

Below the producer has curated some materials that serve to supplement some of the concepts introduced in the discussion. There are time stamps to help you navigate which part of the discussion the materials pertain to.

6:30 Income Inequality in Atlanta

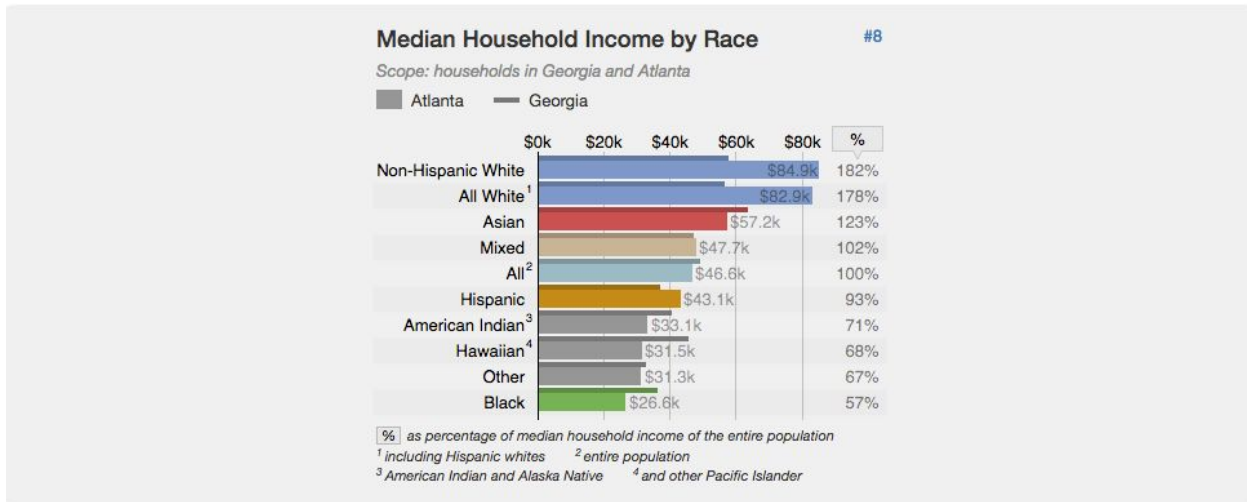
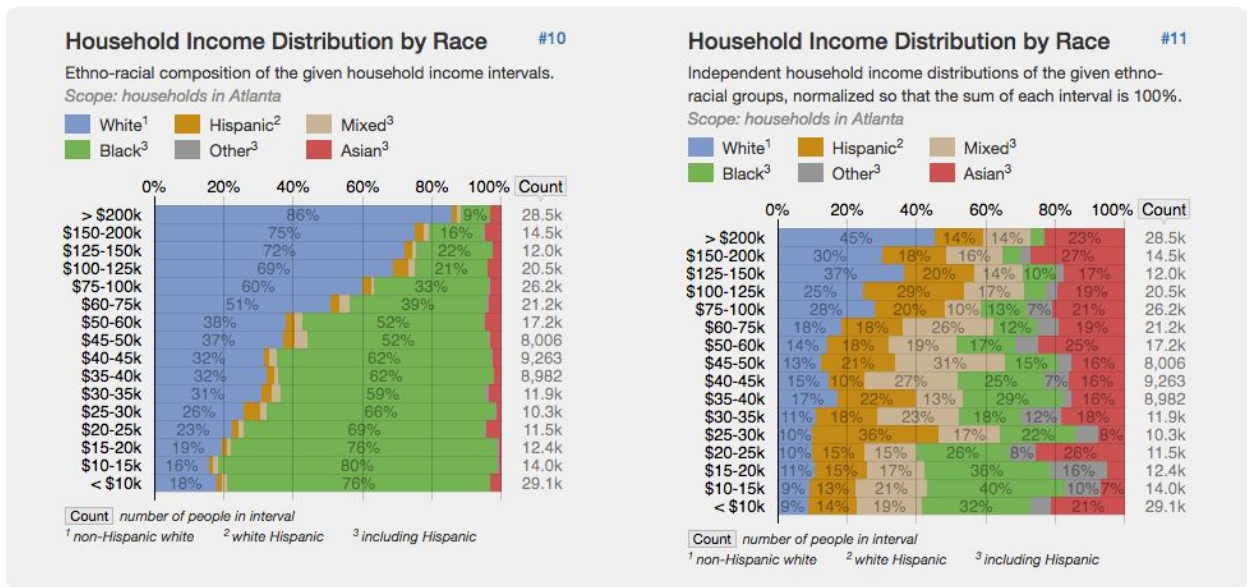
According to a 2016 [Brookings Institute study](#), the city of Atlanta has the highest ratios of income inequality in the country, with an 18 to 1 difference in income earned between the 95th percentile and bottom 20th percentile

