

EQUITY & MOBILITY

BY RYAN MARTINSON
JULY 2018

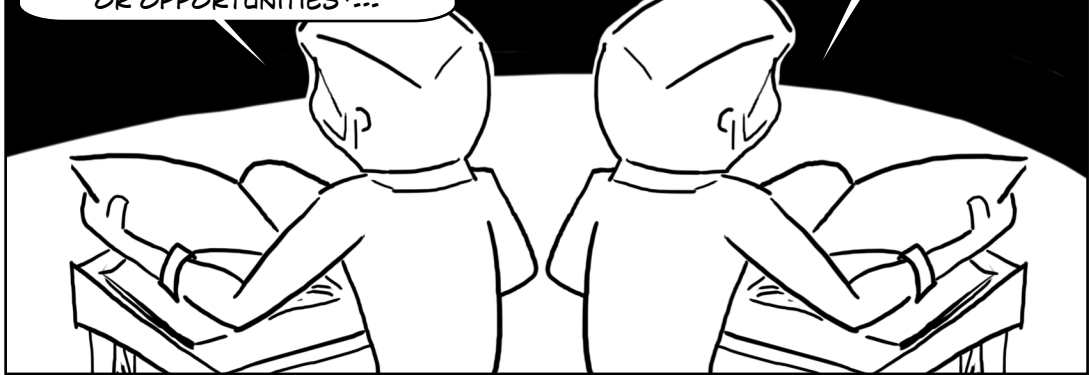
THE WORD "EQUITY" SOUNDS A LOT LIKE "EQUALITY"



... BUT THERE MUST BE A DIFFERENCE... AND WHY SHOULD WE CARE ABOUT IT?

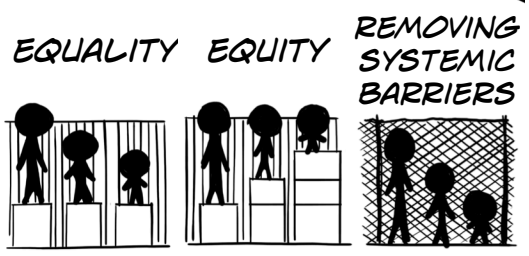
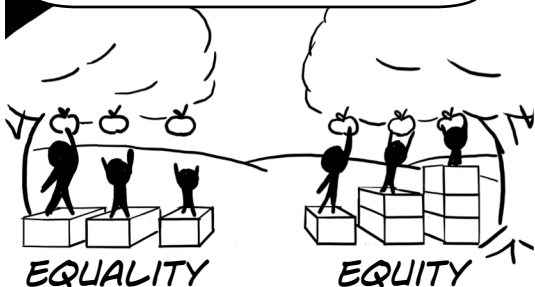
ACCORDING TO THE OXFORD ENGLISH DICTIONARY, **EQUALITY** IS DEFINED AS: "THE STATE OF BEING EQUAL, ESPECIALLY IN STATUS, RIGHTS, OR OPPORTUNITIES"....

WHEREAS **EQUITY** IS DEFINED AS: "THE QUALITY OF BEING FAIR AND IMPARTIAL" WHICH IS MORE THAN JUST HAVING THE 'SAME'.



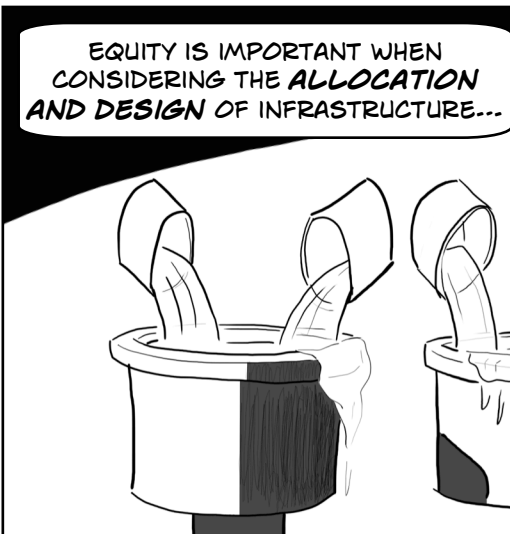
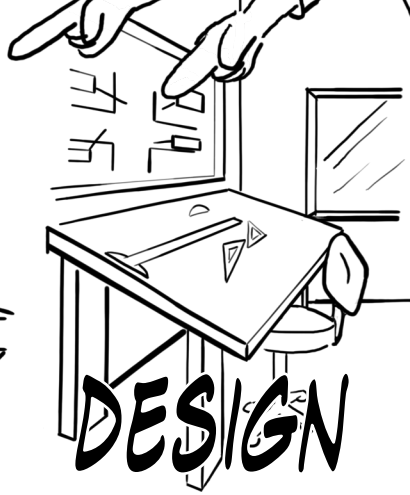
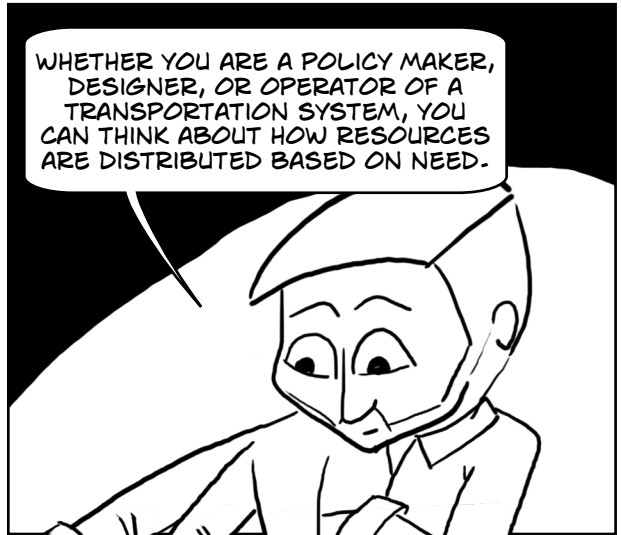
EQUITY IS ABOUT THE FAIR AND IMPARTIAL ALLOCATION OF RESOURCES BASED ON THE NEEDS OF THE POPULATION

