

SLIDE 1: INTRO

- Hello! I'm Sophia, a Senior here at CSU with a major in Psychology! My project today is going to be focused on the sexual harassment of individuals who identify as women on public transportation.
- I would like to point out that certain aspects of this presentation may be triggering for some individuals. If you need to excuse yourself at any time, please don't hesitate and do what is best for you!

SLIDE 2: CONTENTS

- First, I want to briefly go over what I will be presenting.
- I will go over Some key events in history that have happened surrounding sexual harassment in general
- I'll discuss the main problem that my thesis is centered around and present my poster
- I'll also discuss my design choice as well as my reasoning for the QR code
- I will unpack why I decided to create this project and why I care
- I will go into statistics based around women in Colorado and the US; I will also discuss what other countries are doing to fight this problem
- I will also discuss the impact my thesis has, the limitations of my thesis, and why this project matters
- I will discuss how my thesis will benefit me in the future
- I will also discuss the change I hope this thesis can create
- Finally, I will unpack what needs to be done overall, and what I hope you get from this presentation

SLIDE 3: BACKGROUND

- I want to point out that many women before and after the Civil War were harassed under many different contexts. This included forms of public transportation such as the public bus systems all over America.

- I want to really zoom in and start in the 19th century. After the Civil War, women such as Susan B Anthony and Elizabeth Cady Stanton were part of campaigning for laws that helped protect women from sexual harassment. I do want to point out that these were

white women, and so there was a bias when it came to sexual harassment advocacy and women's rights.

- Groups such as the Women's Christian Temperance Movement, as well as labor activists, helped create opportunities and resources when it came to dealing with sexual harassment in the workplace.

- Moving on to 1964, the Title 7 Act was created, prohibiting employment discrimination. In turn, this created the foundation for preventing sexual harassment in the workplace. Because of Title 7 there was now more opportunity for women not only to get hired but also to speak up in the workplace.
 - An interesting fact that I learned through my research is that sexual harassment wasn't a coined term until 1977

- It wasn't until 1986 that the Supreme Court finally addressed harassment. There was an establishment of sexual harassment guidelines in the workplace to help women report their experiences. This helped bring awareness to sexual harassment, not only helping women report these experiences but also helping them gain compensation.

- In 1994 The Violence Against Women Act was passed, providing legal protection and resources for women who are dealing with sexual violence, stalking, and harassment.
 - Surprisingly, it was legal for women to be punished for reporting sexual harassment until 2005. This means if a woman reported harassment before 2005, they could be demoted or fired simply for speaking up.

- Finally, during 2022, the Speak Out Act was signed by President Biden allowing women who had alleged sexual harassment claims to come forward to hold their perpetrators responsible.

SLIDE 4: SPECIFIC ACTS

- I do want to go over each specific act as they do connect to preventing sexual harassment and providing resources in the context of public transportation. Listed on the slides are direct quotes from legal documents describing each act.
- When it comes to the title 7 act, I did go over this a little before. This act prohibits discrimination based on an individual's race, color, religion, sex, or national origin. When it comes to discrimination against one's sex, this includes the act of sexual harassment.
- The Violence Against Women Act, put in simpler terms, means that individuals who commit sexual acts can get longer and, in some cases, harsher sentences. It also helps survivors receive money to help cover the damage costs, for example therapy or the cost of a lawyer. And finally, it allows the government to give money to law enforcement to fund investigations directly related to sexual harassment.
- Finally, the Speak Out Act, again in simpler terms, makes it harder for companies to silence women who are trying to report sexual harassment. And because it is harder for companies to get away with behaviors such as sexual harassment or silencing women, it can also help prevent these behaviors from occurring in the first place. The Act is designed to empower survivors to report and disclose their abuse, hold perpetrators accountable, and improve workplace transparency.

SLIDE 5: PROBLEM

- While a lot of this background is interesting when it comes to sexual harassment, I want to pull your focus to the impact of harassment and how that harassment can shape women's commutes.

- Many women experience sexual harassment in many different contexts; however, many of these experiences occur when women are commuting. This could be on a bus, train, or even an Uber; regardless of where they are going or what they are wearing.

