

# Environmental Scan of Black/African American Transportation and Land Use Expert Discussion and Recommendations on Activity-Friendly Routes to Everyday Destinations

Executive Report

Tyler Prochnow, PhD

UPDATED: 6/18/2021 - [tprochnow.com](http://tprochnow.com)

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### **About the Author**

Tyler Prochnow, PhD, is an Assistant Professor at Texas A&M University. His research interests include the social dynamics which drive health behavior through a health equity lens. Dr. Prochnow has research experience with physical activity, social network analysis, systematic observation, intervention development, community health worker training, and implementation science. Find out more about Tyler's projects at [www.tprochnow.com](http://www.tprochnow.com). Dr Prochnow was selected by SOPHE (Society of Public Health Education) to undertake this project after responding to an open call for persons with expertise in the focused area.

### **Disclaimer**

This project was supported by Cooperative Agreement Number NU38OT000315, funded by the Centers for Disease Control and Prevention, National Center for Chronic Disease Prevention and Health Promotion, Division of Nutrition, Physical Activity, and Obesity (CDC DNPAO). The views and findings expressed in this independent report and analysis are those of the authors and are not meant to imply endorsement or reflect the views and policies of SOPHE or the U.S. Government.

### **Acknowledgements**

I would like to acknowledge Dr. Danny Valdez of Indiana University for his critical input and expert analysis of Tweets using topic models. Without his expertise this analysis would not have been able to be performed using the most cutting-edge methods. Dr. Valdez acted independently to consult and provide feedback for the Twitter analysis.

## **Executive Summary**

In March of 2021, an environmental literature scan was conducted of peer reviewed, non-peer reviewed or grey literature, and social media authored by Black/African American transportation and land use experts. The scan focused on pedestrian, bicycle, and public transportation systems connected to built environment or land use topics, including policy, system, and environmental changes that can promote or discourage equitable and inclusive access to physical activity specifically activity friendly routes to everyday destinations. A list of 70 thought leaders was generated by CDC's DNPAO and from expert feedback. This report provides themes and concepts that arose from three separate scans conducted on peer-reviewed literature, grey literature, and Twitter posts by these leaders. In total, 33 peer-reviewed articles, 99 grey literature resources, and 6,324 Tweets were analyzed for this scan. Themes from peer-reviewed articles and grey literature resources included: 1) Assessing Racism, Discrimination, and Segregation, 2) Addressing Equity and Inclusion Through Policy, 3) Community Engagement and Place Based Interventions, 4) Infrastructure Changes, 5) Safety, and 6) Reporting Health Disparities. Twitter content topic models suggested five main topics within the sample of Tweets including elements of equity, safety, infrastructure, and advancing social justice. Overall, thought leaders called for systemic and systematic change through new policies and implementation of existing policies, as well as enhanced community inclusion in decision making through ownership of policy and built environment change. Lastly, how safety was discussed in peer-reviewed literature differed from grey literature and Twitter discussion, which may show a gap in publication. Qualitative interviews with thought leaders will build on these findings in the next phase.

## **Background**

### **Project Goals**

The goal of this project is to increase awareness, knowledge, and understanding of Black/African American transportation and land use experts perspectives and concerns around the historical context and consequences of inequities that have discouraged physical activity among Black/African American persons (e.g., limited access to routes and/or destinations, feeling unsafe in neighborhoods, etc.). This project will inform future efforts to address equity, social injustices, and systemic racism that have and continue to present challenges to physical activity by promoting safe routes to everyday destinations.

An environmental scan of peer-reviewed literature, grey literature, and Twitter was conducted to learn what Black/African American transportation and land use experts are saying related policies, systems or environment changes that connect pedestrian, bicycle, and public transportation systems with built environment and land use destinations otherwise known as activity friendly routes to everyday destinations strategies (or simply Routes to Destinations). The scan includes experts perspectives on policy, system, and environmental changes that can promote or discourage equitable and inclusive access to physical activity for Black/African American persons.

### **Tasks**

Following an interview and final selection process with SOPHE and CDC's DNPAO, a contract was finalized to conduct an environmental scan of content produced by Black/African American transportation and land use experts from the United States

related to the Routes to Destinations strategy. The scope of the project was directed to include material from 2010 to January 2021 (depending on source of information) in the United States to obtain current information about the types of conversations happening.

- Peer-reviewed literature: 2010- January 2021
- Grey literature: 2015- January 2021
- Social media: January 1, 2020- January 2021

This included a scan of peer-reviewed literature databases and the web for content from each expert identified by CDC and its partners. A next step was downloading publications, presentations, reports, news articles, blog posts, recorded panels, or webinars, etc. related to the Routes to Destinations strategy identified by the scan. During the scan, focus was devoted to identifying relevant content from experts on the Routes to Destinations Strategy through a racial equity/inclusion lens specific to Black/African American persons or Black/African American communities broadly (e.g., equitable access to transportation, segregation or discrimination based on race, etc.).

Based on a review of the resources and material identified through the scan, themes were then summarized related to Routes to Destinations, including policy, system, and environmental changes that can promote or discourage equitable and inclusive access to physical activity for Black/African American persons.

### **List of Experts**

CDC's Division of Nutrition, Physical Activity, and Obesity identified an initial list of Black/African American transportation and land use thought leaders and then

consulted with a group of experts to identify additional leaders through 1) a web search using key Routes to Destinations words, 2) a social media search, 3) a review of references in publications, and 4) expert recommendations. Care was taken to incorporate diverse voices in terms of region of the country, expertise, and job experience as well as gender, sexual orientation, ability, and nativity (i.e., native born or immigrant). In total, a list of 70 experts and thought leaders was compiled. The list of thought leaders is a purposive sample and not a comprehensive list. A complete list of thought leaders included in this study with identified roles and expertise can be found in **Appendix A**: List of Thought Leaders.

## **Methods**

### **Peer-Reviewed Literature**

Google Scholar, Medline, and Web of Science were searched for peer-reviewed manuscripts authored or co-authored by each thought leader on the identified list. Resulting articles (n=2,986) were downloaded to RIS format (Research Information Systems) and uploaded to Covidence to manage the systematic review. Covidence ([www.covidence.org](http://www.covidence.org); Covidence, 2017) is a browser-based software application that provides assistance in organizing, conducting, and reporting systematic literature reviews. Duplicates (n=775) were removed leaving 2,211 articles. Titles and abstracts were screened for relevance and 2,075 articles were deemed not relevant due to topic or methodology. To be included in the review, the article needed to be published after 2010 by an identified thought leader, pertain to physical activity or Routes to Destinations, and incorporate a health equity and inclusion element. Articles that passed abstract review (n=136) were downloaded for full text review. During full text



review, 103 articles were excluded for the following reasons: did not include physical activity or Routes to Destinations (n=62), did not focus on Black or African American communities (n=21), was not peer-reviewed (n=5), was not within the US (n=4), only reported a protocol (n=4), was a duplicated study not cleaned by the Covidence system (n=4), and could not locate within journal (n=3). Finally, a data extraction form (**Appendix B**) was used to pull pertinent information from the remaining 33 articles. The scan was performed in February of 2021. The full list of the 33 articles can be found in **Appendix C**: Systematic Literature Review Extraction Table.

### **Grey Literature Review**

To better determine what thought leaders and other key stakeholders were communicating on these issues, a grey literature scan was also performed. This scan included blog posts, recorded presentations, podcasts, webinars, reports, and government documents. Advanced Google searches were used to generate content published between 2015 and January 2021 by each thought leader. This was operationalized by doing individual searches for each thought leader's name including a combination of search terms ("transportation" OR "Black" OR "African American" OR "active" OR "bike" OR "pedestrian" OR "Safe Routes" OR "walk" OR "equality" OR "equity"). These terms were used in pilot searches to determine feasibility in terms of researcher burden as well as accurate search returns.

As with the peer-reviewed literature, grey literature elements were required to pertain to physical activity or Routes to Destinations, incorporate a health equity and inclusion element, and be written by the thought leader. In some instances, in-depth

interviews of the thought leader with a provided transcript were also included in the scan as well to capture voice and sentiments on these issues. Key information was extracted from these items using a form like the one used in the systematic review. The scan was performed in March of 2021 and returned 99 resources for extraction. A complete record of these resources can be found in **Appendix D** Grey Literature Resources and Links.

## **Twitter Scan**

Lastly, a Twitter scan was performed to better understand the dialogue these leaders engaged in while using the platform. Each Twitter handle provided for each thought leader was entered into the Octoparse ([www.octoparse.com](http://www.octoparse.com)) crawler bot (computer application that acts autonomously) to identify all Tweets from each leader since January 2020. Octoparse is a bot application that scrapes Tweets from specific accounts across a specified period. Tweets were then downloaded to an Excel file and catalogued. The scan was performed in March of 2021 and 6,324 Tweets were scraped and analyzed. A full list of Tweets can be found at <https://www.tprochnow.com/files/Tweets.xlsx>. Initially, word frequencies were calculated, and sentiment analysis was conducted. This was done to determine the polarity of the words used as well as potentially uncover patterns in word choice or use among the thought leaders in this study.

Topic modeling algorithms were then used to determine the most salient themes and topics used by these leaders in Twitter posts. In short, topic models use unsupervised natural language processing methods to analyze nonnumeric data when those data are too large to be processed with normal qualitative methods. This method

aggregates, and makes sense of, those data, making them interpretable much faster. To better visualize this process, imagine mixing multiple puzzles (topics of conversation on Twitter) into one pot (sample of Tweets). As there are too many pieces (Tweets) to analyze each one for potential fit, a computer algorithm determines unique elements (word combinations) that may fit together more often. In this manner, the algorithm derives lists of words that may be in combination more often than at random within the sample of Tweets to assist in piecing together the puzzle objectively. For more information on topic modeling in public health and social science research, please see the work of Dr. Danny Valdez (Valdez et al., 2021; Valdez et al., 2018).

## **Results**

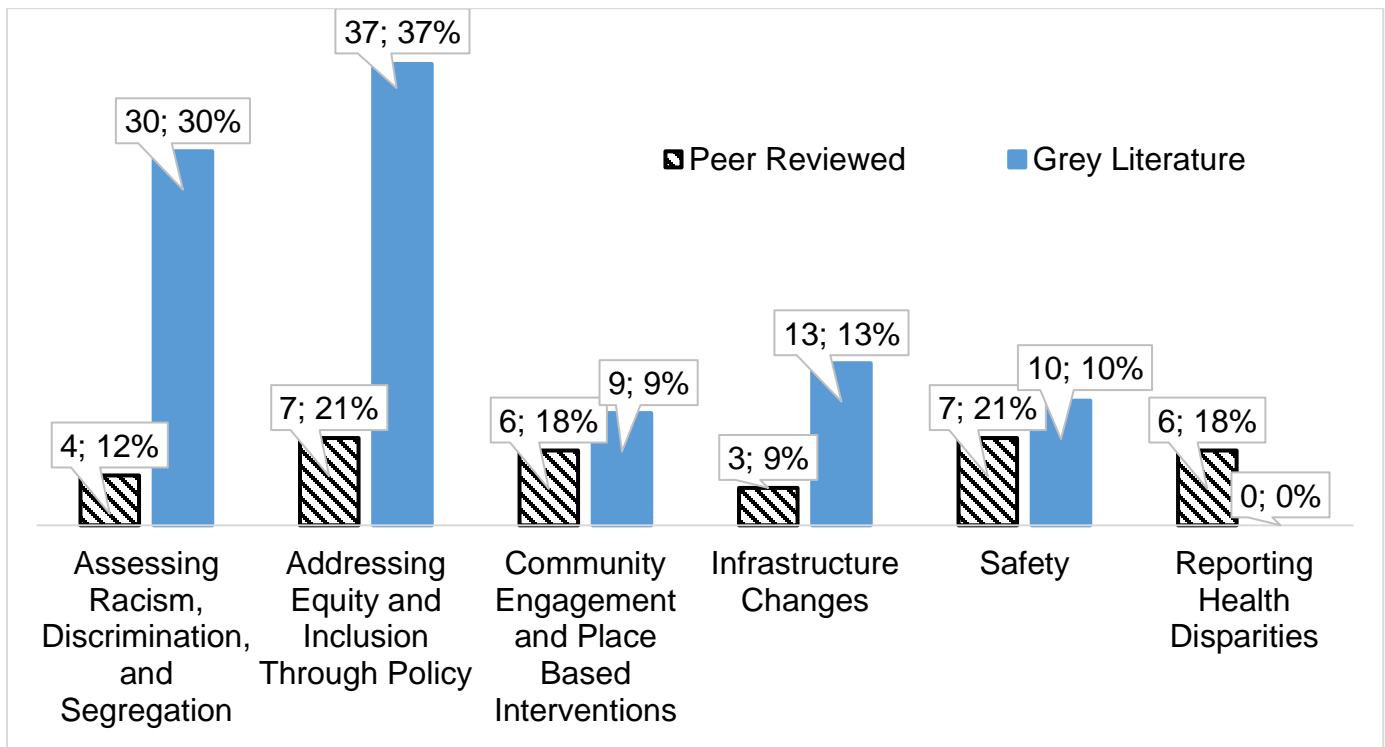
### **Themes for Literature Scans**

To further analyze and compare peer-reviewed content and grey literature resources, inductive analysis was used to sort resources into the following themes: 1) Assessing Racism, Discrimination, and Segregation, 2) Addressing Equity and Inclusion Through Policy, 3) Community Engagement and Place Based Interventions, 4) Infrastructure Changes, 5) Safety, and 6) Reporting Health Disparities. Reporting Health Disparities was only used for the peer-reviewed literature as the reporting of disparities did not appear readily as a theme in grey literature resources. Table 1 and Figure 1 provide the frequencies of each theme from each scan.