IT'S IMPORTANT TO REMEMBER THAT THERE ARE DEEP ROOTS TO INEQUITY THAT WE FACE IN OUR SOCIETY.



NOT JUST THE EQUAL SHARING OF RESOURCES ACROSS THE POPULATION

AS SUCH, **REMOVING SYSTEMIC BARRIERS** IS ALSO A MEANS OF CHANGING THE CURRENT STATUS QUO.



THIS CAN ALSO INCLUDE THE MAKE-UP OF THE **PROFESSIONS, FIRMS, AND AGENCIES** THAT ARE DELIVERING THE INFRASTRUCTURE,



OR THE MAKE-UP AND PRIVILEGE OF THE **INDIVIDUAL** PEOPLE MAKING DECISIONS ABOUT RESOURCE ALLOCATION

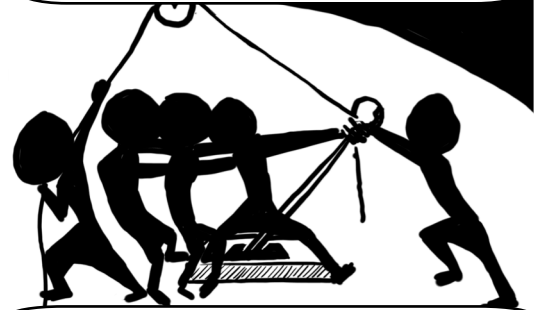
INEQUITY IN THESE AREAS IS A SYSTEMIC ISSUE THAT EXISTS IN OUR EDUCATION SYSTEM



AND SOCIETY.



AND LIKE ALL COMPLEX PROBLEMS, MANY PEOPLE NEED TO WORK TOGETHER TO CHANGE THE SYSTEM THAT IS CREATING AND REINFORCING THESE BIASES.



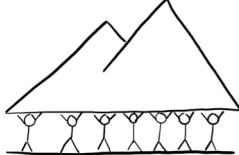
UNDERSTANDING OUR PERSONAL **POWER AND PRIVILEGE** CAN BE A GOOD PLACE TO START...

TWO KINDS OF POWER THAT ARE AT PLAY WHEN SOCIETIES ARE GOVERNING THEMSELVES ARE POWER-OVER AND POWER-WITH

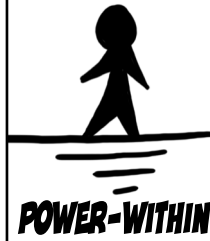
POWER-OVER POWER-WITH



DESCRIPTION:
COMPETITIVE,
HIERARCHICAL,
SEPARATION-BASED
VALUES.
CONTROL THROUGH
DOMINATION OR
FORCE.



DESCRIPTION:
CONNECTED,
COOPERATIVE,
SENSUS
WAY OF LIFE.
POWER EXERCISED
COOPERATIVELY AMONG
EQUALS.



POWER-WITHIN

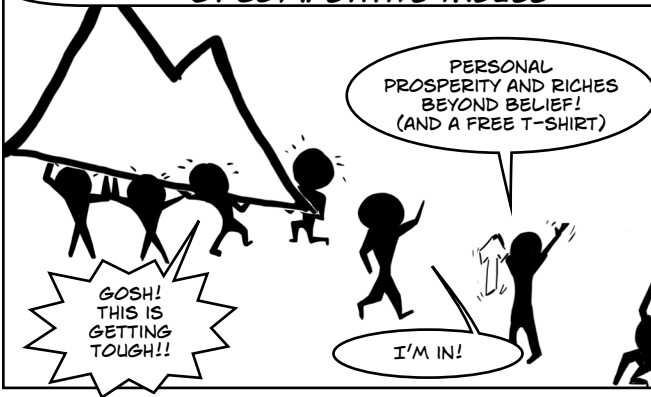


AUTHORITY

THERE ARE TWO OTHER KINDS OF POWER THAT ARE SUPER NEAT TO THINK ABOUT, BUT FOR NOW WE'LL LOOK AT THOSE FIRST TWO SINCE THEY SPEAK MORE TO THE SYSTEMIC POWER STRUGGLES THAT SHOW UP IN ISSUES OF EQUITY.