Part of the solution to this problem is...

- Increasing awareness, education, access to resources, and interventions. All of these examples can improve safety and reporting of sexual harassment on public transportation, which in turn decreases sexual harassment behavior.

SLIDE 6: WHY PUBLIC TRANSPORTATION

- I wanted to focus on this issue specifically due to the fact that public transportation creates vulnerable spaces or an environment that can be difficult to avoid. Oftentimes, women are in tight spaces, with a limited ability not only to move away but to get away entirely. I want you to understand how confining public transportation can be, and because of that, how anxiety-inducing it is to have an experience of sexual harassment where you cannot leave. And if you try to leave, what are the odds of that person following you?
- Many of these interactions of sexual harassment can be very brief, which often leaves individuals who identify as women unsure of what they can do. Public transportation is a 'prime' space for brief interactions, creating lots of opportunity for behaviors, such as an individual making inappropriate comments, that may be brief but can leave a scar. Oftentimes, different women may be impacted by the same perpetrator, not only because of the number of women who use public transportation, but also because interactions can be so brief. There can also be instances of women who experience brief harassment due to the scheduled aspect of public transportation. Oftentimes women can be harassed on the daily due to consistency of their own commutes.
- I also wanted to focus on an area that can be hard to study. Due to the environment as well as the circumstances in which this 'type' of sexual harassment exists, it can be difficult to get proper statistics and reports on it. Many women don't report instances of sexual harassment on public transportation because of how quickly these interactions can

happen, and because many women feel they don't need to report their experience or won't be taken seriously.

SLIDE 7: MY PRESENTATION

- (Open poster and give a brief explanation)
- Explain differences between sexual harassment and assault

SLIDE 8: WHY I DESIGNED MY POSTER

- So now that you have an idea of what my poster looks like I want to go into why I designed my poster the way I did. I conducted a literature review, analyzed statistical reports, and applied principles of visual communication to design an accessible educational tool.
- When it comes to my internal thoughts, my first intent was to capture attention while also informing the reader. My other intent was to help. I didn't just want to advocate, I wanted to try to change the immediate situation.
- When it comes to the idea of color theory, I applied it to the actual design of my poster. The colors I used are analogous, or in other words, close to each other on the color spectrum. This makes the poster not only colorful, but it also captures attention.
- For the final outcome of my poster, I want to emphasize that while there was a lot of creativity on my part, I also researched the best way to create my poster. The websites that I used were from CSU, describing the best way to combine colors, gradients.

- My poster should not only capture one's attention, but it should provide the individual with information on what to do when it comes to sexual harassment, whether that be themselves or someone else. These, along with the resources attached, are two major reasons why I created my poster the way I did.

SLIDE 9: EXPLANATION OF QR CODE AND RESOURCES

- A QR code is an extremely efficient way to provide a large amount of resources with just one click. I found this to not only be a discreet way for someone to get help, but a source that you can take a photo of to capture for later.
- The resource links themselves were hand-picked by me through my research. Both English and Spanish versions of these resources are available. If you access the QR code on my poster, you will be taken to a new page with a list of help lines in the form of phone numbers. The page also includes links to different organizations that can help, as well as resources where you can report your experience.
- My goal is to increase the use of resources already available and encourage women to report their experiences. This QR code is a solid place for women to start.
- While a QR code has many positive implications, I do want to mention the drawbacks considered. 1) A QR code is all electronic-based, and this could cause issues when it comes to connection. 2) It can divert attention from the harassment which could create other issues to arise, 3) not all women have a phone and/or a phone with a camera.
- The easiest way to use this QR code to one's advantage would be to simply take a quick picture before making sure you and/or the people around you are safe. Always make sure you are safe before diverting your attention to the QR code.