Highest and lowest household income inequality levels, cities and metropolitan areas, 2016

CENTRAL CITIES				METROPOLITAN AREAS			
Household Income (2016\$)				Household Income (2016\$)			
City	20th percentile	95th percentile	Ratio	Metro area	20th percentile	95th percentile	Ratio
Highest Inequality				Highest Inequality			
Atlanta, Ga.	16,927	306,307	18.1	Bridgeport, CT	34,258	485,657	14.2
Washington, D.C.	20,152	352,958	17.5	New York, NY-NJ-PA	25,391	304,292	12.0
Providence, R.I.	12,118	202,021	16.7	San Francisco, CA	36,273	397,594	11.0
New Orleans, La.	12,373	203,254	16.4	Los Angeles, CA	25,190	271,041	10.8
Miami, Fla.	12,311	200,530	16.3	New Orleans, LA	18,644	197,190	10.6
San Francisco, Calif.	31,840	507,824	15.9	San Jose, CA	40,807	428,729	10.5
Boston, Mass.	17,734	261,973	14.8	Miami, FL	21,198	221,668	10.5
New York, N.Y.	19,144	282,125	14.7	Houston, TX	25,190	257,237	10.2
Baton Rouge, La.	14,218	202,385	14.2	Fresno, CA	18,524	187,121	10.1
Buffalo, N.Y.	11,832	158,362	13.4	Boston, MA-NH	30,328	302,276	10.0
Lowest Inequality				Lowest Inequality			
Des Moines, Iowa	21,495	165,106	7.7	Virginia Beach, VA-NC	27,382	201,524	7.4
Riverside, Calif.	25,876	198,549	7.7	Lakeland, FL	20,959	151,930	7.2
Columbus, Ohio	20,454	156,833	7.7	Des Moines, IA	29,734	213,480	7.2
Jacksonville, Fla.	22,522	170,019	7.5	Colorado Springs, CO	28,154	201,009	7.1
Allentown, Pa.	16,183	118,140	7.3	Madison, WI	30,524	216,362	7.1
Cape Coral, Fla.	24,864	179,757	7.2	Harrisburg, PA	28,410	197,249	6.9
Palm Bay, Fla.	21,823	141,114	6.5	Grand Rapids, MI	26,728	183,957	6.9
Oxnard, Calif.	31,780	198,494	6.2	Salt Lake City, UT	32,545	212,946	6.5
Virginia Beach, Va.	35,699	211,324	5.9	Provo, UT	31,575	204,456	6.5
Deltona, Fla.	25,380	113,815	4.5	Ogden, UT	35,545	184,908	5.2