Table 1: Frequency of resources by theme and scan type that fit stated criteria

Theme	Peer-Reviewed	Grey Literature
Assessing Racism, Discrimination, and Segregation	4	30
Addressing Equity and Inclusion Through Policy	7	37
Community Engagement and Place Based Interventions	6	9
Infrastructure Changes	3	13
Safety	7	10
Reporting Health Disparities	6	-

Figure 1: Visual representation of the frequencies of themes by scan type



Note: Percentages are reflective across the source of information.

## Peer-reviewed Literature

### *Descriptive Analysis*

In total, 33 peer-reviewed articles were included in this analysis. Articles included different Routes to Destination approaches including general built environment (n=8), play streets (n=4), violence prevention (n=4), active transportation (n=2), housing (n=2), zoning (n=2), complete streets (n=1), pedestrian infrastructure (n=1), safe routes to school (n=1), vision zero (n=1), and multiple approaches (n=7). Full extraction table results can be found in **Appendix C**: Systematic Literature Review Extraction Table.

### *Assessing Racism, Discrimination, and Segregation*

Articles in this sample (n=4) assessed elements of inclusion or uncovered concepts of racism, discrimination, and segregation. Specifically, a focus group study conducted with youth found evidence of racism and feelings of discrimination in relation to active transportation (i.e., walking, cycling, and public transit). Particularly, authors reported that over half of the participants described aspects of not feeling safe or welcomed because of the color of their skin (Roberts et al., 2019). Black adolescent girls in the focus groups explicitly reported examples or encounters, while Black adolescent boys were more likely to make subtle comments regarding safety when walking in “certain areas” or around “certain people.”

While no specific recommendations were offered in the previous study, another study aiming to develop a framework for contextualizing cultural influences called for public health professionals to improve skills that change policies and environments such as advocacy and policymaking (Kumanyika et al., 2012). The author also states that

these skills and knowledge may be more relevant than traditionally taught behavioral modification skills (i.e., individual behavior change theories), which tend to assume a fixed environmental reality and place the entire burden of change on the individual (Kumanyika et al., 2012).

Additionally, a literature review by Jennifer Roberts and colleagues provided an overview of racial residential segregation related to light rail transit development and gentrification (Tehrani et al., 2019). Within this review, authors called for local governments and city planners to adopt policies to reevaluate the consequences of gentrification and light rail transit as it relates to equitable access to public transportation. The authors also recommend funding projects that support social equity initiatives to improve the scope of community, social, and economic development, citing affordable housing strategies such as regulations on inclusionary zoning, mixed-rate, or mixed-use housing policies, which can encourage for-profit developers to finance affordable and mixed-income housing. Also, authors suggest property tax relief programs and rent subsidies based on income assessments as two other strategies to support the creation of mixed-income communities surrounding transit stations (Tehrani et al., 2019).

#### *Addressing Equity and Inclusion Through Policy*

As suggested by Kumanyika et al. (2012), several articles in this sample of the published peer-reviewed literature (n=7) focused on addressing policy concerns including aspects of housing, zoning, land use, and specific Routes to Destinations approaches (e.g., Safe Routes to School and Complete Streets). A scan of Complete

Streets state statutes found that while the laws vary in content, detail, and specificity, several common provisions were identified across statutes and may be essential to ensuring state roads are safe, connected, and accessible for all users (Porter et al., 2019). The authors identified four provisions due to potential connections to further policy implementation: 1) encourage or require the accommodation of pedestrians and bicyclists in local plans; 2) indicate whether the law applies to state and federally funded roads; 3) reference specific funding allocations to support the construction and maintenance of accommodations for pedestrians and bicyclists; and 4) refer to network connectivity as an explicit purpose of the statute.

Further, Anita Cozart authored an article investigating specific connections between economic investments in housing and transportation (Cozart, 2017). They go on to write that in order to advance equitable outcomes in communities of color, investments in housing and transportation must be linked and planned together for and with people of color (Cozart, 2017). The article demonstrates a need to consider the interaction between housing and transportation needs when developing a regional vision plan (Cozart, 2017). Specifically, Cozart also suggests the linking of these two sectors through: 1) affirmatively furthering Fair Housing Rules; 2) data disaggregation between the two sectors; and 3) changing how transportation connectivity measurements are graded to better account for public transportation and active transportation incentives (Cozart, 2017). Specifically, prioritizing the movement of pedestrians, public transportation, and bike accommodations over the speed or efficiency of car travel is a step towards this linkage.

Additionally, a study examining pedestrian-friendly streets suggested that urban design with mixed land use may promote greater active transport as well as park use among persons who are Black or African American (Huang et al., 2020). Specifically, results indicated that higher levels of land use mix and pedestrian-friendly streets were associated with greater numbers of children in parks and higher moderate-to-vigorous physical activity (Huang et al., 2020). In contrast, a park's access to public transportation was negatively associated with number of all children observed and engaging in moderate-to-vigorous physical activity (Huang et al., 2020). The authors here posited that in neighborhoods with high walkability, access to public transportation may be accompanied by increased access to individuals outside the community or a perceived "stranger danger."

### *Community Engagement and Place-Based Interventions*

A few peer-reviewed articles (n=6) discussed the potential of bringing resources such as community action centers and physical activity opportunities (i.e., Play Streets) closer to under-resourced communities. Increasing access to safe physical activity places and health resources are prime examples of place-based approaches to lessen health disparities. Community action centers were used in neighborhoods in New York City to provide access to health resources in communities with disproportionate burdens of disease (Dannefer et al., 2020). Additionally, a group of articles documented rural and urban implementations of Play Streets, a place-based intervention promoting safe access to physical activity spaces (Pollack Porter et al., 2020; Pollack Porter et al., 2019; Prochnow et al., 2020; Umstattd Meyer et al., 2019). Specifically, one rural implementation of Play Streets occurred in a majority Black community in North



Carolina; the remaining urban studies cited here are from primarily Black and Hispanic neighborhoods in Chicago. In both cases, authors suggest place-based approaches (i.e., Play Streets and community action centers) should be implemented to promote physical activity and health equity in Black/African American communities.

### *Infrastructure Changes*

A few studies (n=3) in this sample reported on infrastructure and particular changes in infrastructure. A study in Chicago reported that park renovations were generally not associated with any changes in park use or park-based physical activity in high-percent Black neighborhoods, but they were associated with increased park use and park-based physical activity in low-percent Black neighborhoods. These findings may indicate that park renovations were not as effective in high-percent Black neighborhoods or did not properly engage the community in these processes (Zenk et al., 2020). Authors also noted that renovations may not be enough to offset other social deterrents to use (e.g., perceptions of safety, cleanliness, or quality of other aspects of the park) in these communities (Zenk et al., 2020). They suggest that future playground renovation efforts may need to allocate more resources for renovating the whole park (instead of just portions), involving neighborhood residents more actively, and employing complementary strategies such as additional park programming to ensure renovations benefit all neighborhoods (Zenk et al., 2020).

### *Safety*

Other articles in this sample (n=7) detailed the impact of safety, including perceptions of crime and associations with park use or physical activity. Many of these

studies found a negative association between the presence of crime, including violent crimes, and park use (Baran et al., 2013; Deka et al., 2018; Marquet, Hipp, Alberico, Huang, Fry, et al., 2019; Marquet et al., 2020). This is important to note given the previous findings regarding park renovations. Authors noted that the social and cultural perceptions of the park may deter Black residents above and beyond any additive effects of renovations to built environment. These studies all underlined the need to reduce crime, engage the community, and further the understanding among perceptions of safety, active transportation, and outdoor physical activity.

Additionally, one study focused on Black women's perception of safety, which is often underappreciated and underreported in the body of literature (Davis et al., 2020). Authors explain that changes in policy or environment aimed at increasing safety which only focus on singular aspects (as compared to systematic changes) may miss meaningful facets of Black women's lives and that positive change will occur only when Black women have meaningful participation in the processes that create urban policy.

Lastly, one article assessed street network characteristic associations with road safety (Marshall & Garrick, 2011). Authors suggest that denser street networks with higher intersection counts per area were associated with fewer accidents; however, increased street connectivity as well as additional travel lanes along the major streets correlated with more accidents (Marshall & Garrick, 2011). These results indicate that transportation experts must move beyond considering the characteristics of the individual street and examine the street network at large to build a safer, more sustainable transportation system (Marshall & Garrick, 2011).

## *Reporting Health Disparities*

Several articles (n=6) in this sample aimed to establish evidence of health disparities and uncover possible core determinants of these disparities. Many of these articles compared physical activity attainment, physical activity resources, or built environment factors across racial and ethnic groups. One study reported that non-Hispanic Black children were more likely to live less than 30 minutes from indoor facilities and were more likely to engage in indoor activity (Puett et al., 2019). This study would suggest that there may be facilities in the area but did not classify access to or perception of these facilities. Another study analyzed park use and physical activity between children and teenagers of different race/ethnic backgrounds using the SOPARC. African American teens were the only group in the study that both used the park more often and were more physically active than their younger counterparts (Marquet, Hipp, Alberico, Huang, Mazak, et al., 2019).

A policy and research agenda report in this sample was based on the Robert Wood Johnson Foundation “Culture of Health” framework, which included an interdisciplinary and multisector focus. An overarching goal of the effort was to create healthier community environments, and a specific goal of improving equity through approaches that address the needs of high-risk groups (Botchwey et al., 2018). This agenda reported gaps in knowledge regarding health disparities in six main areas: 1) parks; 2) transportation, land use, urban design, and community settings; 3) out-of-school time; 4) pregnancy and maternal health; 5) infant, child, and adolescent development (including school setting); and 6) health care, business, and industry. The article concludes by approaching each with extant research questions and projects to

be completed by the team (Botchwey et al., 2018). It should be noted, several of these gaps listed and projects described were acted upon and subsequent articles from these authors are also included in this report, most notably rural Play Streets (Umstattd Meyer et al., 2019) and several studies on safety and park use (Marquet, Hipp, Alberico, Huang, Mazak, et al., 2019; Marquet, Hipp, Alberico, Huang, Fry, et al., 2019; Marquet et al., 2020).