SLIDE 10: WHY I CHOSE THIS PROJECT

- I have traveled to Europe on multiple occasions over the years to visit family. While there, I noticed different aspects of life every time. One big difference is there were posters all over public transportation that were advocating against sexual harassment. Compared to the US, Europe's transportation systems are flooded with anti-sexual harassment posters.
- It is not only my travels that have convinced me to make a change. Friends, family, and I have all experienced instances of sexual harassment on public transportation. I personally have not reported instances of sexual harassment because I did not know where to go, and due to the fact that I did not feel it was 'significant' enough to report. I want to create space and opportunity for women to feel empowered to share their stories.
- Finally, I don't want to go into too much detail as this is not necessarily the topic of my presentation, but when it comes to the current political situation, there are mixed signals when it comes to the treatment of women.

SLIDE 11: WHY I CARE

- I care for many reasons, but the main one is that women all over the world experience sexual harassment on public transportation. This can range from a one-time experience to a daily experience.
- I know that many women don't feel they can get help, won't be listened to, or sometimes women feel like they don't even need help, as it is a regular part of their daily lives. This

can create barriers for women to report their experiences or even speak up during the situation.

- I care because I want women traveling to work, school, the bar, to see their friends, family, significant others, and to all feel safe. I want girls who are traveling to school using public transportation to feel safe. I know it may seem like a big dream, but I do truly want the whole world to be a safe place for women when it comes to using public transportation.
- It is often more likely that, depending on location, lower earners take public transportation. Many people who have a low income feel as if the legal process is too much when it comes to finances. This alone can prevent women from reporting their experiences. I care because I want all women to receive acceptable support and have access to resources that may not cost anything.

SLIDE 12: STATISTICS ON SEXUAL HARASSMENT IN CO

- When it came to finding statistics on sexual harassment in Colorado, I had to dig. Many of these statistics are based on the idea of sexual harassment generally, not specifically on public transportation. There is very little information when it comes to sexual harassment on public transportation.
- Before I go into the statistics listed, I do want to remind you of the statistics that were presented on my poster. Colorado University conducted a survey in 2024 that looked at the experiences of sexual harassment within CU. 44% of undergraduate women have experienced sexual harassment, while 25% of graduate women have been sexually harassed. These statistics are based on experiences commuting to or on campus.

- According to the Quarterly Crime Trends Report for the 2024 quarter in Colorado, 2,643 cases of non-consensual sex offenses occurred. This is a summary of multiple jurisdictions, including Fort Collins, which had 74 reported cases. When it came to the jurisdiction with the most cases reported, it was Denver with 551 cases. As expected, the size of a jurisdiction will impact the amount of cases. Many of these cases can not be known to be directly related to public transportation. However, we can assume that a certain number of these cases occurred on public transportation.
- When it comes to the number of confirmed cases of sexual discrimination, which includes harassment, the Colorado Department of Education states that 3,431 cases were reported and confirmed between the school year of 2024 and 2025. That means that 3,431 cases of children (ages 18 and under) being sexually harassed occurred in Colorado last year.
- Finally, the 2023 Healthy Kids Colorado Survey reported that 5% of students in Colorado reported having made unwelcome sexualized comments, jokes, gestures, and leering. 2.9% of students reported having actively touched, grabbed, pinched, or handled someone in a sexual way. These statistics are reported by individuals who knew that these behaviors were unwanted.
- While these statistics may not relate directly to public transportation, it is important to understand that there are reports of sexual harassment from all over Colorado in many different contexts. We can connect public transportation to each of these bubbles, as kids use buses to commute to school, and many women use Colorado's metro system to commute to work.

SLIDE 13: NATIONAL STATISTICS

- When looking at statistics on a nationwide level, I want to remind everyone that different states have different laws and different cultural norms. This can shift the way that women may view their experiences, or what can be done about them. Here in Colorado, we have a decent amount of resources for women who may need any form of help; this may not be true for a lot of other women living in different states.

- Looking at nationwide statistics, I first looked at statistics discussed by NSVRC (National Sexual Violence Resource Center). NSVRC looked at the Me Too Movement, reporting facts and statistics on women and men. 81% of women were found to have experienced some form of sexual harassment in their lives in 2018.
 - NSVRC also looked at graduate students nationwide; it was reported that 1 in 4 graduate women experience a sexual assault or some form of sexual misconduct at 33 of the United States major universities.

These next three statistics were a part of the 2024 MeToo Movement Official Report, which I would encourage you to check out on your own time, as I found the statistics to be very interesting.