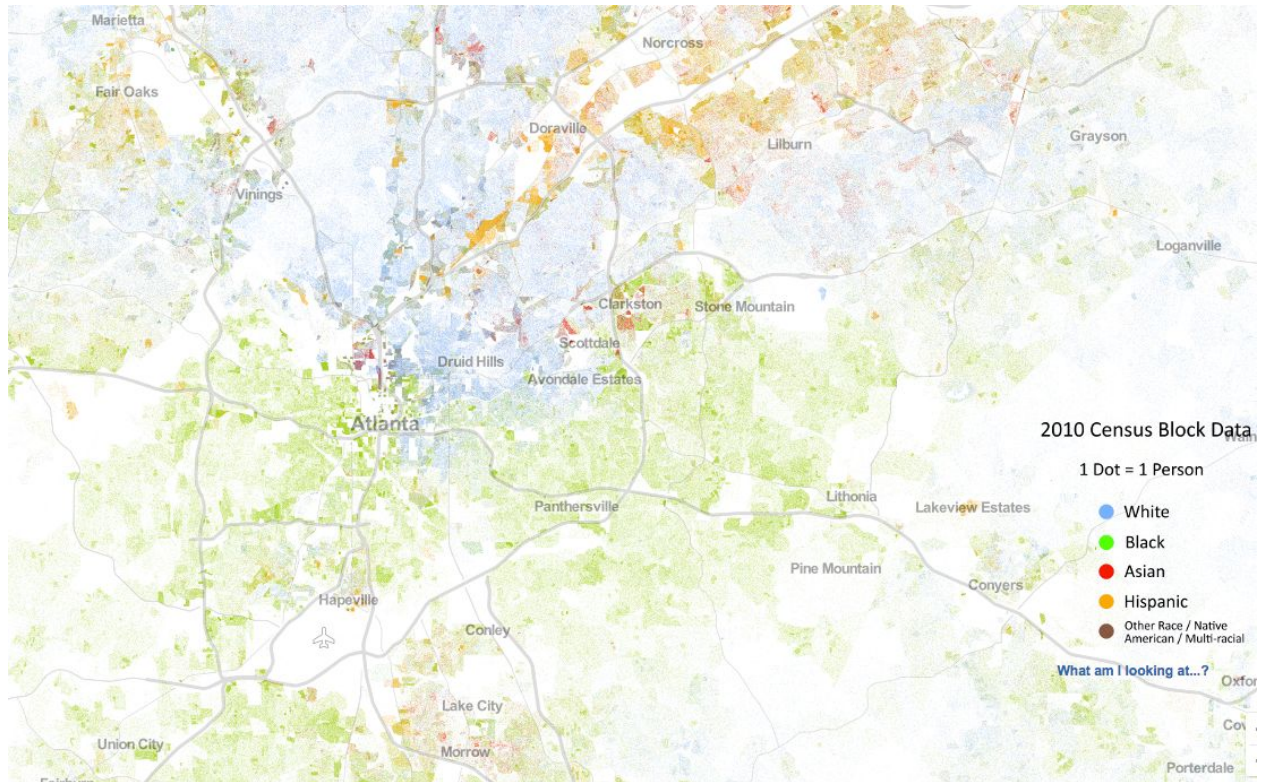
Source: Brookings analysis of 2016 American Community Survey data. Metropolitan areas names are abbreviated

The following graphics from [Statistical Atlas](#) demonstrate the difference in household income in Atlanta, by race.



9:30 Present-Day Segregation in Atlanta

Atlanta remains an extremely segregated city as revealed by this [map](#) compiled by the Cooper Center using 2010 US Census Data



12:20 Severing of Sweet Auburn from Downtown

When the Metropolitan Planning Commission was planning the construction of the downtown connector in 1952, following a wave of urban renewal efforts in many U.S. cities, they created a plan called Up Ahead, that aimed to clear “‘ slum areas’ like Auburn Avenue and surrounding neighborhoods.” the Sweet Auburn district had been the stronghold of black business enterprise since Reconstruction. The below excerpt from Partnership for Southern Equity’s Report, Opportunity Deferred describes the fight to save this historical Atlanta district.