## **Grey Literature Review**

### *Descriptive Analysis*

In total, 99 resources were included in this scan from 43 thought leaders. Blogs were the most frequently found (n=49) followed by presentations (n=16), reports (n=11), panel discussions or webinars (n=10), interviews (n=8), and podcasts (n=5). Resources captured a wide array of Routes to Destinations approaches; however, most were generalized in their writing. Specifically, transportation was a key element most often (n=30), followed by bike policy or infrastructure (n=16), and generalized built environment (n=10). A complete record of these resources can be found in **Appendix D** Grey Literature Resources and Links.

### *Assessing Racism, Discrimination, and Segregation*

While the concepts of racism, discrimination, and segregation came up in many of the resources (n=30), several specifically described the impacts of racism and discrimination (n=9), including relating personal experiences with racism and discrimination (n=6). Tamika Butler, an expert and consultant in transportation equity, leads off a blog post on bicycling with, “As a Black person in this country, I could never

have talked about bikes without also talking about race... Bicycling cannot solve systemic racism in the United States. But systemic racism can't be fixed without tackling it within bicycling." Several authors referred to concepts such as "Biking while Black," "Hiking while Black," "Driving while Black", and even "Planning while Black" to draw attention to these dynamics. Warren Logan, Policy Director of Mobility and Interagency Relations for the Mayor's Office of Oakland, also calls for allies to step up and join in tangible action toward progress, "The fight for racial justice isn't going to be easy and it's not going to be quick. Most importantly, it will require White people to do some soul searching that is going to make them uncomfortable. It can't rely on Black people to do all the work."

Several resources (n=15) spoke on assessing factors of segregation as well as its impact on health disparities. Julian Agyeman, Professor of Urban and Environmental Policy and Planning at Tufts University, stated in an article in the Conversation, "Racial segregation was not the byproduct of urban planning; it was, in many cases, its intention." He goes on to suggest that Minneapolis' "inclusionary zoning" policies (i.e., requiring that new apartment projects hold at least 10% of units for low- to moderate-income households) may help reduce health disparities. Further, a joint panel with several experts (Anthonia Ogundele, Jay Pitter, Orlando Bailey, Tamika Butler, and Will Prosper) emphasized that not all public spaces are neutral. Panelists each explained their own experiences with this fact, relaying that while lived experiences are different in every community, many Black individuals do not feel comfortable or welcomed in certain public places and spaces. Panelists also commented on the need to have

uncomfortable conversations to confront anti-Black racism specifically when it comes to non-Black urban planners and designers but also as a community at-large.

### *Addressing Equity and Inclusion through Policy*

The most addressed topic within this sample was approaching equity through policy (n=37). Further, several authors (n=5) felt the need to educate readers and define what equity means as it relates to Routes to Destinations. For example, in a Q&A with Warren Logan, he was quoted as saying the following about their Department of Transportation in Oakland: “Each one of our processes asks the question, ‘How are we advancing equity?’ Each one of the project managers has to state how a project will advance equity. We also make sure we’re asking the right questions so we can collect the right data. We want the data to reflect the challenges people are facing, and we want the outcomes to reduce or eliminate those challenges.” Ron Thompson, a Transportation Equity Organizer, also stated in a Greater Greater Washington post that, “Against the backdrop of nationwide protests against racism and a pandemic, elected officials and advocates are being forced to rethink their efforts to achieve equity through budgets and policy. Despite increasing calls for equitable transportation planning, many feel the voices of marginalized communities have been tokenized or ignored altogether.” Many of the resources expanded to present the case for deficits in policy and where policy (particularly transportation policy) may have an opportunity to advance equity. Authors also reported the need for systematic approaches that incorporate policies across sectors and individual level behavior change for the most impact.

### *Community Engagement and Place-Based Interventions*

While not the most prevalent category, resources (n=9) detailed a need for community engagement to lay the groundwork for the rest of the topics addressed here. Richard Ezik, Policy Associate at Urban Institute, said in his post on the Urban Institute, “Transportation decisions should be made through deep and meaningful community engagement with low-income and historically excluded residents and rooted in an understanding of the legacy of racist policies and actions that has led to racial inequity in transportation.” Warren Logan expanded on this in talking about a Slow Streets implementation: “It’s not so much a matter of doing a community survey at the end and finding out how people felt about it. We’re [Oakland Department of Transportation] having a regular conversation with people on an ongoing basis to understand how we can continuously iterate on the program.” These thoughts were echoed by Triveece Penelton, City Planner and Public Involvement Innovator at Vireo, who also expanded this discussion to include changes in community engagement during COVID-19 such as the use of online surveys and zoom meetings during a [webinar for BikeWalkKC](#).

### *Infrastructure Change*

Several resources detailed changes to and power of infrastructure (n=13) as well as suggested changes in biking accommodations (n=5), access (n=4), housing (n=2), and during COVID-19 (n=2). Regarding infrastructure investment in an Urban Institute piece, Anita Cozart, Deputy Director of Community Planning and Design at the Office of Planning, said, “Target investments to communities with the greatest need. Despite the potential of infrastructure investment to bring benefits, low-income communities and people of color have not received the benefits of those investments in terms of physical connectivity, employment, and wealth-building opportunities. Future investments should

be directed to communities that have been left behind. Leverage infrastructure benefits for high-quality jobs, equity, and justice. Policymakers should embed into infrastructure proposals provisions for inclusive job creation.”

Specific examples of infrastructure changes were given by Ron Thompson ([Why the 9<sup>th</sup> street bikeway became a debate over race, power, and space](#)) and Bryantene Brown ([90<sup>th</sup> Ave: At the Intersection of Redesign and Reaffirmation](#)) among others. Bryantene Brown, a Transportation Planner in the City of Oakland, stated examples of intersection redesign as opportunities for community involvement and reaffirmation ([90<sup>th</sup> Ave: At the Intersection of Redesign and Reaffirmation](#)). Additionally, Courtney Cobbs, an Assistant Editor at StreetsBlog, reported on several changes in infrastructure during COVID-19 including [Slow or Open Streets](#) and [bus-only lanes](#). While Cobbs seems to advocate for bus-only lanes as a way to promote access to on time transportation opportunities, the argument for Slow or Open Streets seems less straight forward in Chicago neighborhoods stating a lack of support from the Active Transportation Alliance and even stating, “...there's been pushback to the Open Streets movement from some mobility justice advocates of color who've argued it's mostly white people who are promoting such programs without enough input from organizations and individuals in Black and Latinx neighborhoods.”

### *Safety*

Lastly, safety was also a main theme of grey literature, which came across in different resources (n=10), including topics such as theft (n=3), policing (n=2), Vision Zero (n=3), and crime (n=2). A divergent theme in the grey literature was the additional



discussion of policing aspects and their potential impacts on activity. Specifically, Charles Brown, an expert consultant and founder of Equitable Cities, provided two resources on the topic. In a report on Better Bike Share, Brown details results from focus groups with Black and Latino cyclists in which Black residents discussed aspects of police harassment as a barrier to cycling and that residents avoided certain areas out of fear of police profiling. Brown then suggests the possibility of dedicated events, including Open Streets, as a model for encouraging active transportation, community engagement, and police interaction in a positive non-hostile environment. It should be noted this call for events or Open Streets would be well paired with feedback from Warren Logan and Courtney Cobbs who call for greater community engagement in these events to provide environments that are not just safe for people of color. Additionally, in a Symposium from UCLA Arrowhead, Brown lists several powerful calls to action in a presentation titled, *Being Black and Brown in Public: How safety, harassment and policing shape mobility*. Specifically, this call-to-action list includes: 1) institutionalizing commitment to equity through the adoption of a citywide racial equity action plan, 2) prioritizing street and bikeway investments and maintenance in communities of concern, 3) safeguarding against discriminatory enforcement, and 4) ensuring the full and fair participation of low-income and minority communities in the transportation decision-making process.

## **Twitter Scan**

This analysis was conducted on the entire sample of Tweets from the thought leaders. It does not consider the individual preferences or uses of the social media platform. As Twitter can be a place for stream of thought sharing and personal use as

well as the sharing of professional material, the results presented should be approached with caution. For example, some individuals may Tweet about personal events, sports, or birthday wishes while others use it to disseminate information related to their professional lives. In summary, Twitter can and is being used to quickly and easily disseminate ideas and messaging to reach “fringe” networks and the general public surrounding Routes to Destinations; however, a more in-depth analysis of the perception of Twitter and social media use may be needed to better understand these concepts. A full list of Tweets can be found at [www.tprochnow.com/files/Tweets.xlsx](http://www.tprochnow.com/files/Tweets.xlsx).

### *Word Frequency*

For descriptive purposes, a word frequency table was constructed denoting the frequency with which each word occurred within this sample of Tweets. It is interesting to note that within this sample of Tweets “Black” was used 628 times, while “BIPOC” was only used 11 times. It may be worth investigating more around the use of BIPOC particularly in social media realms. A table of the top 20 most frequently used words within the sample can be found in **Appendix E**.

### *Sentiment Analysis*

Next, sentiment analysis was used to parse out the potential tone or usage of words in this sample of Tweets. It is important to note that, overall, the words in this sample were more likely positive than negative. Positive-leaning words can be looked on as amplifying Black voices (e.g., work, great, good, support, love, right, equitable, honored, proud, etc.). In contrast, negative-leaning words seemed to expose issues of racism and discrimination in the United States (e.g., racism, crisis, issue, racist, issues,

problem, death, bad, critical, harm, etc.). It should be noted that sentiment analysis in this case is a tool for us to consolidate data and does not necessarily represent all usage of language and tone of text. A breakdown of the top 10 positive and negative leaning words and their frequency of use can be found in **Appendix E.**

### *Topic Models*

Topic modeling was used to determine the words that most commonly occur in the same Tweet. This allows researchers a systematic data driven way to condense the Tweets to look at specific topics which may be occurring more often than others. In this case, Bayesian's statistics are used to determine cooccurrence of words that are grouped into topics. Table 2 provides five topics generated by this procedure. Topic 4 in this analysis (black, people, one, equity, today, just, work, need, day, public, get, time, covid, transportation, white) was the most prevalent and salient according to the topic model algorithm among the Tweets in the sample. Below each topic is expanded and sample Tweets are supplied.

*Table 2: Topic model results for Tweet sample*

Topic 1	Topic 2	Topic 3	Topic 4	Topic 5
advancing	cover	holiday	<b>black</b>	drop
appointment	age	include	<b>people</b>	slow
rep	thoughts	music	<b>one</b>	control
signed	practitioners	potus	<b>equity</b>	turn
blacklivesmatter	tired	subway	<b>today</b>	wow
international	disaster	atlanta	<b>just</b>	explain
mom	girl	urbanist	<b>work</b>	increased
processes	jaywalking	vinthecityy	<b>need</b>	manager
state's	number	allow	<b>day</b>	mine
virtually	woke	bikechi	<b>public</b>	prepared
amendments	died	carry	<b>get</b>	ballot
closed	kid	character	<b>time</b>	gotta

construction	result	john	covid	healthcare
joyful	women 's	largest	transportation	supplies
reflection	(Undefined emoji)	believe	white	supporters

### Topic 1

Key words and concepts pulled from Topic 1 are “advancing”, “signed”, “blacklivesmatter”, “processes”, “amendments”, and “reflection.” Throughout this topic Tweets may have been speaking to advancing social justice issues during the Black Lives Matter protests and processes such as signing amendments that support social justice issues. Keshia Pollack Porter, Vice Dean for Faculty and Professor in the Department of Health Policy and Management at the Johns Hopkins Bloomberg School of Public Health, tweeted, “As we continue to celebrate #BlackHistoryMonth, the NPC applauds all of the Scholars who are advancing #healthequity, especially with Black communities. We celebrate your tireless work to dismantle systemic racism & white supremacy culture. #BlackLivesMatter #BlackintheIvory <https://t.co/tR5akN2Jtv>.” Anikwenze Ogbue, a Project Manager at Washington Metropolitan Area Transit Authority, tweeted this regarding police reform legislation “SB 627 - LEOBR Repeal and SB 178 Antons Law are coming up for a vote in JPR today at 4pm! It’s critical that we pass both these bills without any amendments that water down the bills! #BlackLivesStillMatter #MDGA21 #ReimaginePolicing.” While these are just two examples of the Tweets representative of this topic, this topic displays elements of the Addressing Equity and Inclusion through Policy as well as Safety themes identified in previous scans.

