



MINNESOTA

COUNCIL ON TRANSPORTATION ACCESS

Transportation Equity and Disability Justice

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What is Transportation Equity?

MnDOT's Advancing Transportation Equity Initiative

<https://dot.state.mn.us/planning/program/advancing-transportation-equity/>

Transportation equity means the benefits and burdens of transportation systems, services and spending are fair and just, which historically has not been the case. Transportation equity requires ensuring underserved communities, especially Black, Indigenous and People of Color, share in the power of decision making.

<https://minnesotago.org/final-plans/sntp-final-plan-2022>

Under equality, everyone gets the same resources. Under equity, the specific historical and present-day circumstances and abilities of individuals and communities are taken into consideration to provide appropriate solutions that provide everyone with opportunities to live safe and healthy lives.



Source: FHA, <https://highways.dot.gov/public-roads/spring-2023/05>

Transportation Access and Equity

Why do we need equity in transportation access? Equity must be prioritized in planning processes to enable all people to access and benefit from transportation, transit, and active transportation, to maximize the environmental and health benefits for society

- Over 1 million rural households do not have access to a car (nationwide)
- 27% of households below the poverty line do not own a car (nationwide)
- Almost 660,000 Minnesotans (half metro, half greater) identify as having a disability
- More than 17,000 working-age adults in greater Minnesota do not have a car
- In greater Minnesota, nearly 24,000 older adults live alone and do not have a car

Sources: FHA, <https://highways.dot.gov/public-roads/spring-2023/05>; Safe Routes Partnership, <https://www.saferoutespartnership.org/resources/research/role-equity-active-transpo>, MN Compass, <https://www.mncompass.org/data-insights/articles/no-car-and-too-far-transportation-solutions-vulnerable-populations-greater#:~:text=In%20greater%20Minnesota%2C%20nearly%2024%2C000%20older%20adults,live%20alone%20and%20do%20not%20have%20a%20car>.

Transportation Access Is For People!



Transportation, transit, and active transportation are for **people!** Not cars, buses, trains, bikes, etc.

Center the individual and their lived experience

Research

Decision Making

Planning

Disability Justice

10 Principles of Disability Justice – what this work is rooted in

- Disabled folks encompass different shapes, sizes, abilities, skin colors, genders, etc.
- Disability is an identity, the same as folks of different shapes, sizes, skin color, genders, etc. hold for themselves.
- Disabled folks hold different identities that are multiply marginalized and oppressed.

1. Intersectionality
2. Leadership of Those Most Impacted
3. Anti-Capitalism
4. Cross-Movement Solidarity
5. Wholeness
6. Sustainability
7. Cross-Disability Solidarity
8. Interdependence
9. Collective Access
10. Collective Liberation

Applying Disability Justice Lens to Transportation Access

Why should Disability Justice matter in transportation access?

As MCOTA members, we need to apply an intersectional, equity, and justice lens to our work.

“When people live at the intersection of multiple vectors of oppression, unfettered access to mobility and public space are not guaranteed.”

Applying principles of Disability Justice to this work helps us do better and will impact all marginalized communities.

Source: untokening collective, <http://www.untokening.org/>

Transportation Access and Disability Justice

Questions

- Does our society have a preference for “able-bodiedness” in our built-in environment?
- Does our transportation infrastructure promote ableism?
- Does active transportation planning and infrastructure building have a bias to what kind of people can transport themselves?

Did you answer yes to all of these?

Disability Justice = Transportation Access



“When people live at the intersection of multiple vectors of oppression, unfettered access to mobility and public space are not guaranteed... Racism, sexism, classism, able-ism, xenophobia, homophobia and constraints imposed upon gender-non-conforming folks can make the public space hostile to many. Bodies encounter different risks and have different needs.”

The same values and principles that we just saw from the MnDOT Advancing Transportation Equity Initiative apply here. We have already been told by community that this is the work they want us to do.

Source: untokening collective, <http://www.untokening.org/>

Begin and End with the Customer



Centering the person as whole, recognizing all people as essential and non-disposable not only centers the DJ framework, but also elevates the need to make equity a cornerstone of transportation access. This is how we are doing mobility management.

Transportation Equity in Mobility Management

“Transportation services that start and end with the customer.”

Community with higher needs, but with little transportation resources.

Through using an equity lens, mobility management connects resources together to meet the needs of the individual whose lived experiences have been challenged by marginalization.

Just like the prairie grass, at the surface, our customers appear smaller in number, but the connections, resources, and networks required to make it work for them are abundant and deep.



Thank you again!

Questions?

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