- 73% of women nationwide experience sexual harassment or assault in public spaces. This includes the mall, the beach, the park, a restaurant, swimming pools, movie theaters, etc. Almost any form of public space you can think of, a woman has probably experienced a form of sexual harassment in that space.
- 56% of girls reported experiencing sexual harassment or abuse for the first time before the age of 18. I do think that this statistic speaks for itself. There are many different situations where younger girls can be sexually harassed or abused. It does not have to be at home with their parents; it can be online, on the way to school, or by a family friend. The 2024 MeToo report states that the most likely individuals to be perpetrators are unrelated people you do or don't know very well. (30% harassed by a well-known person, 43% by no well known person).
- 19% of women nationwide experience a form of sexual harassment on mass public transportation systems, this includes buses, trains, metros, subways, and airplanes. 16% of these women experienced a form of verbal sexual harassment, and 8% of these women experienced a form of physical sexual harassment. 3% of women experienced some form of harassment in a Lyft or Uber-type environment. On all forms of public transportation, it is possible to have an experience with any type of sexual harassment.

SLIDE 14: WHAT ARE OTHER STATES DOING

- When it comes to transportation in other states in the U.S., I checked to see what policies or procedures were put in place to help prevent sexual harassment in their cities.

- I looked at Washington DC's Metro system first. One of the biggest things that was done was creating WMATA, which is a program that promotes the STOP campaign. The ads that are put out to the public about STOP are in partnership with Stop Street Harassment and Collective Action for Safe Spaces. STOP stands for: Sidetrack, Tell, Observe, Postpone. I encourage you to look up the STOP campaign if you want to learn more!
- Next, I looked at New York, which is known for its Transit Special Victims Squad. This branch is part of the police force; however, they specifically look at sex crimes. The Commission on Human Rights group in New York also works to create campaigns and raise awareness when it comes to safe transportation for women. Another support system that I found to be beneficial was the Metropolitan Transport Authority, which works to help women report their experiences and be directed to the right support system.
- The third place I wanted to look at was the Los Angeles transportation systems, which focused primarily on feeling safe. L.A. Metro placed a huge emphasis on calling numbers that will directly connect you to someone who knows how to help during a situation or can help take a report. California as a whole passed a law requiring major public transportation systems to survey their riders about their personal experiences of safety, sexual harassment, sexual assault, and gender discrimination.

Finally, I looked at Chicago's major transportation systems. Chicago's Transit Authority, or CTA, supports a few campaigns. 'The Anti - Harassment Campaign' and 'If It's Unwanted It's Harassment' are two different campaigns supported by CTA advocating against sexual harassment. These campaigns offer support systems to women as well as encourage bystanders to help in these situations. The overall message that CTA wanted to give their passengers was that they have a right to be safe.

- (Could mention if you wanted to that the CTA has a 'Know Your Rights' Campaign that goes against ICE agents)

SLIDE 15: WHAT ARE OTHER COUNTRIES DOING?

- I also looked at other countries and how they are approaching this issue. Through my personal experience traveling internationally, I noticed that there were more posters

advocating against sexual harassment in multiple different types of transportation systems. For example, when I traveled to London, I noticed that in almost every public transportation system I took, bus or train, there were posters with information about sexual harassment and phone numbers to call if someone needed help.

- The UK has police forces set up to specifically deal with cases of sexual harassment, similar to New York. This includes the Rail Delivery Group, British Transport Police, and Metropolitan Police Services. One prominent campaign in the UK that encourages individuals who see or experience harassment to report it is the RITSI campaign. It stands for ‘report it to stop it’, emphasizing that bystanders also need to act.

- Mexico City is another big international area where citizens rely on public transportation. As of May 2025, the Secretariat of Women and the Secretariat of Mobility in Mexico promoted the campaign, ‘We Move Safely’. The campaign prides itself on including an intersectional and intercultural approach to preventing sexual harassment. There is a researched protocol for police forces on how to deal with sexual harassment when it comes to women and adolescents.