## *Topic 2*

From Topic 2, an interesting combination of concepts was “disaster”, “girl”, “jaywalking”, “died”, “kid”, and “result.” One of the interesting discussions centered in this topic is the discourse on jaywalking. For example, Charles Brown tweeted “100 yrs. ago, the "Jaywalking" campaign was created by automakers to blame people for pedestrian deaths instead of the car-centric environment. Now, #mobility justice advocates want to stop racial discrimination in its policing by decriminalizing it. <https://t.co/9So29zsqwn>.” Further, Olatunji Oboi Reed, Founder of Equiticity, tweeted “Jaywalking decriminalization is coming! Only an unjust system would not provide people with the infrastructure they need to safely move through their environment and then police them for not doing so. #arrestedmobility <https://t.co/MR62eXFLkn>.” As in the previous topic, these Tweets seem to center on the themes of Addressing Equity and Inclusion through Policy and Safety as well as elements of Assessing Racism, Discrimination, and Segregation in the way policing is applied in communities.

## *Topic 3*

Topic 3 contained several examples of specific locations and transportation methods such as “Atlanta”, “urbanist”, “bikechi”, and “subway.” It is possible that Tweets in this topic were discussing specific cities, modes of transportation, and people (e.g., potus, “john”, and “vinthecityy” which is the Twitter handle for Vanessa Morrison an Associated Director for the Oklahoma University Institute for Quality Communities). For example, Michael Kelley, Policy Director at BikeWalkKC, tweeted, “Check out the Jackson Street Bridge page on the Atlanta City Studio website for info on the planned

redesign, including a plaza and a protected bike lane. If the engineering/procurement phase wraps up on schedule, construction will begin this year. <https://t.co/e8ZO0yKJrx>.” Shabazz Stuart, Founder of Oonee, tweeted this regarding a subway entrance, “...And just like that, the new Nostrand (AC) Subway entrances have become an integral component of #bedstuy streetscape...connecting B44 SBS riders to the subway. The best infrastructure projects are quickly able to weave themselves into the daily lives of community members. <https://t.co/XRI0DBsrsF>.” It may be that Tweets within this topic are highly aligned with the Infrastructure Changes theme in previous scans.

#### *Topic 4*

As stated above, Topic 4 was the most prevalent topic within the Tweets in the sample. From the words listed in Table 1, this topic was also one of the more coherent topics generated by the model. Here we can see messages surrounding a need for work today towards equity for all. Concepts from each of the abovementioned themes came through in this topic. Many of these Tweets also shared resources like reports or articles as well as advertised for webinars or conferences. For example, Anita Cozart, Deputy Director of Community Planning and Design at the Office of Planning, tweeted, “My article on spatial anti-Blackness. As an urban planner, I’ve been contemplating this problem and the ways the planning profession has had its knees in the necks of Black people through policy, top-down design approaches & unacknowledged white privilege. <https://t.co/Zilj6o9Jla> ” Jay Pitter added, “Recently, Emmett Till’s home gained landmark status, but we continue to witness unspeakable anti-Black public violence during COVID. More broadly, in searching archives & pop media for images of Black people, I’ve found that far too many of them depict Black despair & suffering.” Anikwenze

Ogbue also tweeted, “Wealthy and whiter suburban counties of Baltimore and beyond: spend more on housing, health, recreation, and transportation than policing, don't criminalize white residents over petty drug offenses, were encouraged to respond to the opioid epidemic w/ public health solutions.”

### *Topic 5*

Lastly, Topic 5 included concepts such as “drop”, “slow”, “control”, “turn”, “explain”, “increased”, “prepared”, and “supporters.” Tweets which fell under this topic may have been discussing “dropping knowledge” through explaining policies and supporting activities as well as discussing the concepts of Slow Streets and control over planning and land use. Particularly there was a pointed discussion surrounding the concept of “just because” infrastructure changes may make slower streets or calmer streets; does not mean they are safe for Black persons. Tamika Butler provided a powerful set of Tweets stating, “If I'm on a slow street or in a bike lane but someone thinks my Black skin makes me dangerous or that I don't belong in that neighborhood then that planning intervention will be used as a tool in policing my mobility and can ultimately result in the loss of my life.” and “Experiencing place and space in nonwhite or queer or disabled or poor or...any oppressed group...bodies means we understand on a deeper level than those criticizing (and often attacking) us that being 'safe' is more complicated than slowing down traffic or coloring a lane green.” Calvin Gladney, CEO of Smart Growth America, tweeted, “The ownership, control and use of land have been key tools of white supremacy and racism and are foundational drivers of all racial wealth disparities. New housing supply is not enough - we need new owners, regulators & zoning laws too.” Quite a few sub-topics came through within this model generated

topic; however, concepts of Assessing Racism, Discrimination, and Segregation as well as Safety in the way of perception of safety came through in many of the Tweets. It also should be noted that topic models register occurrences of words and not varied use of words. For example, “drop” was also used several times to encourage mail-in-voting and drop boxes prior to the Presidential Election.

## **Take-Aways**

### **Complex, Systematic, and Comprehensive Change**

Sentiments from many of the thought leaders underscored and reinforced that as racism and related issues are complex, systematic, and comprehensive so too must be the change and approach to health equity and anti-racism regarding transportation and access to physical activity. Many thought leaders commented on the need for comprehensive, multi-sector, and systematic approaches to promote equitable and lasting change. Further, the need for more communication and collaboration across sectors and disciplines was highlighted in many resources reviewed. These themes were reflected for example, in Anita Cozart’s article on linking transportation and housing to promote equitable access and several articles and Jennifer Robert’s article on investigating the impacts of transit-oriented development and gentrification or displacement. Michael Kelley, Policy Director at Bike Walk KC, stated the need for “furthering efforts on a more equitable, multimodal transportation system” in a column about biking during the pandemic commenting, “The longer, more destructive pandemic of this nation is systemic racism. To treat the impacts of this disease on transportation, we have to begin by acknowledging and removing the base elements that make it so.



That means advocating for the decriminalization of biking and walking as well as understanding the broader barriers to biking for people of color.”

The latter comment also ties into the findings in the Safety theme. Tamika Butler takes another step forward in explaining why we must talk about race when we talk about bikes, “Bicycling cannot solve systemic racism in the United States. But systemic racism can’t be fixed without tackling it within bicycling.” Robyn Lewis, a Delegate for Maryland District 46, speaks about the need for culture change which takes time: all “I want to do is just reward people for doing the right thing, make it easy for people to do the right thing. Some of that will involve changes in culture, like I mentioned. We are the offspring of an ideology that we did not choose, and that ideology was reinforced over the last few generations to prioritize the convenience of car movement and vehicle movement over the health, safety, and wellbeing of humans. And that’s going to require a cultural shift that will take a generation.” The issues and disparities associated with systemic and systematic racism need equally systemic and systematic change.

### **Representation and Inclusion in Decision-Making**

Additionally, authors spoke on the need for more than just inclusion but representation in positions with decision making power. The concept of representation and inclusion in decision-making processes and power to make change came through in many of the grey literature resources reviewed. These experts called for amplifying these voices not just in commentary but also for lasting change. In a Medium post, Lynn Ross, an expert and consultant in housing and urbanism, recommended the following: “Broaden the conversation to ensure that diverse voices — especially those that are too

often underrepresented — have multiple platforms to meaningfully engage and the opportunity to co-create public space.” Further, Tamika Butler powerfully calls for action particularly from leadership: “This is the moment to do more than issue a statement. A statement is the least that can be done. Those in power must change, relinquish some of their power, and get out of the way to make room for those who are ready to lead and are equipped to identify anti-Black practices and policies.”

### **Moving Beyond Engagement to Community Inclusion Practices**

Similarly, across all dialogue forms there was also a call for a combination of community inclusion at a grassroots level and the political power or systematic nature of policy implementation. Thought leaders described a need for moving beyond simple community engagement into inclusionary planning procedures that provide tangible evidence of ownership in policy making and built environment changes. Instead of just engaging the community, ownership through these change efforts builds acceptance and support while also making the policy changes based on the community needs and wants. These efforts need to also consider the communities in which the work is being done. For example, a town hall or similar style forum may not be the best way to elicit true authentic discussion. Other forms of outreach may be needed such as online surveys and text lines used in Oakland, California to understand implementation of policies such as Slow Streets. Warren Logan commented on feedback received in their Slow Streets program in an interview on Project for Public Spaces, “A lot of people called us about Slow Streets, and said, ‘I didn’t like Slow Streets, so I just picked up the barricade and moved it.’ And I’m like, ‘Great! That’s kind of how this works.’ I mean, I don’t want you to move it, but that is a form of feedback that tactical urbanism allows

for. That's how I see tactical urbanism: giving people the tools to effect the change they're looking for and having an iterative conversation toward a long-term solution."

## **Safety**

While safety was a common thread through all three literature and social media scans, the way safety was discussed in each scan differed. The peer-reviewed literature in this sample focused on the negative associations between the presence of reported crime and violence relative to the physical activity observed at parks. There was also an article understanding the perception of safety, particularly among Black women.

However, moving to the grey literature, more was written about safety and policing. Specifically, several thought leaders in this sample made comments suggesting the need to rethink or restructure the "enforcement" of policies, specifically related to Vision Zero, in communities. Destiny Thomas stated that "enforcement should be replaced with accessibility and accountability," in a blog about how Safe Streets may not be safe for Black lives. Charles Brown also advocated for more "safeguards against discriminatory enforcement." This was also echoed in Tweets recommending the decriminalization of jaywalking from some of the thought leaders in the sample. Anikwenze Ogbue tweeted this on the matter, "Fed, state and local dollars aren't targeted to design/construct traffic crash prevention measures in the most impacted communities. Often enforcement strategies that exacerbate race & income disparities are used despite evidence that design is the biggest factor in (down arrow emoji) crashes."

The discrepancy in how safety is discussed between scans may show evidence of a publication bias but may also be a product of the scan parameters requiring only publications from authors on the list to be used. It is possible there are other authors who have published in academic journals on this topic that were not included in the scan.

## **Limitations**

As with any literature review, there is a chance that resources (peer-reviewed or grey literature) that did meet the inclusion criteria were not found. To limit this possibility, the author included multiple databases and systematic software in conducting this review. It also should be noted that these findings are limited by the sample of thought leaders selected. In other words, findings presented here are not an exhaustive list or view of everything written on the topics presented.

Specifically, in terms of the Twitter scan, caution should be exercised in the interpretation of these findings as stated above. The use of Twitter can vary depending on the individual as some may use it for personal matters while others share professional material. Additionally, other Twitter analyses typically revolve around identifying and analyzing specific hashtags which typically provide more concrete themes; in contrast, the results presented herein included all Tweets made by this list of thought leaders. It may be prudent to further analyze these conversations by hashtags or more time intensive qualitative analysis methods that were not able to be produced for this report. Lastly, it should be noted that interpretations and conclusions drawn are that of the authors and are subject to lived experience bias.

## **Next Steps**

Lastly, as part of this ongoing project, qualitative interviews are being conducted by Charles T. Brown, Founder and CEO at Equitable Cities, with a purposive sample of thought leaders from the list used in this report. The author of this report will participate in these interviews to provide overlapping context between the scans reported here and these interviews. In combination of these two phases, a final report will be submitted.

## **Key Implications**

In conclusion, this section provides three bullet pointed key implications from this work for public health efforts to promote safe transportation routes to everyday destinations, considering racial equity, social injustices, and systemic racism.

- Engagement through representation and ownership – Thought leaders expressed the need for enhanced community engagement through representation and ownership in policy and environment change to further racial equity.
- Multi-sector collaborations – Many of the thought leaders in this sample called for collaborations across sectors to create a more comprehensive and systematic approach to lessening racial and ethnic disparities.
- Understanding the complex nature of safety – The complex nature of safety and perceptions of safety within Black/African American communities came through differently depending on the source of information. Better understanding this complex nature with regards to Routes to Destinations and particularly in peer reviewed literature is needed.