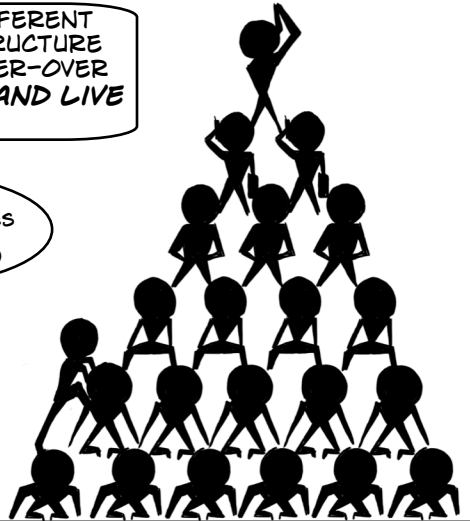


SO WHEN TWO SOCIETIES MEET UNDER DIFFERENT POWER STRUCTURES, THE POWER-WITH STRUCTURE CAN EASILY BE OVERWHELMED BY THE POWER-OVER STRUCTURE AND BE FORCED TO ABSORB AND LIVE BY COMPETITIVE VALUES.



GOSH!
THIS IS
GETTING
TOUGH!!

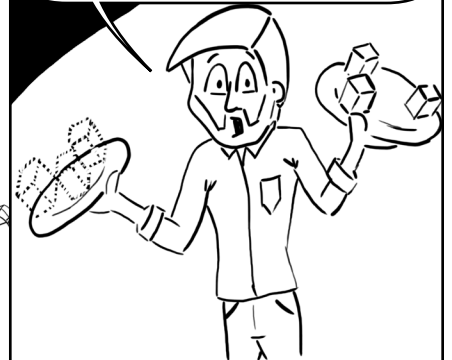
I'M IN!



TROUBLE IS, WHEN SOCIETIES OPERATE IN THE POWER-OVER DYNAMIC, THERE IS A CHANCE THIS POWER WILL PROVIDE AN UNFAIR ADVANTAGE FOR SPECIFIC GROUPS TO ACCESS RESOURCES OR SERVICES.

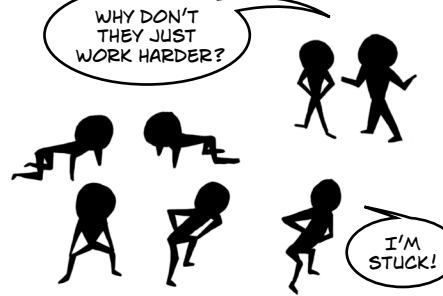
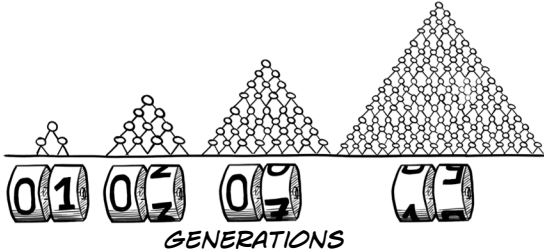


WHICH LEAVES LESS FOR OTHERS WHO MAY BE IN HIGHER NEED. ESPECIALLY, THOSE WHO DON'T HAVE THE CAPACITY TO ADVOCATE IN THIS SYSTEM.



TROUBLE IS, THIS POWER STRUCTURE HAS BEEN IN PLAY FOR MANY GENERATIONS AND HAS RESULTED IN **PERMANENT, IRREVERSIBLE, STRUCTURAL ADVANTAGES** TO CERTAIN GROUPS IN OUR SOCIETY.

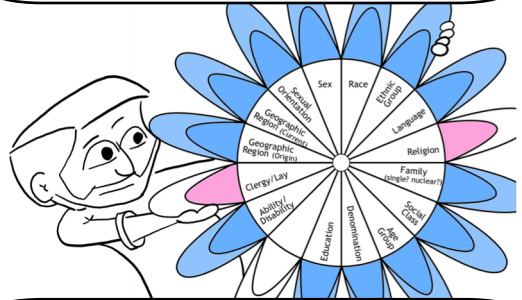
AS SUCH, WE SHOULD TAKE THE TIME TO ACKNOWLEDGE OUR PRIVILEGE AND HOW THAT CONTRIBUTED TO WHERE WE ARE IN SOCIETY AND THE ADVANTAGE THAT WE MAY HAVE BENEFITTED FROM IT.



WHEN YOU FIRST START THINKING ABOUT YOUR OWN PRIVILEGE, IT CAN FEEL AWKWARD...

... AT LEAST IT DID FOR ME!

BUT TOOLS LIKE THE **POWER FLOWER** HELP YOU IDENTIFY WHERE YOUR BACKGROUND ALIGNS WITH THE GROUP IN POWER AND THE ADVANTAGE THAT YOU MAY HAVE RECEIVED.



WHEN YOU START TO UNDERSTAND YOUR PRIVILEGE IN SOCIETY, THIS MAY LEAVE YOU WITH A STRONG FEELING OF GUILT...

BUT REMEMBER, **GUILT** IS SHAME OVER SOME ACTION THAT WAS A CHOICE, SOMETHING INTENTIONAL, OR IN OUR CONTROL.

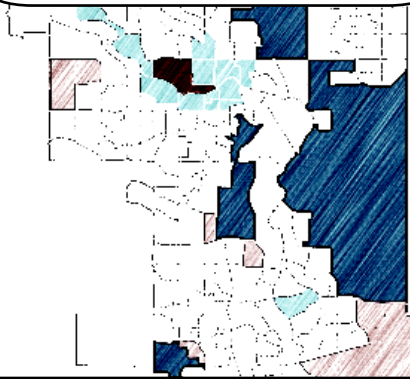


IN MOST CASES THE ADVANTAGE OUR PREVIOUS GENERATIONS RECEIVED WAS NOT OUR PERSONAL INTENTION.