- Japan is another country that I looked at when it comes to public transportation. All over Japan, there are train cars designated for women only. While men can still walk into these cars, if they do, they would be breaking a strict norm. This idea, as it is known today, occurred in the early 2000’s. Many women in Japan use these train cars to avoid getting harassed on their commutes, and while some men may consider this ‘unnecessary’, many women in Japan feel safer traveling.

- France is another country that I have visited, where I noticed a lot of advocacy against sexual harassment. SNCF is a group that is involved with advocacy, specifically on public transportation in France. This group has implemented a lot of different ways to prevent and help women when it comes to sexual harassment. As of 2021, they created a whole new management position that focuses specifically on cases of sexual harassment in public transportation. France also increased their surveillance programs and made sure their surveillance was video-protected. This means that surveillance can collect information on individuals without implicating that they may have criminal intent.

- Finally, India has made changes when it comes to the individuals who may drive forms of public transportation. Many drivers are now taught how to deal with cases of sexual harassment and how to de-escalate a situation of sexual harassment. MASUM is the organization that helped bring together bus drivers from all over to help educate them about sexual harassment. This not only helped women feel safer on their commutes, but it also gave them a knowledgeable source that could help support them.

SLIDE 16: THE IMPACT OF MY THESIS

- The overall impact that I want my thesis to have is to help create an overall safer public transportation system for women in the Northern part of Colorado, as my thesis focuses specifically on the Fort Collins, Boulder, and Denver area. I want my thesis to help promote a safer environment for women and girls, helping change the way that individuals in Colorado view the way they commute to work.
- My thesis aims to impact individuals awareness , helping all individuals recognize sexual harassment on public transportation, and impacting the way they may act against sexual harassment. Raising awareness is one of the biggest factors by which we can change our communities. The more people who know the signs and how to deal with de-escalating a situation, the safer transportation can be.
- My thesis also aims to impact the way that individuals seek help and report sexual harassment. Providing resources can help individuals feel seen and heard, they have a place to go and people who are going to listen and take their situation seriously. This has the potential to impact the way that a whole community responds, because when one person speaks up and is listened to, other women may feel encouraged to do the same. Easy access to these resources promotes a community that wants to support one another.
- I want women to feel that their stories are valid and know that sexual harassment is a real issue that occurs to many women. I want to impact the way that women feel when they do get sexually harassed, and I want to give them the power to stand up for themselves.

- While sexual harassment is widely studied, there is limited research and awareness specifically focused on public transportation environments. My hope is that this project can help address this gap by providing report resources as well as spreading awareness through my infographic, in turn decreasing sexual harassment behavior.

SLIDE 17: LIMITATIONS OF MY THESIS

- While my thesis has positive aspects, I do want to point out that my thesis does have limitations when it comes to my poster itself and the research that I have collected.
- When it comes to the method of my thesis, I want to point out that my project has a large emphasis on awareness and the understanding of behaviors when it comes to sexual harassment. It does not measure directly whether people are actually changing their behavior due to awareness. While raising awareness is important when it comes to change, it does not mean that everyone will take action. My project may inform people, but it does not measure whether that information was received and whether action was taken.
- I also want to point out that the statistics I presented were only reported incidents. This means that the data I presented may be skewed due to the fact that there is an issue of under-reporting. Therefore, many of the statistics I showed would be even higher, underestimating how many individuals who identify as women may be sexually harassed. I also want to note that there are not many statistics when it comes to public transportation. So many of the statistics I have may be from 3 to 5 years ago, which could be considered 'not up to date'.
- The target sample that my thesis focuses on can be seen as a limitation. My thesis has an emphasis on individuals who identify as women, and while this could be seen as simply narrowing my target sample, any individual who uses public transportation is at risk for

being sexually harassed. Non-binary individuals, Trans individuals, Genderqueer individuals, Genderfluid individuals, Bigender individuals, Two-Spirited individuals, and men can all be targets of sexual harassment.

- Finally, please note that my poster has not been publicly displayed. While I have done my research when it comes to creating a poster that will make an impact, I have not tested my poster on public transportation. Much of what I have presented is researched through other sources and mixed with my own creativity; however, I do not know the true impact my poster may have on the Colorado community.

