

ACTUALIZING EQUITY:

Navigating Intersections



Communities encounter different risks and have different needs as they move throughout the Twin Cities Region. At *Actualizing Equity: Navigating Intersections*, we shared our experiences of getting around while facing racism, classism, ableism, homophobia, and other forces of oppression. We continue to ask ourselves, **“who does our transportation system work for?”**

WHO FEELS SAFE ON TRANSIT?

For people with limited mobility or traveling with children, cramped public transit has inadequate space for strollers or wheelchairs, forcing them to rely on cars instead. When car costs could make up 20% of your family’s income, it is not an easy choice.



1 IN 2

LGBTQ FOLKS
REPORTED
HARRASSEMENT

When walking, biking, and busing, many LGBTQ folks feel pressure to change the way they dress and alter their appearance to avoid scrutiny and to stay safe. Over 57% of LGBTQ folks have experienced slurs and harassment, while 51% have experienced violence because of their sexuality and/or gender identity. A ride in the car can provide protection, but at what cost?

Inconsistent bus schedules, poor lighting & heating at bus shelters, and long distances between stops on some routes make many transit riders feel unsafe. To feel safer, people changed their work schedules, took less direct routes, or avoided transit all together.



WHO ARE TRANSIT INVESTMENTS FOR?

In the past year, Metro Transit added 12 new full time equivalent transit police, budgeted an additional \$3 million for a new police facility and services, while increasing fares by 15% further burdening riders. Many immigrant and BIPOC* communities mistrust and fear the police because of a long history of violence and the threat of deportation. How can we develop investments in transit that make it safer and more accessible for immigrant and BIPOC communities?

FARES INCREASED

↑ **15%**

IN 2017



175,000 PEOPLE

In stop & go traffic, cars need 8 times more space than buses to move the same number of people. As our population grows (we added 175,000 people to the region since 2013) traffic and congestion are getting worse. What are the implications of our car-centric culture and infrastructure, on our interconnectedness, relationships, communities?

*BIPOC = Black, Indigenous, People of Color

WHAT DOES HEALING LOOK LIKE?

In the 1950s, the federal government covered 90% of the cost of building the interstate highway system. At almost no cost to local government, the interstate highway system divided and isolated POC, indigenous, immigrant & under-resourced communities, destroying community assets and profoundly damaging previously thriving neighborhoods.



1,000
BUSINESSES &
HOMES LOST

Before I-94 was built, 85% of St. Paul's black population lived in Rondo. I-94 fractured this thriving neighborhood, violently disrupting the community with huge economic consequences—almost 1000 homes and businesses were lost or displaced. How can we reinvest in Rondo without displacement once again?

In 1956, the US spent \$25 billion (approximately ~\$233 billion today) subsidizing the creation of the interstate highway system. The cost of repairing harm by reconnecting and rebuilding lost generational wealth through the Rondo Land Bridge, would be less than half of 1% of the original subsidy.

\$ 233
BILLION

RESOURCES

ReConnect Rondo

ReConnectRondo's (RCR) mission is to realize Rondo Land Bridge and reconnect communities in the Rondo neighborhood of St. Paul. RCR's goal is to shape transportation policy to create the bridge and uplift public health, economic, housing and social conditions of these communities. We aim to achieve connectedness and build trust through innovative engagement strategies that bring together the varied communities and agencies involved in this project.

- www.reconnectrondo.org/ •
- [Melvin Giles, peacebubbles@q.com](mailto:Melvin.Giles@peacebubbles.com) •

Grease Rag Ride & Wrench

Grease Rag Ride & Wrench aims to encourage FTW (Femme/Trans/Women, Non-binary, Two-spirit and all who do not benefit from cis male privilege) cyclists by facilitating open shop nights, group rides, educational seminars & social events. Grease Rag would like to make bicycling more inclusive of FTW cyclists.

- www.greaserag.org •

The Untokening

The Untokening is a multiracial collective that centers the lived experiences of marginalized communities to address mobility justice & equity. We develop networks, trainings, & resources that support Black, Indigenous, People of Color (BIPOC) leaders who want to bring their lived experiences within marginalized communities into their professional work.

- www.untokening.org •

Move MN

Move Minnesota is using advocacy, education, and community engagement to build a future in Minnesota where all the places we need to go are within easy reach. In a world driven by technology and defined by speed, families are challenged on a daily basis to move freely without the dependence on old transportation systems and outdated infrastructure centered around cars.

- www.movemn.org • [Tom Thao, tom@movemn.org](mailto:Tom.Thao@movemn.org) •

FOR US

FOR US is a space for BIPOC folks that identify as FTW. We organize rides, community conversations, support each other, heal together, and take space. We use biking as a tool to bring people together.

- www.facebook.com/groups/BIPOCForUsMpls/ • [insta@forusftwofcolor](https://www.instagram.com/forusftwofcolor) •



SCAN OR GO TO
[BIT.LY/2XY8ICF](https://bit.ly/2XY8ICF) FOR SOURCES