ALTERNATIVELY, WE CAN THINK OF THIS AS A **RESPONSIBILITY** THAT WE HAVE. WHERE RESPONSIBILITY REFERS TO HOLDING OURSELVES ACCOUNTABLE FOR A **WRONG THAT WE INHERITED** FROM THE GENERATIONS WHO WENT BEFORE US.



MUCH OF THE WORK THAT IS DONE ON EQUITY IN THE TRANSPORTATION SYSTEM IS AROUND THE ACCESS TO A NETWORK (GEOGRAPHIC EQUITY)



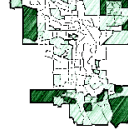
INCOME



HOME OWNERSHIP



FAMILY TYPE



IMMIGRANT



Equity Indicator Quintiles

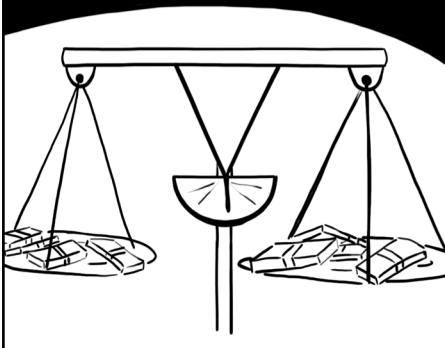
OR, THE CHARACTERISTICS OF THE POPULATION THAT THE FACILITIES OR PROGRAMS SERVE (SOCIODEMOGRAPHIC EQUITY)

IN PARTICULAR, THIS COULD BE LOOKING AT HOW NETWORKS ARE PLANNED AND PRIORITIZED WITH DUE CONSIDERATION OF INCOME, ETHNICITY, ...

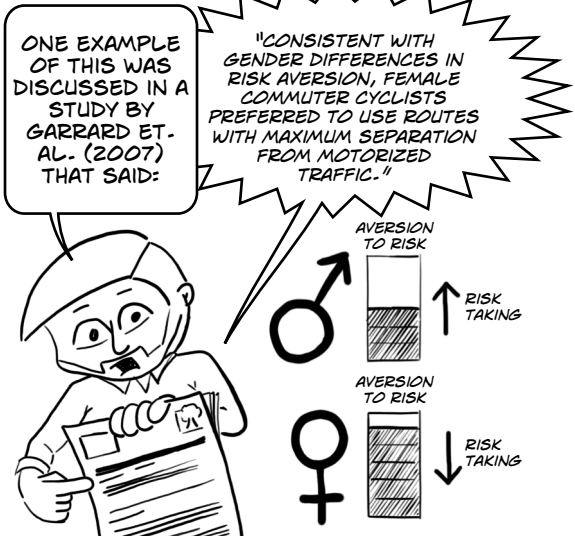
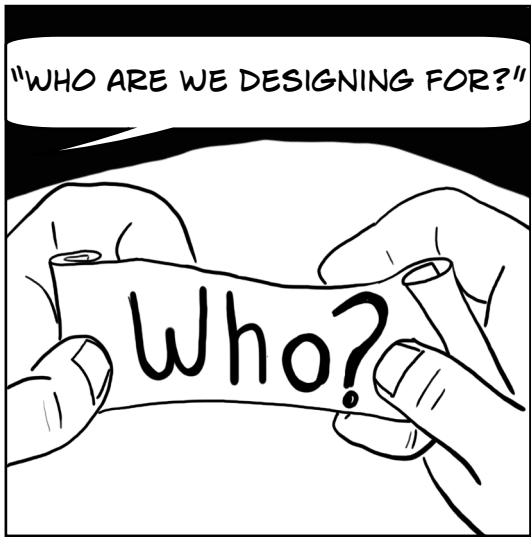


... AGE, ACCESS TO TRANSPORTATION OPTIONS, OR SPECIAL MOBILITY REQUIREMENTS.

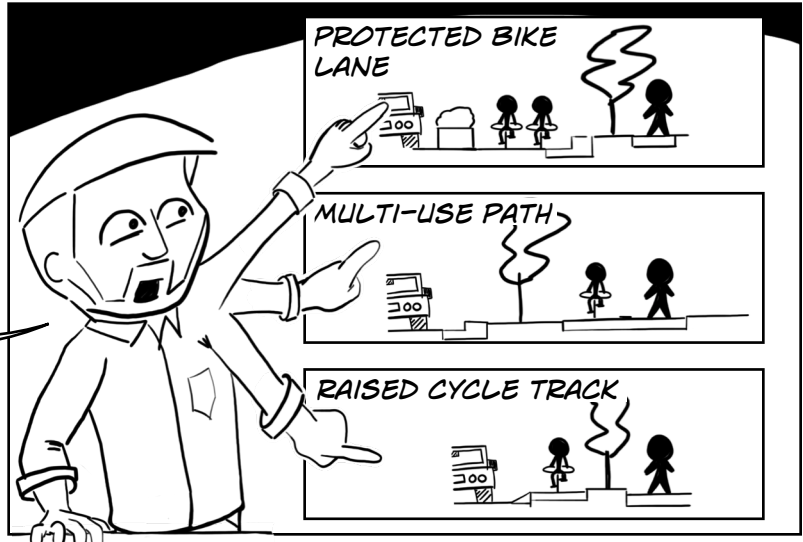
THIS TYPE OF ANALYSIS AND SUBSEQUENT POLICY WORK CAN THEN FOCUS ON THE FUNDING AND ALLOCATION OF THE INFRASTRUCTURE