## Appendices

### Appendix A: List of Thought Leaders

Name	Title	Organization	Academic, or Practitioner	Topic Area(s)
Aldea Coleman	Policy Director	North Carolina's Department of Transportation	Practitioner	Planning
Aletha Maybank	Chief Health Equity Office	American Medical Association	Practitioner	community-driven planning and implementation
Andre Perry	Senior Fellow	Brookings Institute	Both	Commentator on race and structural inequality, education, and economic inclusion
Angela Odoms-Young	Associate Professor, Kinesiology and Nutrition	University of Illinois at Chicago	Academic	social, cultural, and environmental factors that contribute to inequities in diet and obesity-related health outcomes
Anikwenze Ogbue	Project Manager	Washington Metropolitan Area Transit Authority	Practitioner	Transportation planner
Anita Cozart	Deputy Director of Community Planning and Design at the Office of Planning	Office of Planning (DC)	Practitioner	Healthy Community Planning
Anthonia Ogundele	Founder	Ethos Lab	Practitioner	Planner and resilience professional
Anthony Foxx	CPO	Lyft	Practitioner	Transportation Engineering and Planning
Anthony Taylor	VP National Brotherhood of Cyclists; Lab Equity Advisory Board Member; Commissioner Metropolitan Parks and Open Spaces	Commissioner, Metropolitan Council (Twin Cities, MN)	Practitioner	Planning, acquisition, and development
Ariel Ward	Transportation Engineer	San Francisco Transportation Agency (SFMTA)	Practitioner	Transportation Engineering and Planning, Community-based transportation planning
Brytanee Brown	Transportation Planner	City of Oakland Transportation planning	Practitioner	mobility justice
Calvin Gladney	President and CEO	Smart Growth America	Practitioner	community revitalization
Camille Applewhite	Landscape Architecture	TERRA Engineering	Practitioner	Site planning & development, community engagement
Carlton Eley	Regional Equity Initiative Manager	Miami Valley Regional Planning Commission	Practitioner	Planning; Regional Equity
Charlene Carruthers	Community Organizer	Chicago Center for Leadership and Transformation	Practitioner	Community Organizing, racial justice, feminist, youth leadership development

Charles Brown	Senior Research Specialist; Adjunct Professor	Rutgers University, Edward J. Bloustein School of Planning and Public Policy and Alan M. Voorhees Transportation Center	Both	transportation, health, equity
Courtney Cobbs	Assistant Editor	StreetsBlog	Practitioner	Public Transportation, Bicycling
Courtney Williams	Chief Strategist	The Brown Bike Girl	Practitioner	Biking, community engagement
Dara Baldwin	Director, National Policy	Center for Disability Rights, Inc. (CDR)	Practitioner	Disability rights policy with a focus on Intersectionality; ADA compliance specialist
Debbie Njai	Founder	Black People Who Hike (facebook.com/blackpeoplewhohike)	Practitioner	Outdoor recreation
Destiny Thomas	Founder and Chief Executive Officer	<a href="#">Thrivance Group</a>	Practitioner	Transportation planner
Earl Key	Office of Equal Opportunity director: Contact Johnson, Tracey	WSDOT	Practitioner	Transportation planner
Ethan Lassiter	City Planner	Chicago Department of Planning and Development, Chicago, IL	Practitioner	Transportation planner
Fayola Jacobs	Assistant Professor	University of Minnesota	Academic	Urban and regional planning
Gina Sofola	Principal; Affiliate Faculty	Sofola and Associates, Inc., Oklahoma City, OK; Gibbs College of Architecture, University of Oklahoma	Both	Urban and regional planning
Gretchen Sorin	Director	Cooperstown Graduate Program	Both	History, travel, Civil Rights movement
Irene Marion	Equity + Inclusion Manager	Portland Bureau of Transportation	Practitioner	Transportation
Jamila Porter	Director of Programs and Evaluation	Safe States Alliance		
Jason Ware	Organizer	#LetUsBreathe Collective	Practitioner	Restorative justice
Jay Pitter	Senior Fellow, Equity-Based Placemaking	Canadian Urban Institute	Practitioner	Placemaking
Jennifer D. Roberts	Assistant Professor, Director	Kinesiology, Public Health Outcomes and Effects of the Built Environment (PHOEBE) Laboratory; University of Maryland	Academic	Built environment and physical activity
John Gregory	City Councilperson, Founder, CEO	City of Columbus, National African American Male Wellness Walk Initiative, National Center for Urban Solutions,	Practitioner	"Solutions Man," African American men's wellness
Julian Agyeman	Professor of Urban and Environmental Policy and Planning	Tufts University	Academic	Urban and Environmental Policy, spatial justice, originator of the "just sustainability" concept



Kafui Attoh	Associate Professor of Urban Studies	UNY School of Labor and Urban Studies	Academic	Urban Transportation; Public Space; Transportation Labor; Rights
Keith Benjamin	DOT director for the city of Charleston, SC	City of Charleston, SC	Practitioner	Dept of traffic and transportation
Keshia Pollack Porter	Vice Dean for Faculty and Professor, Dept of Health Policy and Management	Johns Hopkins Bloomberg School of Public Health	Academic	Health policy
Kimberley Johnson	Professor	NYU	Academic	American political development, urban and metropolitan politics, race and ethnic politics
Kristen E. Jeffers	Public Speaker	Independent	Practitioner	Urbanism in general? Racial equity and urbanism
Lisa Bates	Associate Professor	Portland State University	Academic	Housing policy and planning, community development and neighborhood revitalization planning
Lynn Ross	Founder and Principal Consultant	Spirit for Change Consulting	Practitioner	Housing, urbanism
Mary Skelton Roberts	Co-Director for Climate	Barr Foundation	Practitioner	transportation and land use
Melicia Whitt-Glover	President and CEO	Gramercy Research Group	Both	physical activity behavior change programs among racial and ethnic minority groups; physical activity assessment; community-based participatory research; and minority health and health disparities
Michael Kelley	Policy Director	Bike Walk KC	Practitioner	Active transportation
Myron Floyd	Dean	College of Natural Resources, North Carolina State University	Academic	Parks & equity
Nedra Deadwyler	Consultant, Founder/CEO	Civil Bikes	Practitioner	Cycling
Nisha Botchwey	Associate Dean of Academic Programs	Georgia Tech	Academic	Health and the built environment, community engagement
Norman Garrick	Professor, Transportation and Urban Planning	University of Connecticut	Academic	Transportation, Urban Planning, Sustainable Cities, Sustainability, Transportation Safety
Olatunji Oboi Reed	Founder	Equiticity	Practitioner	mobility justice
Orlando Bailey	Director of Engagement	BridgeDetroit	Practitioner	Community engagement, community development
Prentiss Dantzler	Professor	Urban Studies Institute at Georgia State University	Academic	urban poverty and inequality, housing policy, race and ethnic relations, and community development practice.
Renee Louis-Glover	Founder and Managing Member	The Catalyst Group, LLC	Practitioner	Planning
Richard Ezik	Policy Associate	Urban Institute	Both	Transportation
Robbyn Lewis	Delegate	Maryland D46	Practitioner	Transit justice
Robert Bullard	Distinguished Professor of Urban Planning	Texas Southern University	Academic	Transportation

Ron Thompson	Transportation Equity Organizer	Greater Greater Washington	Practitioner	Transportation
Shabazz Stuart	Founder	Oonee	Practitioner	transportation, public spaces and infrastructure
Shiriki K. Kumanyika, PhD, MS, MPH	Research Professor, Community Health Promotion	Drexel University	Academic	"culture of health" approaches in black communities, social determinants of health & equity
Stefanie Brodie	Research Practice Lead	Toole Design	Both	Transportation Planning & Policy
Tamika Butler	Founder + Principal	Tamika L. Butler Consulting, LLC	Practitioner	Transportation
Tierra Bills	Assistant Professor, Civil and Environmental Engineering	Wayne State University	Academic	Transportation Equity, Public Transportation, Transportation Economics, Travel Behavior Modeling
Tiffany Pertillar	Co-Owner and Chief Operating Officer, Contractor	Epic Health Solutions, NACDD	Practitioner	Health Equity
Toks Omishakin	Director	California Department of Transportation	Practitioner	Transportation
Triveece Penelton		Planning for Health, Equity, Advocacy, and Leadership	Both	planner, public involvement
Vanessa Morrison	Associate Director	Oklahoma University Institute for Quality Communities	Both	planner and community development professional
Veronica Davis	Co-Founder/Principal Planning Manager	Nspiregreen LLC	Practitioner	transportation, planning, civil engineer
Waffiyyah Murray	Better Bike Share Program Manager	City of Philadelphia	Practitioner	address barriers to the use of bikeshare in low-income communities and communities of color and increase equitable access in bikeshare systems nationally.
Warren Logan	Policy Director	Mobility and Interagency Relations for the Mayor's Office of Oakland	Practitioner	Transportation Planning, Sustainability, and Urban Planning
Will Prosper	Ashoka Fellow		Practitioner	
Willow Lung-Amam		Professor of Urban Studies and Planning at University of Maryland, Director of Community Development at the National Center for Smart Growth Research and Education	Both	link between social inequality and the built environment; urban planning
Zahra Alabanza	Founder	Untokening/Red Bike & Green	Practitioner	active transportation, community organizer, mobility justice

## Appendix B: Data Extraction Form

Extraction Category	Included in Systematic	Included in Grey Literature
Title	X	X
DOI	X	
Citation	X	
Author(s) from list	X	X
Title	X	X
Journal	X	
Source		X
Type of Resource		X
Aim of study	X	
Study design	X	
Routes to Destinations Strategy	X	X
Key Findings	X	X
Recommendations	X	X
Quotes	X	X
URL		X

## Appendix C: Systematic Literature Review Extraction Table

Title	Author(s) from list	Aim of study	Key Findings	Recommendations	Category
Do Not Forget About Public Transportation: Analysis of the Association of Active Transportation to School Among Washington, DC Area Children with Parental Perceived Built Environment Measures (Roberts et al., 2018)	Jennifer Roberts	To assess youth active transportation, including public transportation, among Washington, DC area children in relation to parental perceptions of neighborhood-built environment variables	Over 30% used active transportation-public transportation 5 days per week, and nearly 13% used active transportation-walking daily. Parental perceived built environment variables significantly predicted youth active transportation-walking and active transportation-public transportation	The present study elucidates the process from possible community opposition to active transportation engagement, particularly with public transportation, by revealing some parental and youth barriers to active transportation. Likewise, this study highlighted the importance of initiating policy actions and interventions that will create the reality and perception of safer, healthier, and inclusive environments for youth active transportation.	Addressing Equity and Inclusion Through Policy
Neighborhood characteristics associated with park use and park-based physical activity among children in low-income diverse neighborhoods in New York City (Huang et al., 2020)	Myron Floyd	This study examined whether neighborhood characteristics were associated with children's park use and park-based moderate-to-vigorous PA in low-income diverse communities and how associations differed between ethnic groups.	Results for African American children indicated that higher levels of land use mix and pedestrian-friendly streets were associated with greater numbers of children in parks and higher PA across all three groups. In contrast, a park's access to public transportation was negatively associated with number of all children observed and engaging in PA.	Interventions should prioritize urban design that mixes land uses and prevents crime along with supporting adult caregivers getting children to parks to encourage greater activity among kids in parks.	Addressing Equity and Inclusion Through Policy
Activity space environment and dietary and physical activity behaviors: A pilot study (Zenk et al., 2011)	Angela Odoms-Young	This study examined relationships among individual demographics, environmental features (e.g., fast food outlet density, parkland use) of residential neighborhoods and activity spaces, and weight-related behaviors (diet, physical activity)	Activity space size did not differ significantly by age, gender, race/ethnicity, income, or education. Overall, we found few statistically significant differences in activity space environmental features by demographics. Those who were currently employed (versus not in the labor force) and auto owners (versus non-owners) were more likely to have a supermarket in their one standard deviation ellipse. Based on the daily path area, auto-owners (versus non-owners) were more likely to have a supermarket.	An activity space approach can assist in better understanding the contributions of duration and frequency of exposure, elements that have been largely ignored in previous research. In the measurement of environmental exposures, investigators can incorporate the duration of time individuals spend at activity locations or the frequency with which they visit these locations. For example, limiting fast food outlets near low-income residential areas may not be effective in curbing fast food intake if individuals frequently obtain fast food around other activity hubs. Activity space research could provide more solid evidence upon which to base environmental and policy interventions.	Addressing Equity and Inclusion Through Policy