SLIDE 18: WHY THIS PROJECT MATTERS TO THE PUBLIC

- My thesis should matter to the public, including you, for a number of reasons. I narrowed it down to four major points on why this project matters.
- For starters, public safety is a huge aspect of living in a community where you feel comfortable. Sexual harassment can counteract the feeling of safety in public, especially on public transportation. Sexual harassment can easily escalate to assault. If an individual feels comfortable enough to harass someone on public transportation, the chance of an individual physically touching someone in an inappropriate way increases. As I mentioned before, increasing awareness of behaviors consistent with sexual harassment can prevent sexual harassment, which in turn can decrease the chances of assault.
- The public as a community should make sure the women around them feel supported and empowered to respond to being sexually harassed. Knowing what to do in a situation of sexual harassment can be comforting to many individuals. The more that individuals know about taking action, the more confident they may be to take action when they have a personal experience with sexual harassment.

- Speaking of community, creating awareness can encourage bystanders to intervene. One way to create a safe and supportive community is to actively stop behaviors from occurring. When people speak up, it can make a difference. If the whole community stands up for one another, this creates a safe environment for public transportation.
- Similarly to empowerment, resources give individuals who have experienced sexual harassment a voice. My thesis actively provides resources to individuals who identify as women, simultaneously providing these individuals a voice. With active links and phone numbers, this thesis will help individuals take action. The public as a whole can gain access to these links and phone numbers, creating a community that can share resources with one another.

SLIDE 19: HOW WILL THIS THESIS BENEFIT ME

- While this project has a lot to do with the concept of community, I wanted to take a chance to reflect on how this thesis can and has benefited me.
- As someone who identifies as a woman and who has and still does take public transportation, I felt as if the resources, as well as the poster itself, would be beneficial to me if I saw it on, for example, the CSU bus.
- Speaking to the awareness aspect, the more awareness and resources that are accessible, the safer transportation can be for me. Awareness is an extremely important first step to creating a better future for myself and those around me.
- This project has also created more conversation about sexual harassment between myself and the people close to me. I have discussed the ways we can change public transportation, gathering others' ideas as well as spreading the knowledge I learned. The

more knowledge I can share, the more awareness is brought to the issue, and this can create conversations about change in my community.

- This project also increased my ability to assess data. Going through many different statistical reports from different states and countries allowed me to practice finding the significant statistics to include. Research for this thesis also gave me the opportunity to work with reports that included detailed and lengthy descriptions of specific studies as well as surveys conducted. This allowed me to practice reading through difficult content and picking out relevant information.
- I can also use this project to help me if I start my own programs. I know I want to work with women and kids, knowing the risks they may encounter on their way to school and work can help me connect to them on a personal level, as well as help me provide resources for them.
- I also appreciate that this project allowed me to grow as a person. While I have experienced sexual harassment on public transportation, this project opened my eyes to all the different types of harassment. I have become more knowledgeable about the world around me and what other countries are doing to change, giving me lots of ideas on how I can change as a person. I have grown to understand how to advocate better for things I care about, such as creating safer public transportation. I feel like I've grown to better understand what so many women go through on a daily basis, and through that, I have a better understanding of myself and what I stand for.

SLIDE 20: WHAT CAN I DO IN THE FUTURE

- There are so many ways I can use this project in the future. One of them is using my knowledge and work to partner with other organizations. Having background knowledge can help me promote awareness and resources to individuals I interact with through specific programs I could join here in Fort Collins, such as the SAVA Center.