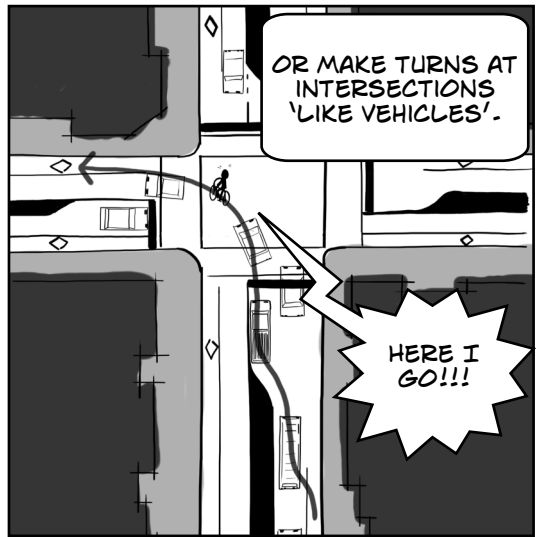
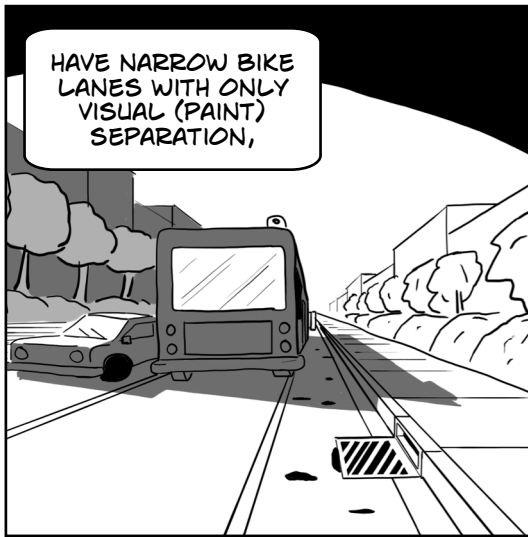
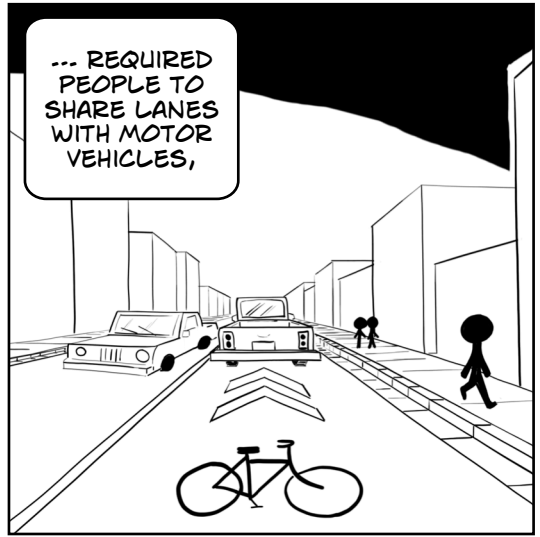


WHICH IS REALLY IMPORTANT TO ENSURE THE SYSTEM IS FAIR, IMPARTIAL, AND PROVIDING SERVICES IN THE AREAS THAT MAY NEED IT THE MOST.



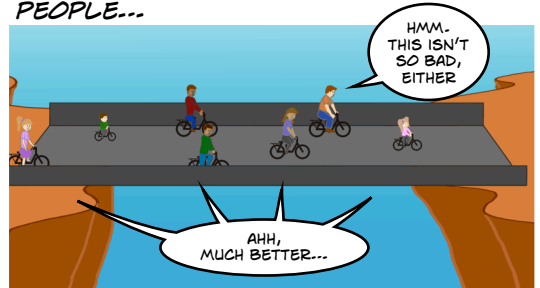
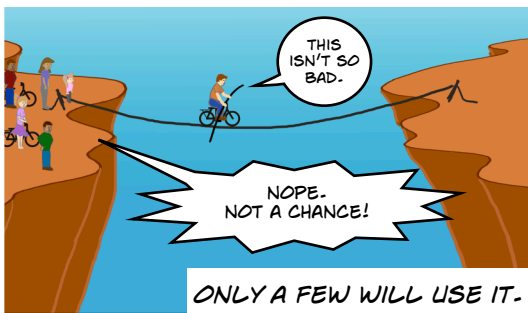
IT WENT ON TO SAY THAT BICYCLE INFRASTRUCTURE "THAT PROVIDES A HIGH DEGREE OF SEPARATION FROM MOTOR TRAFFIC IS LIKELY TO BE IMPORTANT FOR INCREASING TRANSPORTATION CYCLING AMONGST UNDER-REPRESENTED POPULATION GROUPS SUCH AS WOMEN"