<b>Title</b>	<b>Author(s) from list</b>	<b>Aim of study</b>	<b>Key Findings</b>	<b>Recommendations</b>	<b>Category</b>
Complete streets state laws & provisions: An analysis of legislative content and the state policy landscape, 1972–2018 (Porter et al., 2019)	Jamila Porter	In this study, Complete Streets state statutes were identified using legal research databases. Using established legal mapping methods, a qualitative analysis was conducted of state laws that were effective through December 2018.	While the laws vary in content, detail, and specificity, several common provisions were identified across statutes. Complete Streets legislative statutes may be essential to ensure that road networks throughout states are safe, connected, and accessible for all users.	This study provides key insights into the legislative landscape of Complete Streets state laws and makes available a new data set that can support future evaluations of these laws. (No primary recommendations were given)	Addressing Equity and Inclusion Through Policy
Transportation matters: closing the chasm between housing and transportation to foster communities of opportunity for all (Cozart, 2017)	Anita Cozart	Discuss transportation, housing, and disparities in minority communities.	This outcome demonstrates why equity is an economic and moral imperative. It shows that investments targeted toward people of color and low-income communities, the people who are often marginalized and left behind, actually help regions achieve their highest and best growth potential. It is also a demonstration of the benefits of considering housing and transportation needs when developing a regional vision plan.	* Affirmatively Furthering Fair Housing Rule: The U.S. Department of Housing and Urban Development is implementing the affirmatively Furthering Fair Housing rule via a data tool and bottom-up, integrated assessment and planning approach for regional and local levels. * Data Disaggregation: Disaggregating this data by race facilitates accurate assessment of community need. The successful identification of infrastructure needs can aid communities in targeting investments in ways that promote mobility and access to economic opportunity for all. *Connectivity Measures: Congressional leaders have advanced a legislative proposal that encourages the secretary of Transportation, in coordination with the Federal Highway Administration and the Federal Transit Administration, to create a performance measure that communities can use to integrate their housing and transportation investments.	Addressing Equity and Inclusion Through Policy
Settling in or moving out? Exploring the effect of mobility intentions on public housing exits (Dantzler & Rivera, 2019)	Prentiss Dantzler	This paper seeks to understand how public housing residents' mobility intentions affect their actual exits.	The results suggest that mobility intentions do have a significant effect on public housing exits. However, the rate of exit among those who intend to move out of public housing was similar to those who did not intend to leave. However, neighborhood conditions did not fully explain public housing exits.	Overall, the results imply that while public housing residents may have positive and negative mobility intentions, their exits may primarily be due to shifts in housing policy and social welfare programs versus individual characteristics and neighborhood conditions. As a result, HUD should make a more concerted effort to identify practices of rental discrimination among racial and ethnic minorities and develop new methods of deterring these types of practices in the future.	Addressing Equity and Inclusion Through Policy

<b>Title</b>	<b>Author(s) from list</b>	<b>Aim of study</b>	<b>Key Findings</b>	<b>Recommendations</b>	<b>Category</b>
Activating Places for Physical Activity: When ~ "Honey Go Outside and Play" Isn't Enough (Randolph & Benjamin, 2014)	Keith Benjamin	Introduce and explain how to address barriers and improve Safe Routes	None	Through more shared use agreements and street-scale improvements, such as sidewalks, bike lanes, and pathways, communities are transformed into active places. To build more champions nationwide to improve the built environment, the Active Places campaign encourages improvement to the physical activity environment with the support of two National Task Forces. We are identifying public policy campaigns at state and local levels to advance the adoption of active transportation improvements to increase physical activity in underserved communities.	Addressing Equity and Inclusion Through Policy
Between Privilege and Oppression: An Intersectional Analysis of Active Transportation Experiences Among Washington D.C. Area Youth (Roberts et al., 2019)	Jennifer Roberts	This study uses an intersectional framework, largely focusing on the race-gender-class trinity, to examine youth active transportation within a context of transportation inequity.	Perceptions of racism were reported throughout the course of these focus group discussions. Over half of the participants described not feeling safe or welcomed because of the color of their skin. This consciousness, however, was only explicitly reported by the adolescent girls in this study. Subtle comments regarding the safety of walking in "certain areas" or around "certain people" were offered by the adolescent boys.	The environmental and social barriers of active transportation found in this study, preclude a vital opportunity for physical activity and bodyweight reduction or maintenance among YOC. While the Metro Silver Line-1 presents a new opportunity for low-income and youth of color in Fairfax County to engage in active transportation, there is a complex issue contending between the want and need for active transportation opportunities.	Assessing Racism, Discrimination, and Segregation
Community energy balance: A framework for contextualizing cultural influences on high risk of obesity in ethnic minority populations (Kumanyika et al., 2012)	Shiriki Kumanyika	The objective was to explore the nature of the excess obesity risk in African descent and other ethnic minority populations and identify related implications for planning and evaluating interventions to prevent obesity.	The environments of ethnic minority populations may reflect adaptations to circumstances created by conquest or migration. These contextual adjustments lead to changes in perspectives related to food, physical activity, and a variety of other aspects of lifestyle (e.g., appropriate and/or preferred recreational pursuits, health-related values). Perceptions of physical activity and body size related to health, wealth, and social status or acceptance are influenced by these historical experiences and the paths followed.	The framework elements reinforce the importance of community-based participatory research approaches and of leveraging supportive community assets. This suggests that professionals interested in working with ethnic minority populations need advocacy and policy/environmental change skills as much as or more than behavioral modification skills, which tend to assume a fixed environmental reality and place the entire burden of change on the individual. Furthermore, we believe that scientists must at all times conduct their research with conscious attention to the effects of their own position, their own set of internalized structures, and how these are likely to distort or prejudice their worldview.	Assessing Racism, Discrimination, and Segregation

<b>Title</b>	<b>Author(s) from list</b>	<b>Aim of study</b>	<b>Key Findings</b>	<b>Recommendations</b>	<b>Category</b>
Emerging issues in urban ecology: implications for research, social justice, human health, and well-being (Jennings et al., 2017)	Myron Floyd	This article reviews emergent literature on the linkages between urban green spaces, social justice, and human health.	Differential access to and availability of quality green spaces can also be driven by a range of factors including: land can be less affordable in greener suburbs, varying preferences can influence community engagement in greening activities, and removing trees may ease some concerns related to public safety or storm damage that might be considered more important in disadvantaged communities.	Future research tying inequities in the distribution of green infrastructure to inequities in health may aid in remedying inactions in alleviating green infrastructure disparities. This may be especially pertinent in neighborhoods disadvantaged in many ways, including in their access to green infrastructure.	Assessing Racism, Discrimination, and Segregation
The Color of Health: Residential Segregation, Light Rail Transit Developments, and Gentrification in the United States (Tehrani et al., 2019)	Jennifer Roberts	An overview of racial residential segregation, light rail transit developments, and gentrification in the United States has been provided	Throughout American history, evidence has revealed that local governments have rigidly pursued different policies to ensure long-standing segregation along both race and class lines. By employing zoning practices and strategically allocating public goods, the generational wealth through property ownership was secured for White Americans, which consequently led to increased polarization and segregation. Some transportation-oriented development projects and investments, such as light rail transit, may inadvertently induce transit-induced gentrification through increased home and rental prices, and displace incumbent residents, thereby reinforcing inequity, inequality, and social divisions experienced in the United States. Therefore, it is necessary for local government and city planners to adopt policies and for communities to be empowered with tools that could thwart gentrification and the unintended consequences of light rail transit development.	The local government can fund projects and support social equity initiatives to improve the scope of community, social, and economic development. Furthermore, housing vouchers were unable to meet the demands of elevating housing prices. This study recommends that social policies focus on developing affordability requirements for transportation-oriented development while simultaneously promoting mixed-income households. Another government strategy is to reserve low-priced land at an early stage of transportation-oriented development in order to provide the grounds for the construction of affordable housing. Reserving and protecting land before gentrification occurs can assure affordable housing units for low-income households when land and housing prices begin to rise. Careful regulations, such as inclusionary zoning, mixed-rate, or mixed-use housing policies, can encourage for-profit developers to finance affordable and mixed-income housing. Also, property tax relief programs and rent subsidies based on income assessments are two other strategies. Property tax relief programs support owner-occupied units while rent subsidies support renters in managing daily costs. Overall, governmental and non-governmental policies, programs, and financing tools that support the creation of mixed-income communities surrounding transit stations are essential to ensure that the benefit of new transit investments are distributed equitably and efficiently.	Assessing Racism, Discrimination, and Segregation

<b>Title</b>	<b>Author(s) from list</b>	<b>Aim of study</b>	<b>Key Findings</b>	<b>Recommendations</b>	<b>Category</b>
Transforming City Streets to Promote Physical Activity and Health Equity (Pollack Porter et al., 2019)	Keshia Pollack Porter	In this descriptive study, we examined 162 of Chicago's PlayStreets, held in the summer of 2018, to assess the volume and type of physical activity among youth participants and the variety of services provided to residents	We found that PlayStreets provides opportunities for youth physical activity in areas where opportunities do not otherwise always exist. PlayStreets also provides an avenue for residents to access community resources.	This research on Chicago's experience with PlayStreets showed how one city is temporarily turning streets into places for youth physical activity to advance health equity. Local policies that facilitate temporarily closing streets and that provide resources to support opportunities for physical activity and access to community resources can advance health equity in cities nationwide.	Community Engagement and Place Based Interventions
Implementing Play Streets in Low-Income Rural Communities in the United States (Pollack Porter et al., 2020)	Keshia Pollack Porter	Describe implementation of Play Streets	This is important in promoting opportunities for active play and PA in rural communities. Key adaptations for rural areas included using publicly accessible locations other than streets, varying locations to increase accessibility, and coupling play streets with community events and other gatherings.	We learned the importance of the following elements when implementing play streets: (1) carefully identifying trusted community organizations to implement them, (2) must be free-of-cost to attend, (3) holding them on streets where people feel safe and welcomed, (3) advertising and directly marketing to school-aged children and families to encourage attendance, (4) making them fun and engaging with age-appropriate activities, (5) selecting one location for them to occur with regular occurrence, (6) supervision, and (7) partner organizations that can provide resources to attendees	Community Engagement and Place Based Interventions
I Play, You Play, We Play: Concurrent Activity at Play Streets (Prochnow et al., 2020)	Keshia Pollack Porter	This study assesses concurrent activity at Chicago PlayStreets.	Presence of an active individual significantly increased odds of observing an individual as active for several sex and age stratifications. Specifically, presence of active children or an active male adult significantly increased odds of observing children and teens as active.	Active male adults have a significant positive impact on activity levels at PlayStreets underlining the importance of engaged male figures. Additionally, findings suggest that active children can promote PA among other children at PlayStreets	Community Engagement and Place Based Interventions
Come together, play, be active: Physical activity engagement of school-age children at Play Streets in four diverse rural communities in the U.S (Umstattd Meyer et al., 2019)	Keshia Pollack Porter	The purpose of the exploratory investigation reported in this article was to examine school-aged children's physical activity during Play Streets implemented in rural communities.	School-aged children with complete data accrued a mean of 42.08 steps/min. iSOPARC observations revealed no significant differences in child activity by sex; however, male teens were more active than female teens. Most adults were sedentary during Play Streets according to pedometer and iSOPARC data.	Children in diverse rural communities are physically active at Play Streets. Play Streets are a promising intervention for promoting active play among children that lack safe opportunities to be active.	Community Engagement and Place Based Interventions