- I can also use my knowledge to create educational workshops, where women learn about the resources around them, how to protect themselves and others, as well as how to recognize the signs of sexual harassment. This is another way to spread awareness to the people in my community.
- My poster is a huge part of my thesis project. Being able to display my poster either on the CSU campus or on a form of public transportation in Colorado is the next step I could take to increase awareness. Using my infographic as a basis for what to look for in public transportation, so others can access the resources I collected, is another way I could use my poster to promote awareness. Putting my poster out there, which is partly what I am doing right now, can help me achieve my goal of change.
- I noticed through my research that much of the statistical data was survey-based. Knowing this is one good way to gather the public's experience on transportation systems, I can create my own survey. Researching and using surveys that have significance is another way I can add to my data, expanding my knowledge and experience with this subject.
- Speaking of expanding on my project, overall, I can do more research on this subject. This can be through analyzing data, researching more resources, interviewing individuals who have experienced sexual harassment, reading peer-reviewed articles, keeping up with the legal changes, and even keeping track of my own experiences. There are so many different ways I can use this thesis to spread awareness;....
- ...and while this may seem like a big idea to me at the moment, I can develop additional resources myself. I can help create more posters with more information and more resources for different states. On a much larger scale, and honestly something that is probably far in the future, I could help run an organization that offers help to women who have experienced sexual harassment. There are so many ways I can take this thesis and

add more to it, so many ways I can spread more awareness, and, I hope, so many ways to make a change.

SLIDE 21: THE CHANGE I HOPE TO CREATE

- Speaking of change, there are three major forms of change I hope my thesis can create. This is regardless of whether my thesis is on public transportation.
- One of the main changes I hope to make is improving the overall feeling of safety that women experience on public transportation. Many women alter their daily routines, choosing different routes, avoiding certain times of day, or even avoiding public transportation altogether, due to fear of sexual harassment. I want to decrease that fear, allowing women to feel more comfortable and confident in their commutes.
- This poster is designed to help shift that experience by not only acknowledging that sexual harassment occurs, but also by providing clear, accessible steps on what to do in those situations.
- By offering immediate resources and steps, the poster aims to reduce the uncertainty and anxiety that often comes with these experiences. When individuals feel more prepared and informed, they may feel a greater sense of control. Over time, this could contribute to a broader shift in how safe women feel navigating public transportation in their everyday lives.
- The second major change I hope to create is an increase in reporting. One of the biggest barriers to reporting sexual harassment is not knowing where to go, who will listen, or whether the experience is “serious enough” to report. This uncertainty can leave individuals feeling stuck, dismissed, or unsupported.
- By providing direct access to links, phone numbers, and organizations through my poster, I aim to remove some of those barriers and make the reporting process feel more approachable and accessible. When help is clearly available and easy to reach, individuals may be more likely to take that first step in reporting their experience.
- Increasing reporting not only supports individuals in being heard and validated, but it has larger implications for data collection. With more reports, statistics can become more

accurate, helping researchers, policymakers, and transportation systems better understand the true scope of the issue and develop more effective solutions.

- Finally, the last change I hope to contribute to is an increase in accountability for perpetrators of sexual harassment. A significant issue within this context is that many individuals who engage in harassing behaviors are not held accountable. Often this can be because incidents go unreported or are not taken seriously when they are reported.
- This lack of accountability can allow harmful behaviors to continue. By encouraging reporting and connecting individuals to supportive resources, my thesis aims to help systems where perpetrators are more likely to face consequences for their actions. Increased accountability can act as a deterrent, labeling these behaviors as unacceptable and showing they will not be ignored.
- Over time, holding individuals responsible for their actions has the potential to reduce repeated offenses and contribute to a broader cultural shift in how sexual harassment is perceived and addressed within public spaces.

SLIDE 22: WHAT NEEDS TO BE DONE OVERALL IN THE FUTURE

- Overall, there needs to be more research done when it comes to sexual harassment on public transportation. As I stated earlier, this can include different types of surveys and interviews. The more we understand about what may provoke an environment that makes perpetrators feel safe to commit sexual assault, the better we are equipped to prevent it. There is not enough research done about whether processes that have been implemented recently are working, and if there are alternative actions we as a community can take. We cannot implement systems and policies without doing the research to see if they help.
- A huge part of gathering more research is to increase the effectiveness of reporting systems. The more women report their experiences, the better data we have about sexual harassment. Of course, with more data means there is a deeper understanding of sexual harassment and ways to prevent it. This can create a foundational ground for advocating against sexual harassment. There are ways to make women feel safe on transportation, and one of them is easy access to a way to report and a form of support during an

experience of sexual harassment. Having a 'panic button' or a phone number to directly call while in a stressful and dangerous situation can help provide feelings of safety.