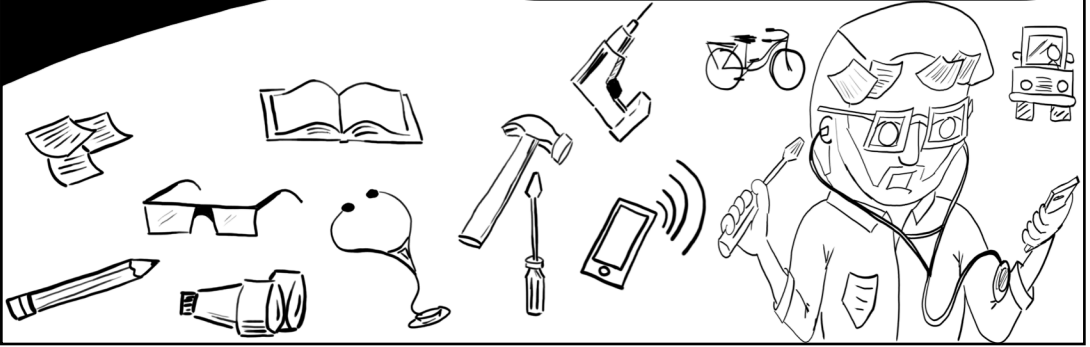
THESE DESIGNS WERE ONLY DEEMED SUITABLE FOR A SMALL PORTION OF OUR SOCIETY. AND, WHEN THE INFRASTRUCTURE IS ONLY COMFORTABLE FOR A SMALL GROUP OF PEOPLE...

BUT, WITH INFRASTRUCTURE THAT IS COMFORTABLE AND SAFE FOR MOST PEOPLE...



SO FAR WE'VE COVERED HOW DESIGN TREATMENTS CAN EFFECT THE INCLUSIVITY OF A PLACE. IT'S IMPORTANT TO ALSO CONSIDER HOW MOBILITY 'TOOLS' CONTRIBUTE TO EQUITY AND INCLUSIVITY.

TOOLS HAVE BEEN USED BY HUMANS TO **EXTEND AND AMPLIFY** OUR SENSES AND CAPABILITIES FOR AS LONG AS WE'VE BEEN CREATING THEM. FOR EXAMPLE, BOOKS TO EXTEND OUR MEMORIES, PHONES TO EXTEND OUR VOICES, GLASSES TO ENHANCE OUR VISION, OR BICYCLES AND CARS AS EXTENSIONS OF OUR LEGS.



AND IN THAT WAY, WE WOULD THINK IT'S RATHER STRANGE TO FEEL THAT THE TOOL WE USE, OR HAVE AVAILABLE TO US, MAKES US BETTER THAN SOMEONE ELSE.



BUT THIS BIAS TOWARDS AUTOMATION, POWER, AND DISTANCE HAS PERMEATED INTO OUR DESIGN GUIDANCE, DECISION MAKING, AND DISCOURSE.



THIS BIAS RESULTED IN DESIGN GUIDANCE THAT WOULD CONSIDER BUSES AND BIKES SHARING A LANE TO BE APPROPRIATE...



... AND COUNT AS A LEGITIMATE PART OF THE BICYCLE NETWORK IN A CITY.

FORTUNATELY, NEW DESIGN GUIDANCE IS BEING PUBLISHED, THAT IS BACKED BY RESEARCH, SUGGESTS A HUMAN-SCALED APPROACH TO MOBILITY...



AND THE INFRASTRUCTURE THAT YOU SHOULD BUILD IS CLEARLY MEANT FOR **ALL AGES AND ABILITIES.**

ALSO, THE TOOLS THAT WE CHOOSE TO USE OR HAVE AVAILABLE TO US SHOULD NOT MEAN WE CAN'T PARTICIPATE FULLY IN OUR DAY TO DAY REQUIREMENTS OR DESIRES.

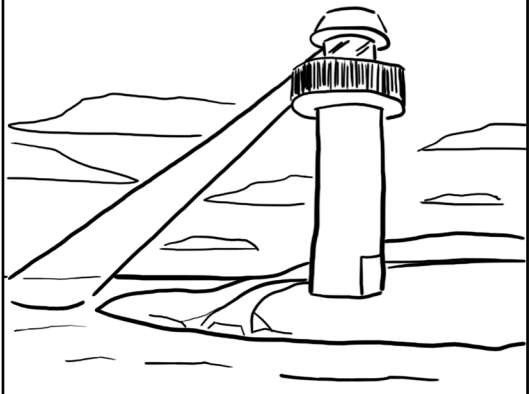
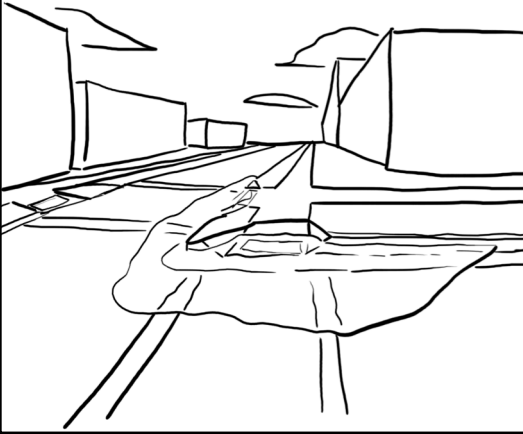


FOR EXAMPLE, A SMALL LIP AT AN ENTRANCE

...MAY AS WELL BE A WALL TO A PERSON USING A WHEELCHAIR.