On June 3, 1952, 70-year-old John Wesley Dobbs testified before the Metropolitan Planning Commission (which had no Black members) about its classification of the historic Black neighborhood and business district of Sweet Auburn as a “slum” area to be cleared. Dobbs said:

“In every city of America where Negroes live in large numbers they eventually develop a main business street for Negroes. In Atlanta, Georgia, Auburn Avenue happens to be that symbol of our business progress and achievement. On Auburn Avenue between Courtland Street and North Boulevard, Negroes have erected churches, built brick buildings and substantial business houses all along the street. Negroes own at least 90 percent of the property on Auburn Avenue. Big Bethel A.M.E. Church, corner of Auburn and Butler, was built at the close of the Civil War when Atlanta was unpaved and open creeks were running through her streets. Big Bethel Church has done more to give a moral tone to this section of

Atlanta than anything else in that section of the city. Big Bethel Church stands there today on the same corner as a moral Lighthouse for the welfare of the citizens in this part of Atlanta.

“It is true that we are poor people, liberated only 85 years ago, without education or money; and yet in the last 50 years we have acquired property along Auburn Avenue, built businesses like the Atlanta Life Insurance Company, which now has more than \$25 million in assets; the Citizens Trust Company, a member of the Federal Reserve Banking System, with more than \$5 million in assets; Atlanta Mutual Building and Loan Association, with more than \$1.5 million in assets; The Atlanta Daily World, the only Negro daily newspaper in America; a broadcasting station, WERD, 860 on your dial. These are some of the businesses along Auburn Avenue that we feel justly proud of today. It takes sugar to sweeten things and, as you know, it takes money to buy sugar. The acquisition of this kind of wealth along Auburn Avenue has caused us to call it ‘Sweet Auburn,’ a name now known among Negroes throughout America as a symbol of the development of Negro Business in Atlanta, Georgia.

“Your proposed plan would destroy this development of ours, which represents two generations of sweat and toil. This attempt, ladies and gentlemen, is fundamentally wrong and unsound” (Quoted in Pomerantz 1996, 189).