<b>Title</b>	<b>Author(s) from list</b>	<b>Aim of study</b>	<b>Key Findings</b>	<b>Recommendations</b>	<b>Category</b>
The Neighborhood as a Unit of Change for Health: Early Findings from the East Harlem Neighborhood Health Action Center (Dannefer et al., 2020)	Aletha Maybank	In 2016-2017, the NYC Health Department's Center for Health Equity launched three Neighborhood Health Action Centers (Action Centers), which use a place-based approach to improve health in neighborhoods with disproportionate burdens of premature mortality.	Interviewees recognized the complex dynamic of a large city agency serving as the host for the Action Center while simultaneously aiming to establish more equitable relationships with partners. Governance Council members' expectations and hopes for the East Harlem Action Center were consistent with the overall vision and model for the Action Centers, which may facilitate implementation.	The Action Centers aim to bring these components together to move efforts upstream and advance health equity by creating space for resident-led advocacy and community leadership to influence policy and systems change. Through the Action Centers, we offer one example of a place-based approach and share experiences from early stages of implementation. This model demonstrates a way to approach the neighborhood as a unit of change and to leverage diverse assets within a neighborhood to achieve improvements	Community Engagement and Place Based Interventions
Urban Adolescents' Perceptions of their Neighborhood Physical Activity Environments (Slater et al., 2013)	Myron Floyd	The purpose of this research was to conduct focus groups with low-income urban Black and Latino adolescents to identify whether these adolescents were physically active, in what settings, and what features of the settings were important for encouraging their physical activity.	Focus group findings suggest that these adolescents primarily visit neighborhood locations that are conveniently located to their homes regardless of the quality or types of features available.	Future research should: a) identify which features may be important for encouraging physical activity in both male and female adolescents, particularly those living in underserved communities; b) evaluate joint use as a policy intervention to increase physical activity in park/physical activity facilities; c) identify and evaluate available park programs across communities to help guide municipalities in how to improve their program offerings; and d) link parks/physical activity facilities to urban form and street connectivity to better understand street-level and pedestrian network conditions, which could be an avenue for extending the range or geography of the youth.	Community Engagement and Place Based Interventions
Parental perceived built environment measures and active play in Washington DC metropolitan children (Roberts et al., 2016)	Jennifer Roberts	Study examined relationships between children's active play and parental perceptions of home neighborhood-built environments within the Washington, DC metropolitan area	A statistically significant greater proportion of active children's parents agreed with the importance of neighborhood esthetics, active play areas, walkability, and safety as compared to the parents of non-active children. Models demonstrated some parental perceived built environment measures were predictors of their children being active.	No clear recommendations found	Infrastructure Changes

<b>Title</b>	<b>Author(s) from list</b>	<b>Aim of study</b>	<b>Key Findings</b>	<b>Recommendations</b>	<b>Category</b>
Did Playground Renovations Equitably Benefit Neighborhoods in Chicago? (Zenk et al., 2020)	Angela Odoms-Young	This study evaluated whether short-term and longer-term impacts of renovations on park use and park-based moderate-to-vigorous physical activity differed by neighborhood income level and neighborhood concentration of Black residents.	In low-income neighborhoods, renovations were associated with reductions in park use and park-based MVPA over the longer term. In contrast, renovations were associated with short- and longer-term increases in park use and park-based MVPA in medium-income neighborhoods and with longer-term increases in MVPA in high-income neighborhoods. Renovations were generally not associated with any changes in park use or park-based MVPA in high-percent Black neighborhoods, but they were associated with increased park use and park-based MVPA in low-percent Black neighborhoods.	Future playground renovation efforts may need to allocate more resources for renovating the broader park wherein disrepair, more intensely involve neighborhood residents, and employ complementary strategies such as additional park programming to ensure renovations benefit all neighborhoods.	Infrastructure Changes
Community Vision and Interagency Alignment: A Community Planning Process to Promote Active Transportation (DeGregory et al., 2016)	Aletha Maybank	Over a 2-year planning period, residents participated in surveys, school and community forums, neighborhood street assessments, and activation events' activities that highlighted the need for safer streets locally.	Over the course of a 2-year planning period, a shared vision of a neighborhood bicycle infrastructure was developed among residents and other stakeholders. Sparked by traffic safety concerns voiced by community members and facilitated by a grant award, this initiative brought together multisectoral stakeholders and equipped residents with tools to promote active transportation and street safety.	Building healthier communities starts by valuing community expertise and using assets from planning to implementation. Collectively, we achieved change in the built environment and, for residents burdened by health inequities, restored a sense of agency.	Infrastructure Changes
Disparities in Built and Natural Features of Urban Parks: Comparisons by Neighborhood Level Race/Ethnicity and Income (Bruton & Floyd, 2014)	Myron Floyd	This study examined natural and built park characteristics across areas of different race/ethnicity and income composition to identify potential disparities.	Fewer wooded areas and more trash cans were found in low-income and minority areas as compared to medium-high income and non-minority areas. Low-income areas were found to have more picnic areas than their counterparts. Sitting and resting features in non-minority areas were found to be cleaner than those in minority areas.	Such disparities could be remedied in part by planting and managing trees in at-risk areas as well as by ordinances that preserve and protect urban trees. Further research is needed to examine how park maintenance routines are executed in parks across areas of differing income and race/ethnicity composition and other variables that could help explain why cleanliness varied across these areas.	Reporting Health Disparities

<b>Title</b>	<b>Author(s) from list</b>	<b>Aim of study</b>	<b>Key Findings</b>	<b>Recommendations</b>	<b>Category</b>
County-Level Disparities in Access to Recreational Resources and Associations with Adult Obesity (Edwards et al., 2011)	Myron Floyd	The purpose of this study was to examine associations between sociodemographic characteristics and recreation environments in all North Carolina counties.	Results indicated that socio-economically disadvantaged rural counties had lower PRI scores, signaling less availability of public recreational resources. We also found the expected inverse association between PRI and obesity, even when controlling for percent Black, SE-disadvantage, and percent rural.	Our findings, when taken together within the context of opportunity theory, provided evidence for a potential mechanism by which socio-disadvantaged rural counties experience obesity-related health disparities. Public recreation has a key role to play in improving health. Thus, parks and recreation departments and public land management agencies need to be actively involved in addressing the obesity problem. The findings of this study strengthen the call to local, state, and federal policymakers to earmark funding for constructing and maintaining recreation resources, particularly in socially disadvantaged rural areas.	Reporting Health Disparities
How Does Park Use and Physical Activity Differ between Childhood and Adolescence? A Focus on Gender and Race-Ethnicity (Marquet, Hipp, Alberico, Huang, Mazak, et al., 2019)	Myron Floyd	This study analyzed the differences in park use and per capita energy expenditure between children and teenagers of different gender and race/ethnicity backgrounds.	African American boys were the only group to show a positive age contrast in park attendance and per capita energy expenditure.	No clear recommendations found	Reporting Health Disparities
Sociodemographic and Environmental Determinants of Indoor Versus Outdoor Active Play Among Children Living in the Washington, DC Area (Puett et al., 2019)	Jennifer D. Roberts	Examine the distinct sociodemographic and environmental correlates of indoor versus outdoor active play among children living in and around Washington, DC	Children of higher socioeconomic status were almost 3 times more likely to live more than a 30-minute walk from indoor recreational facilities compared with their less affluent peers. Non-Hispanic black children were less likely to live more than 30 minutes from indoor facilities and more were likely to engage in indoor activity than were white children.	No clear recommendations found	Reporting Health Disparities
Policy and Practice-Relevant Youth Physical Activity Research Center Agenda (Botchwey et al., 2018)	Nisha Botchwey, Myron Floyd, Keshia Pollack Porter	This paper summarizes prioritized research studies with a focus on youth at higher risk for inactive lifestyles and childhood obesity in urban and rural communities.	Our literature review found minimal research about the impact on rural youth of built environment design and modes of transportation. Little research was available about the role of public transportation in youth PA. Further examination of youth PA is needed to understand what opportunities and barriers exist by Socioeconomic status, race/ethnicity, or location.	The research agenda is consistent with the RWJF Culture of health framework, with interdisciplinary and multisector focus and participation, a goal of creating healthier community environments, and a specific goal on improving equity through approaches that address the needs of high-risk groups	Reporting Health Disparities

Title	Author(s) from list	Aim of study	Key Findings	Recommendations	Category
Neighborhood Health-Promoting Resources and Obesity Risk (the multi-ethnic study of atherosclerosis) (Auchincloss et al., 2013)	Melicia Whitt-Glover	This study hypothesized that environmental resources supporting walking and a healthy diet are associated with reduced obesity incidence.	Neighborhood healthy food environment was associated with 10% lower obesity incidence per increase in neighborhood score. The association persisted after adjustment for baseline BMI and individual-level covariates, and for correlated features of the walking environment. Associations between neighborhood walking environment and lower obesity were weaker and did not persist after adjustment for correlated neighborhood healthy eating amenities.	Altering the residential environment so that healthier behaviors and lifestyles can be easily chosen may be a precondition for sustaining existing healthy behaviors and for adopting new healthy behaviors.	Reporting Health Disparities
Does street network design affect traffic safety? (Marshall & Garrick, 2011)	Norman Garrick	The goal is to capture the safety implications of different street network patterns and to account for the potential implications of the street design features while controlling for variables.	Denser street networks with higher intersection counts per area are associated with fewer crashes across all severity levels. Conversely, increased street connectivity as well as additional travel lanes along the major streets correlated with more crashes.	Overall, these results suggest that we must move beyond the narrow focus of just looking at the characteristics of the individual street and start to consider how street network measures interact with street design characteristics in terms of building a safer and more sustainable transportation system.	Safety
Black women's perspectives on neighborhood safety: Reflections from The Women of Northeast Oklahoma City Photovoice Project (Davis et al., 2020)	Vanessa Morrison, Gina Sofola	This paper presents findings from the women of Northeast Oklahoma City Photovoice Project, an action research initiative of 26 African American women co-researchers who photograph their neighborhoods to understand and expose unmet safety needs in their community.	Findings suggest that the intersectional experience of Black women's safety is underappreciated in safety scholarship and participatory policymaking and that meaningful knowledge production must be recentered and guided by Black women themselves.	The co-researchers' findings suggest that neighborhood safety perceptions cannot be disentangled into discrete individual or demographic modifiers and that the emphasis on individual experience within safety scholarship has the potential to erase the intersectional political and spatial identity of black women. That participatory safety methods that focus on individual recommendations or which focus narrowly on fixes to the built form will miss meaningful aspects of women's social-spatial lives.	Safety

<b>Title</b>	<b>Author(s) from list</b>	<b>Aim of study</b>	<b>Key Findings</b>	<b>Recommendations</b>	<b>Category</b>
A community-based system dynamics approach suggests solutions for improving healthy food access in a low-income urban environment (Mui et al., 2019)	Keshia Pollack Porter	The purpose of this article is to: (1) learn about the range of factors (e.g., crime, employment, food stocking in stores, etc.) that affect the neighborhood food system and suboptimal healthy food access for residents;(2) explore different stakeholders' perspectives on the nature and consequences of suboptimal healthy food access, and to develop common language between these groups to talk about these challenges; and (3) identify potential points of intervention to improve healthy food access.	Crime played a prominent role in several feedback loops within the neighborhood food system: contributing to healthy food being "risky food" supporting unhealthy food stores and severing social ties important for learning about healthy food.	These included efforts to build capacity in sourcing local produce in stores, support families in fostering a culture of healthy eating, increase knowledge of healthy foods particularly among caregivers, reduce crime and establish trust among community members including law enforcement, and engage schools to promote healthy eating behaviors	Safety
Park Use Among Youth and Adults: Examination of Individual, Social, and Urban Form Factors (Baran et al., 2013)	Myron Floyd	This article examines park use in relation to neighborhood social (safety and poverty) and urban form (pedestrian infrastructure and street network pattern) characteristics among youth and adult subpopulations defined by age and gender.	The study found park and activity setting size; activity settings such as playgrounds, basketball courts, pool and water features, shelters, and picnic areas; and availability of sidewalks and intersections in the park's neighborhood were positively associated with park use, whereas crime, poverty, and racial heterogeneity of the surrounding neighborhood were negatively associated with park use.	Additional studies are needed on the social and urban form characteristics that encourage and hinder park use to inform policy and design interventions that promote park-based physical activity and health for youth and adults.	Safety