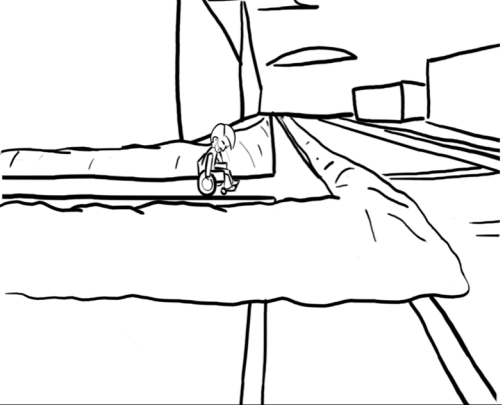


OR A FLOODED CATCH BASIN BLOCKING A WHEELCHAIR RAMP,



MAY AS WELL BE AN OCEAN BETWEEN WHERE YOU ARE AND WHERE YOU WANT TO BE.

OR A POORLY MANAGED SNOW DRIFT AT A STREET CROSSING OR SLIPPERY SIDEWALKS IN YOUR NEIGHBOURHOOD,

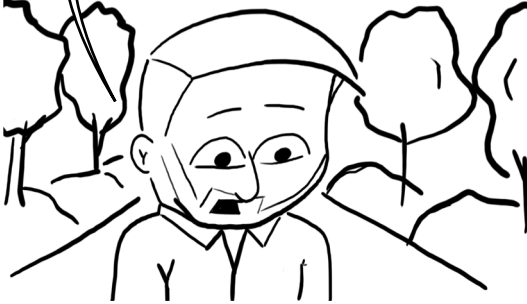


MAY AS WELL BE THE EDGE OF THE CAGE YOU LIVE WITHIN UNTIL THE SEASONS CHANGE.

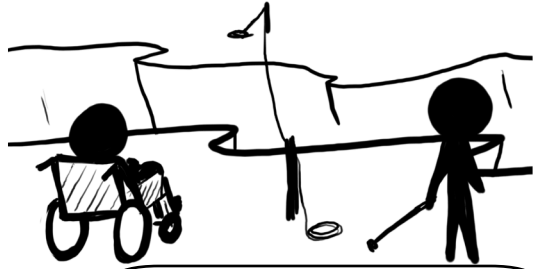


THE TOOLS WE USE TO GET AROUND SHOULD NOT MEAN WE MUST SETTLE FOR A DIFFERENT STANDARD OF LIVING OR LEVEL OF HUMAN DIGNITY.

TO SERVE AS A JUMPING OFF POINT FOR FUTURE CHANGE, HERE ARE SOME OF THE WAYS THAT AN INDIVIDUAL, AGENCY, PROFESSION, OR PUBLIC CAN THINK AND ACT ON THE IDEA OF EQUITY IN OUR TRANSPORTATION SYSTEM:



INDIVIDUAL: EMPATHY EXERCISES (SPEND A DAY IN A WHEELCHAIR, EXPERIENCE SIGHT LOSS OR HEARING LOSS THROUGH SENSITIVITY TRAINING)

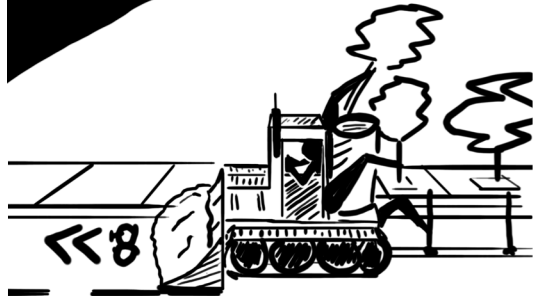


BUT REMEMBER, THIS DOESN'T MAKE YOU AN EXPERT, IT MERELY OPENS YOUR EYES TO NEW ISSUES TO SET YOUR SIGHTS ON.



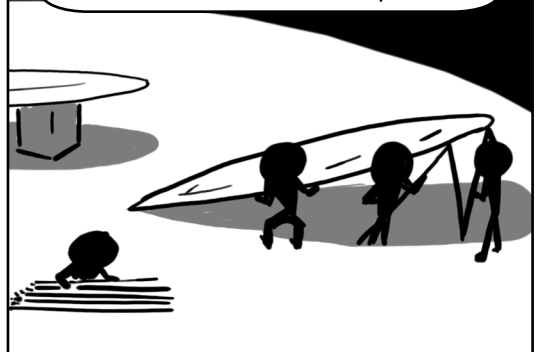
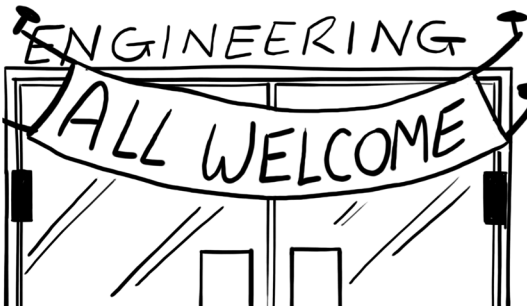
INDIVIDUAL: UNDERSTAND AND IMPLEMENT BEST PRACTICE DESIGN THAT IS BASED ON CURRENT RESEARCH AND DESIGN THINKING.

PROFESSION: CONTINUE TO ADOPT DESIGN PRACTICES THAT HAVE BEEN PROVEN TO INCREASE THE COMFORT AND SAFETY OF THE DESIGN USER.