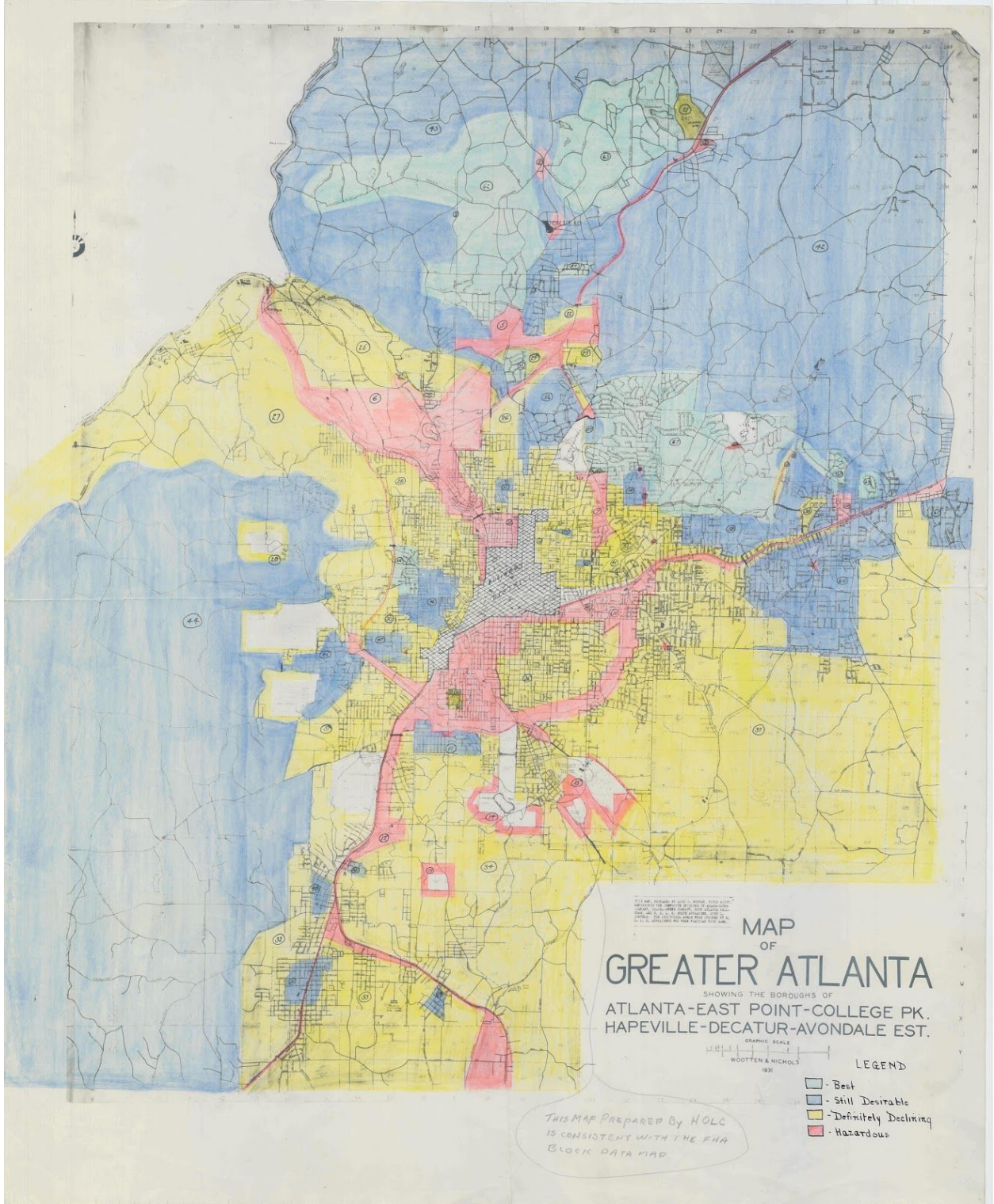
The Planning Commission deleted Auburn Avenue from its urban renewal clearance plan, but a decade later the Downtown Connector freeway was built through Sweet Auburn, separating it from downtown and cutting Dobbs’ “main business street” in two.

[“Opportunity deferred: Race, transportation, and the future of Metropolitan Atlanta”](#)

Partnership for Southern Equity June, 2016 pp. 13

13:00 Redlining in Atlanta

This map is a “Residential Security Map” used by the Federal Home Owners’ Loan Corporation, available in the [National Archives](#).



MAP
OF
GREATER ATLANTA
SHOWING THE BOROUGHES OF
ATLANTA-EAST POINT-COLLEGE PK.
HAPEVILLE-DECATUR-AVONDALE EST.

GRAPHIC SCALE
WOOTTEN & NICHOLS
1931

- LEGEND
- - Best
 - - Still Desirable
 - - Definitely Declining
 - - Hazardous

THIS MAP PREPARED BY HOLC
IS CONSISTENT WITH THE FHA
BLOCK DATA MAP.

15:20 Desegregation and White Flight

Author and history professor at Georgia State University, Maurice Hobson, describes the process of public school desegregation and subsequent white flight in his new book, [Legend of the Black Mecca](#):

“Between 1960 and September 1967, the Atlanta Public School System gained 25,000 black students while simultaneously losing 7,000 white students. This major shift was a result of white Atlanta’s refusal to share neighborhoods with blacks, spurring a mass exodus to the suburbs by Atlanta’s whites. Whites moved out of the city as blacks moved in. Atlanta’s public housing crisis played a critical role in Atlanta’s white flight. Often, because a single black family could not afford rent alone, the family invited neighbors— and their children— to move in with them in hopes of getting their children into a better school environment. A school that was adequate for a white neighborhood became half adequate for a black neighborhood. The black schools were likely double in enrollment, and thus, in the eyes of school officials, Atlanta’s school problems became inextricably tied to housing. Schools were characterized by segregation in one, and forced segregation in another. Fifteen previously all-white schools had gone all or almost all black since 1960. In the turnover, most of them became overcrowded.”

