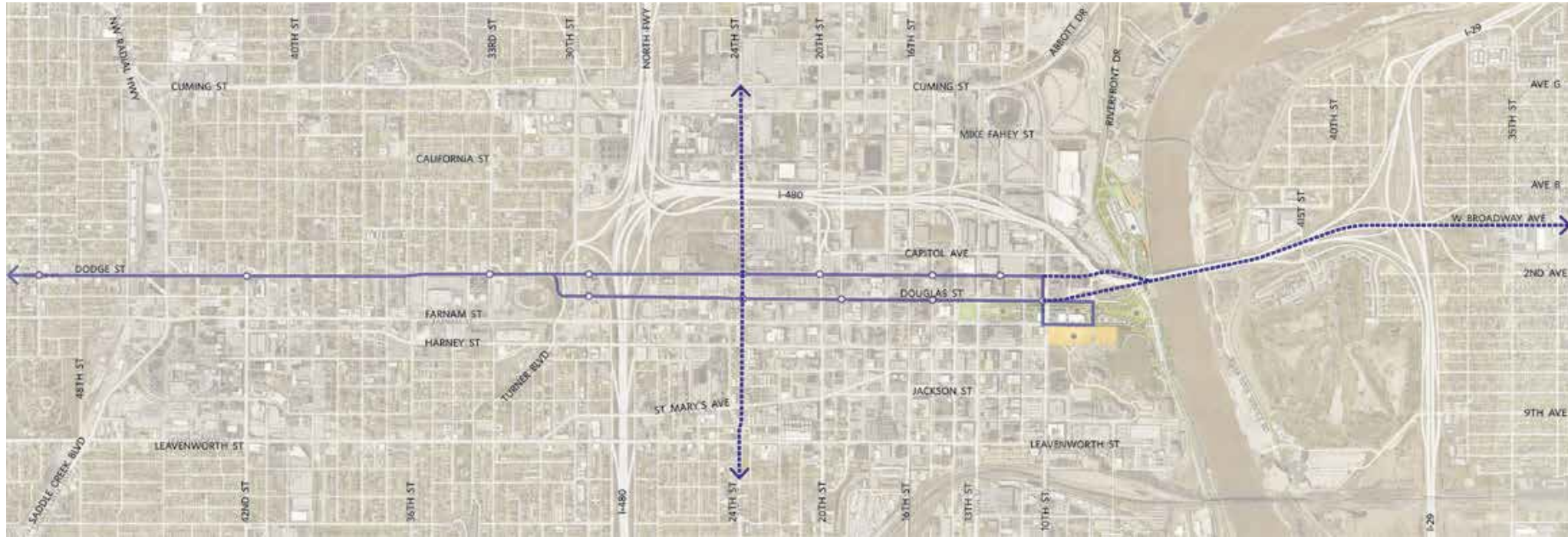
<https://www.bloomberg.com/graphics/2021-urban-highways-infrastructure-racism/>