PROFESSION: TAKE ACTION TO REMOVE SYSTEMIC BARRIERS THAT MAY EXIST WHICH LIMIT CERTAIN GROUPS OF PEOPLE FROM PARTICIPATING IN THE PROFESSION.

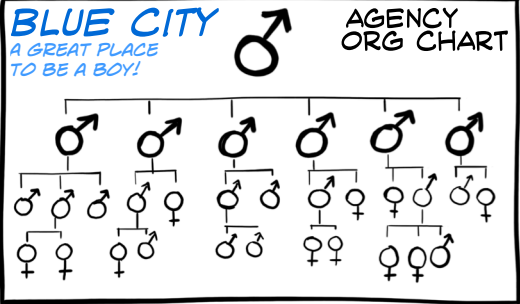
AGENCY: PLAN AND PRIORITIZE INFRASTRUCTURE AND POLICIES THAT ARE SENSITIVE TO DISPARITIES BETWEEN VARIOUS POPULATIONS AND THE NEEDS THAT MAY DIFFER ACROSS THE AREA. THINK ABOUT CAPACITY-BUILDING OPPORTUNITIES, TOO.



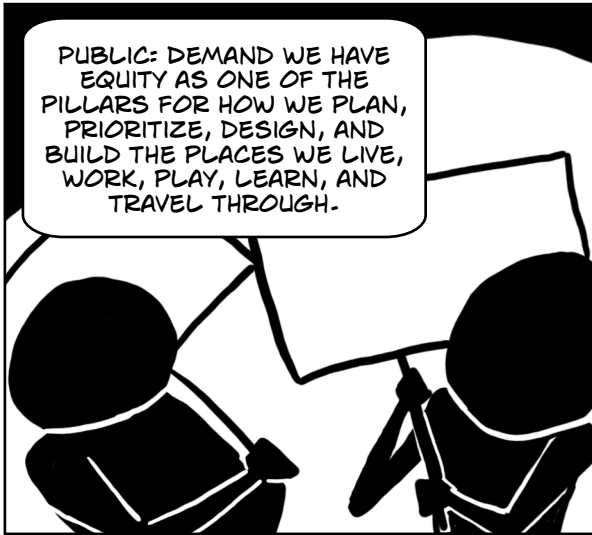
AGENCY: DESIGN AND CONSTRUCT INFRASTRUCTURE THAT WILL BE COMFORTABLE AND SAFE FOR THE ENTIRE POPULATION



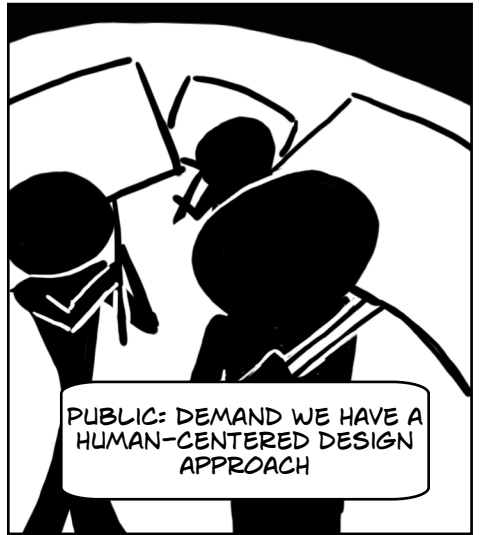
AGENCY: BE COGNIZANT OF THE DIVERSITY WITHIN THE AGENCY AND DISPARITIES THAT MAY EXIST IN THE RANKS OF THE DESIGNERS AND THE DECISION-MAKERS



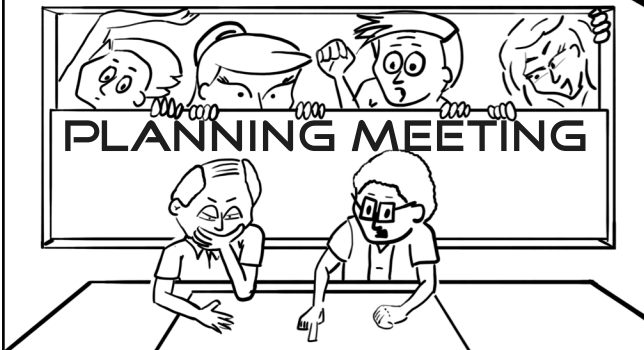
PUBLIC: DEMAND WE HAVE EQUITY AS ONE OF THE PILLARS FOR HOW WE PLAN, PRIORITIZE, DESIGN, AND BUILD THE PLACES WE LIVE, WORK, PLAY, LEARN, AND TRAVEL THROUGH.



PUBLIC: DEMAND WE HAVE A HUMAN-CENTERED DESIGN APPROACH



PUBLIC: DEMAND TO BE INVOLVED IN THE PLANNING AND DESIGN PROCESS. EVERY VOICE IS IMPORTANT TO BE HEARD AND CONSIDERED BY THE PEOPLE MAKING DECISIONS THAT AFFECT OUR DAILY LIVES.



SO, WHAT DO YOU SAY? LET'S TAKE SOME OF THESE IDEAS FOR CHANGE AND MAKE A MORE INCLUSIVE AND WELCOMING SOCIETY TOGETHER!



THE END... FOR NOW. - RM '18