Hobson, Maurice J. (2017-10-03). [The Legend of the Black Mecca: Politics and Class in the Making of Modern Atlanta](#) (p. 36). The University of North Carolina Press. Kindle Edition.

16:20 Eisenhower Act

Otherwise known as the [Federal-Aid Highway Act](#), this piece of legislation passed in 1956 authorized federal grant funds that would help build the interstate road system that we know today.

17:00 Public Transit versus Car Ownership

“MARTA’s original proponents in the business community wanted the system to support the primacy of downtown by providing convenient transportation to downtown for whites living in the northern area of the metro. The system was designed with this goal in mind, not to create an economically efficient transportation system. However, Blacks living to the east, west and south of downtown were responsible for the 1971 referendum’s passage, and were paying most of the sales tax created to fund construction. Therefore, MARTA was forced to build its East and West lines before the North-South one. From its opening in the 1979, the system’s riders have been majority Black.⁴⁰ The race of its riders influenced MARTA’s perceptions in the suburbs from its very beginning. When the North Line opened in the mid-1980s, northside whites largely declined to use it. MARTA was perceived as crime-ridden and used only by poor Blacks – a 1984 study found that its ridership was under half of the original projections and that 4-out-of-5 riders were transit-dependent. A 2000 Brookings Institution report observed that in the Atlanta region, ‘Public transit, overwhelmingly relied upon by minorities and low-income people who tend to live in the southern parts of the city and the region, is relatively

underfunded and constrained by suburban resistance.’ The suburban resistance to MARTA typifies a larger trend observed in many American metropolitan regions during the later decades of the 20th century, especially in Atlanta. In his book of the same name, Author Kevin M. Kruse describes “white fight,” as a racialized severing of ties with older urban areas, enabled and encouraged by the federal and local government decisions described above. In the homogenous suburbs, a “rhetoric of rights and responsibilities” thrived and whites used segregationist phrases such as “freedom of choice” to support their lack of concern with problems in the metro’s urban core and opposition to metro-wide initiatives like annexation by the City and MARTA expansion.”

“Opportunity deferred: Race, transportation, and the future of Metropolitan Atlanta”

Partnership for Southern Equity June, 2016 pp. 13

See also: Jason Henderson, “Secessionist Automobility: Racism, Anti-Urbanism, and the Politics of Automobility in Atlanta, Georgia,” International Journal of Urban and Regional Research 30, no. 2 (2006)

19:15 Brookings Institute: Change in Suburban Poverty

For more detailed information on Atlanta, see page 5 of the Brookings Institute [Report](#) on Trends of the Suburbanization of poverty.

Changes in Poverty, 2000-2008

	Number of Poor 2008	Change since 2000	Poverty Rate 2008	Change since 2000
Nation	39,108,422	5,208,610*	13.2	0.8*
<i>Primary Cities</i>				
95 Metro Area Total	10,969,243	581,694*	18.2	0.3*
Atlanta, GA	95,484	-259	22.4	-2.0
<i>Suburbs</i>				
95 Metro Area Total	12,491,486	2,500,194*	9.5	0.9*
Atlanta, GA	519,521	218,227*	10.7	2.7*

*Significant at the 90 percent confidence level.

Source: Brookings Institution analysis of Census 2000 and 2008 ACS data

32:00 Here, Mr. Smith notes significant moments of the Civil Rights Movement that involved many brave, young people.

[Edmund pettus bridge and Bloody Sunday](#)
[Freedom Summer](#)

Other resources:

<https://southernspaces.org/2015/segregations-new-geography-atlanta-metro-region-race-and-declining-prospects-upward-mobility>

<http://www.equality-of-opportunity.org/data/>

Partnership For Southern Equity Resources: