

BACKGROUND

Transportation is a part of our everyday lives. It defines communities, shapes our sense of "place", and affirms or helps to bridge issues of race, income, or ideology. The Bay Area perfectly epitomizes the problems, and potential, that transportation policies can have on groups and individuals. I decided to focus on Marin County (Figure 1), a part of the Bay Area that is overlooked in discussions surrounding equitable transportation and mobility. I hope this project illuminates the massive implications transportation in Marin has not just on its constituents, but on the Bay area as a whole.

RESEARCH QUESTION

How have issues of transportation come to define Marin County as an isolated, white, affluent suburb?

- What is the current state of transit equity in the Bay Area?
- What political, social, geographic, and economic forces have led to this situation?
- Where are the possible areas for improvement?

MAPPING THE REGION

- Figure 1 is a map of every public transit system the Bay Area, with a circle identifying Marin County.
- Figure 2 shows a map of the displacement and gentrification taking place, with a chart below (Figure 3) explaining the various stages.
- There is a clear correlation between these two maps, as the areas that have undergone advanced gentrification and subsequently have less affordable housing also reside along the main transit lines.

METHODOLOGY

I used a feminist methodology to try and understand marginalized experiences surrounding public transit in Marin County through focusing on three main fields:

- Public policy—housing, land use, and transit
- Current transit infrastructure in Marin County
- Physical geography and subsequent exclusion

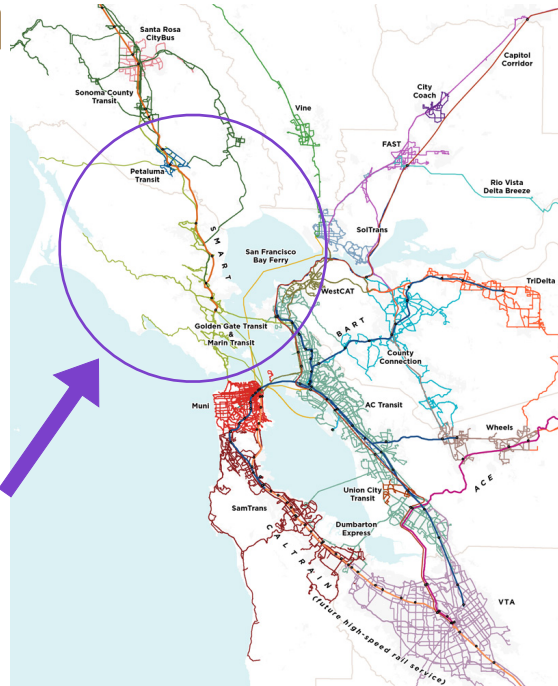
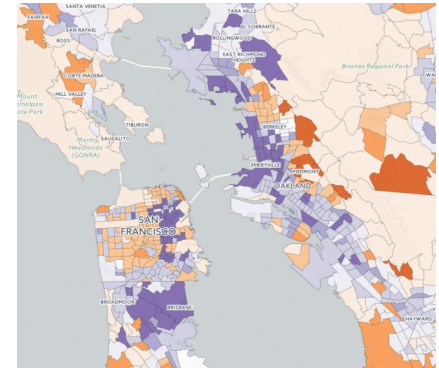


Figure 1, Source: Metropolitan Transportation Commission, SPUR analysis



Figures 2 (above) and 3 (below), Source: The Urban Displacement Project, UC Berkeley

Census Tract Typology Classification	
Lower Income Tracts (> 39% of HH are considered Low Income) Not losing low income households or very early stages Does not fall within any of the below categories At risk of gentrification or displacement - Strong market - In TIG - Historic housing stock - Losing market rate affordable units - Employment center Undergoing displacement - Already losing low income households to naturally affordable units, and in migration of low income residents - Stable or growing in size	Moderate to High Income Tracts (< 39% of HH are considered Low Income) Not losing low income households or very early stages Does not fall within any of the below categories At risk of displacement - Strong market - In TIG - Historic housing stock - Losing market rate affordable units - Employment center Undergoing displacement - Already losing low income households - Decline in either naturally affordable units or migration of low income residents - Stable or growing in size
Advanced Gentrification - Identified between 1990 and 2000 or between 2000 and 2013 based on: - Neighborhood heterogeneity - Demographic change - Real estate investment	Advanced Exclusion - Very low proportion of low income households - Very low migration of low income households

KEY FINDINGS

- Failure to abide by affordable housing regulations in Marin County has affected transit
- "Consumption of livability" that has come to define the Bay Area
- Clear discrepancy between who makes decisions related to transportation and those who are affected

CONCLUSIONS

- Marin needs to turn towards development-oriented transit (i.e. bringing transportation services to wealthier isolated communities)
- Creating affordable housing is a first step to solving many of the issues surrounding mobility in Marin.
- The phenomenon of "white invisibility" in governance is defining the county and needs to be addressed.