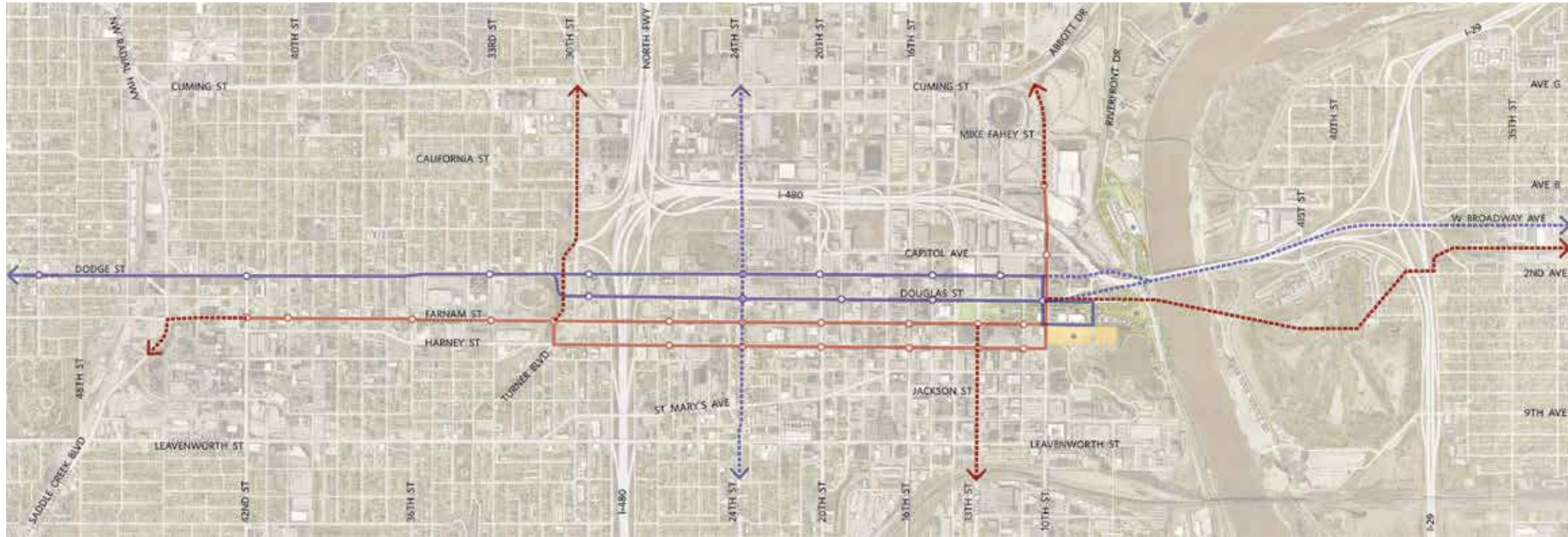
Omaha I-480 LID



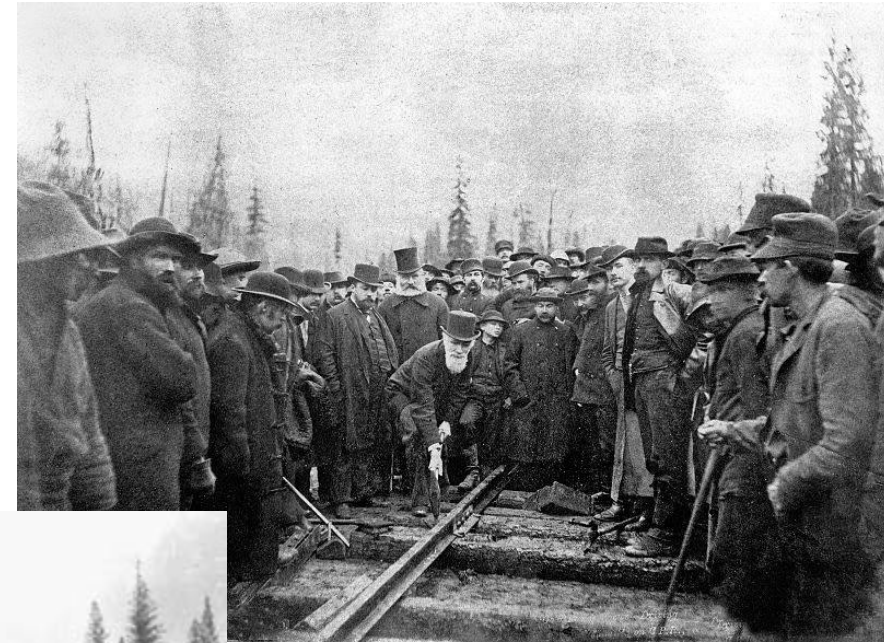
BRT Extensions



Streetcar Extensions



Canadian Pacific Railway



<https://www2.gov.bc.ca/gov/content/governments/multiculturalism-anti-racism/chinese-legacy-bc/history/building-the-railway>

Canadian Pacific Railway

Chinese workers were paid **\$1.00 a day**, and from this \$1.00, they had to pay for their food and gear. White workers were paid **\$1.50 to \$2.50** per day and did not have to pay for provisions. As well as being paid less, Chinese workers were given the **most dangerous tasks**, such as handling the explosive nitroglycerin used to break up solid rock. Due to the harsh conditions they faced, hundreds of Chinese Canadians working on the railway died from accidents, winter cold, illness and malnutrition.