- Going off of needing a better support system, expanding awareness of these resources, as well as what exactly sexual harassment is, can create a huge difference. There needs to be more public awareness about this issue, as I believe there is not enough. While there is conversation about sexual harassment, in the workplace especially, what about the commute to work?
- There is not enough attention brought to the fact that women who commute to their workplace can get harassed, sometimes daily. Without knowledge of what to do about these situations, many women find themselves stuck. Spreading awareness would help many women who commute to work understand where to go and what to do during an experience of sexual harassment on public transportation.
- Expanding awareness can include creating new policies that implement safety procedures for sexual harassment. For example, women-only transportation systems. Companies should be working towards creating a safe environment, which includes hiring individuals who care about the safety of others. There are instances of individuals not taking sexual assault reports seriously. This creates issues around reporting and feelings of safety for women.
- Hiring processes and policies being altered is one way we can change our systems in the future. Legally, there can be a creation of new laws surrounding sexual harassment. While there are laws surrounding sexual harassment on public transportation, there may be a need for new laws that could create a safer environment.
- Speaking of laws, holding individuals accountable legally is one way we can hold perpetrators accountable for their actions. Many individuals who commit sexual harassment can often get away without consequences. This can be for many reasons, two of these being inaccessible resources or unsupportive services.
- We need to hold sexual harassment behavior accountable to make a difference. We can also hold individuals accountable ourselves, speaking up in situations where we feel it is necessary. Calling a perpetrator out for their actions or intervening can help prevent escalation. The more people who know how to identify sexual harassment and feel

equipped with information on how to stop it, the better chance we have at preventing these behaviors.

- Education is also a very important step to improve our transportation systems. At an early level, teaching children about appropriate versus inappropriate behavior can help prevent future instances of sexual harassment. These lessons could be integrated into school programs, community workshops, or family-based education initiatives. As individuals grow, education should continue through adolescence and young adulthood, covering not only what sexual harassment is, but also how to recognize it, how to intervene safely as a bystander, and what resources are available for survivors and witnesses.
- By creating a clear understanding of boundaries, consent, and respectful behavior in public spaces, education can empower individuals to actively contribute to a safer, more supportive community. Over time, this approach can create a culture where harassment is less tolerated, reporting is normalized, and everyone feels more secure using public transportation.
- Finally, increasing collaboration between advocacy groups, support resource groups, transportation companies, and police can all help create a safer community. Many of these groups do work together already. However, expanding these collaborations to include a wider network of advocacy and support organizations could amplify these efforts in several ways.
- For example, transportation companies could implement more comprehensive reporting systems, informed by best practices from multiple advocacy groups. Police departments could receive specialized training in responding to harassment cases with sensitivity and efficiency.

SLIDE 23: WHAT I HOPE YOU GOT FROM THIS PRESENTATION

- I hope you learned something new from this presentation, but I do hope that these two main points stuck out to you the most.
- The first main point being the fact that sexual harassment is an extremely common experience among individuals who identify as women. From all over the world, down to

Fort Collins, Colorado, these are cases of women being sexually harassed. Sexual harassment can occur in so many different places and contexts. I hope you come away from this presentation understanding that public transportation is one of those places.

- Having proper access to resources can make a huge difference. Women have the right to report their experiences to people who care. Having access to different support systems is such an important part of making a difference, not only in women's lives, but in an entire community. Along with resources, spreading awareness makes a huge difference. I want you to take away the fact that speaking about sexual harassment on public transportation can help spread awareness.
- The second main point I want you to take away is the fact that everyone plays a role in creating a safe space in public. We all have a job in creating a community that is welcoming and safe for everyone. We all have the job of being respectful to the people around us and standing up to individuals who may be displaying inappropriate behavior. And we all have the job of helping individuals find supportive resources if they are in trouble.
- Sexual harassment happens on public transportation, and there are so many steps we can take to advocate against these behaviors. My thesis is just one example of how I can make a change in my community. How do you want to create change?

THANK YOU FOR LISTENING! ARE THERE ANY QUESTIONS?