<b>Title</b>	<b>Author(s) from list</b>	<b>Aim of study</b>	<b>Key Findings</b>	<b>Recommendations</b>	<b>Category</b>
Exploration of the effect of violent crime on recreational and transportation walking by path and structural equation models (Deka et al., 2018)	Charles Brown	To examine how violent crime affects people's recreational and transportation walking duration in daytime and after dark on a typical day, this study undertakes associative and causal analyses with geo-referenced crime data, street-audit data, and data collected through an intercept survey in a three-municipality region of New Jersey that is predominantly inhabited by low-income and minority populations.	Recorded crime increases fear of crime and chances of victimization, which in turn decrease walking duration for both recreation and transportation. The study concludes that even if people walk more in high-crime areas because of nearby destinations and lack of alternatives, crime may still have an adverse effect on walking, meaning that people in those neighborhoods would have walked even more if not for high crime.	No clear recommendations found	Safety
Short-term associations between objective crime, park-use, and park-based physical activity in low-income neighborhoods (Marquet, Hipp, Alberico, Huang, Fry, et al., 2019)	Myron Floyd	This study uses objective police crime reports and observational park use data to assess type of crime and the time when the crime was committed effects on park user behaviors in 20 parks located in low-income neighborhoods in New York City.	Overall, there was a consistent negative association between crime and park use. This relationship was stronger at the 1 month and 3 months' period and weaker at the 1-week period. Violent crimes were strongly associated with lower park use, and crimes proved to be associated with child park use to a greater degree. Girls were more affected by crime than boys	Finding solutions to soften short-term effects in park use after an increase in crime rates might help moderate the negative effects of crime. Our findings suggest that policies and programs to address park safety should give particular attention to girls and their parents and families	Safety
Effects of Crime Type and Location on Park Use Behavior (Marquet et al., 2020)	Myron Floyd	Our study aimed to examine associations between objective measures of types and location of crimes and park use behaviors.	Increased crime in parks and near home was associated with fewer park visits. Greater violent crime in all locations was related to fewer park visits. Park ratings were lower for parks with high violent crime rates	Our findings suggest that having more crimes in a park might decrease not only how often residents go to the park but also how they view and rate that park, potentially lowering a park's appeal. Finally, our results also suggest that distance to the park affected only the amount of time spent at the park and not the decision whether to go to the park. Interestingly, this association between distance and length of stay appeared to be unchanged when we accounted for crime or violent crimes	Safety



## Appendix D Grey Literature Resources and Links

Author	Title	Source	Type	Main findings	Recommendations / Quotes	URL	Category
Courtney Williams	Here's What White Allies Can Do to Make Cycling Equitable for All Riders	Bicycling	Blog	"East Brooklyn is a prime example of an underinvested neighborhood," Williams says. "The disparities in transportation and health here are exacerbated and exemplified by COVID. It has the highest rate of diagnosis and death in all of Brooklyn."	"We've got to prioritize building onto the existing network of bike lanes, and go to the outward edges where Black and brown people have been pushed to live,"	<a href="https://www.bicycling.com/culture/a34775023/cycling-ally-courtney-williams/">https://www.bicycling.com/culture/a34775023/cycling-ally-courtney-williams/</a>	Addressing Equity and Inclusion Through Policy
Toks Omishakin	ETAP Podcast: Caltrans' Director Talks Active Transportation	ETAP	Podcast	"When you think about transportation in this country, the one thing that has remained constant is that people walk and bike to get to a variety of places," he explained on the podcast. "In fact, 30% all trips in this country are of one mile or less, with 50% three miles or less. So, it is clear that there are many opportunities to walk and bike but have to build the facilities and infrastructure to support those trips."	No clear recommendation	<a href="https://aashtos-etap-podcast.simplecast.com/episodes/etap-podcast-caltrans-director-talks-active-transportation-A5yw_gJj">https://aashtos-etap-podcast.simplecast.com/episodes/etap-podcast-caltrans-director-talks-active-transportation-A5yw_gJj</a>	Addressing Equity and Inclusion Through Policy
Lynn Ross	Inspired by the Commons, A Legacy City Reimagines Itself	Medium	Blog	A critical element of the Office of Integrated Development's work involves prioritizing placemaking, place keeping, and public spaces. The City of Akron's commitment to great public spaces and enhanced public life is not new but, with the creation of OID, those efforts are expanding with an added sense of urgency due to COVID-19. The pandemic has underscored both the importance of community spaces where residents can safely come together as well as the need to radically reimagine how the public realm can be more equitable.	1. Investments in public space should not be separate and apart from economic development, but rather should be catalysts for attracting private investment. 2. A dynamic, high-performing public realm — one that is informed by, and welcoming to, people of all socioeconomic backgrounds — can serve as a platform for larger community development efforts. 3. Access to natural beauty is, and should be, a basic right that all people share in regardless of their zip code.	<a href="https://medium.com/reimagining-the-civic-commons/inspired-by-the-commons-a-legacy-city-reimagines-itself-95fa35076541">https://medium.com/reimagining-the-civic-commons/inspired-by-the-commons-a-legacy-city-reimagines-itself-95fa35076541</a>	Addressing Equity and Inclusion Through Policy



Author	Title	Source	Type	Main findings	Recommendations / Quotes	URL	Category
Destiny Thomas	Open to Whom? COVID-19 and The Fragility of "Place"	America Walks	Presentation	A planning process by which certain neighborhoods (and certain people) are deemed expendable due to their racial, cultural, or economic location on the spectrum of socio-economic privilege. People are "purple-lined" as a result of a structural and collective effort to control the means to mobility and movement, which, at this time are quintessential components of dignity, social cohesion, and wellness.	Discourse - A common narrative and process for collaborative engagement and analysis of work done to date, work being planned, and strategies for sustainable and equitable future planning; Participatory design process - Participatory process design (incl. affinity format options); Capacity building - Multilateral efforts toward strategy-building, and shared social capital in the planning, outcomes, and intentions of the work; Tools and strategies- Comprehensive concepts, policy recommendations, plans, and evaluation materials to support long-term reflexivity, adaptability, and equity Policies – Decriminalize and shift to public health interventions. Remove barriers to mobility options (example: make it all free).	<a href="https://america.walks.org/wp-content/uploads/2020/05/Destiny-Thomas-Walking-and-Walkability-During-COVID19.pdf">https://america.walks.org/wp-content/uploads/2020/05/Destiny-Thomas-Walking-and-Walkability-During-COVID19.pdf</a>	Addressing Equity and Inclusion Through Policy
Aldea Coleman	Roadways for a Safer Future	UNC Chapel Hill	Presentation	With an aging population, the introduction of new travel modes, increased awareness of the health, economic, environmental, and social aspects of travel, and the coming shift to more autonomous forms of mobility, the need for a transportation system that is safe, equitable, adaptable, and resilient has never been greater	Ensuring that our transportation system is capable of serving all people, regardless of their characteristics, needs, wealth, or ability, will require leadership from scholars and professionals with a wide range of expertise. The one-credit Roadways for a Safer Future course aims to develop such future leaders by fostering discussion, collaboration, and shared understanding across disciplines about critical and emerging challenges in transportation.	<a href="https://planning.unc.edu/event/roadways-for-a-safer-future-aldea-coleman-ncdot/">https://planning.unc.edu/event/roadways-for-a-safer-future-aldea-coleman-ncdot/</a>	Addressing Equity and Inclusion Through Policy

Author	Title	Source	Type	Main findings	Recommendations / Quotes	URL	Category
Anikwenze Ogbue	#DirectDOT: Anikwenze Ogbue says transportation is freedom	Bikemore	Interview	As a transportation engineer this shows me there is latent demand for improved walking, biking and transit infrastructure in communities with low car ownership. Latent demand can be explained with a story about two shoe salesmen who visit an inaccessible community. After canvassing the area one shoe salesman gave up and reported no sales to his office: 'I'm returning tomorrow. Nobody here wears shoes!' However, the other shoe salesman saw opportunity and informed his office, 'Send more product. Everybody here needs shoes!' If we think like the second salesman Baltimore's streets will be a safe and adaptable network of sidewalks, bike routes and high-frequency transit."	To continue making more progress future DOT leadership can seek more opportunities for multi-modal facilities in communities with latent demand. Neighborhoods outside of the waterfront and central city as well as high-capacity transit hubs like Mondawmin Mall are prime locations for improved walking, biking and transit infrastructure. The future of a connected multi-modal transportation network in Baltimore rests on six E's: Equity, Evaluation, Engineering, Education, Encouragement and Enforcement.	<a href="https://www.bikemore.net/news/loj76ptalgvp74re7qzmcfaarkjc">https://www.bikemore.net/news/loj76ptalgvp74re7qzmcfaarkjc</a>	Addressing Equity and Inclusion Through Policy
Kafui Attoh	How poor public transit makes idiots of us all	United States Politics and Policy	Blog	Beyond the "absurd primacy of the automobile in American life," public transit in the US suffers the same underfunded fate as so much else that is "public" in this country. To quote John Kenneth Galbraith we remain a society that is "privately rich and publicly poor" and nowhere is this more evident than in the sorry state of urban mass transit.	Where better urban public transit remains central to combatting congestion and climate change, our reluctance to invest in getting more people on buses and trains represents the height of idiocy. Such reluctance is also idiotic in a second sense. Namely it is idiotic in that reproduces cities where the transit dependent and others are too often excluded from public life itself. Of course, for any number of those engaged in fights to improve urban transit, these two forms of idiocy are not unrelated.	<a href="https://blogs.lse.ac.uk/usappblog/2017/09/27/how-poor-public-transit-makes-idiots-of-us-all/">https://blogs.lse.ac.uk/usappblog/2017/09/27/how-poor-public-transit-makes-idiots-of-us-all/</a>	Addressing Equity and Inclusion Through Policy
Michael Kelley	KCK ADOPTS COMPLETE STREETS ORDINANCE	Bike Walk KC	Blog	BikeWalkKC has been working with our partners to get a Complete Streets ordinance adopted in Kansas City, Kansas for some time, so this is a welcome development.	Aligning the Ordinance with Ongoing Planning Efforts: A longer term strategy will be ensuring the new legislation helps to guide plans being developed. The policy, combined with these plans, creates the environment that allows good multimodal projects to advance.	<a href="https://bikewalkkc.org/blog/2020/11/kck-adopts-complete-streets-ordinance/">https://bikewalkkc.org/blog/2020/11/kck-adopts-complete-streets-ordinance/</a>	Addressing Equity and Inclusion Through Policy

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Michael Kelley	Kansas City's bike boom: Born in a pandemic, what happens next?	Health Forward Foundation	Blog	BikeWalkKC has worked with local governments to assist with "open streets" opportunities that create more space for people to recreate outdoors, and progress on bike projects like the new cycletrack on Gillham in KCMO are quickly being discovered by those looking to ride for transportation and recreation.	To treat the impacts of this disease on transportation, we have to begin by acknowledging and removing the base elements that make it so. That means advocating for the decriminalization of biking and walking as well as understanding the broader barriers to biking for people of color. We should continue to support the work around Vision Zero in KCMO and are working with partners in other communities to help them adopt Complete Streets ordinances which place an emphasis on developing a multimodal transportation network.	<a href="https://healthforward.org/kansas-citys-bike-boom-born-in-a-pandemic-what-happens-next/">https://healthforward.org/kansas-citys-bike-boom-born-in-a-pandemic-what-happens-next/</a>	Addressing Equity and Inclusion Through Policy
Ron Thompson	What's it really like to ride the bus while Black?	Greater Greater Washington	Blog	Black people are disproportionately represented in the essential workforce and rely on public transit at a greater rate than other demographic groups. But disparities in access to quality healthcare, paid family leave, and telecommuting have allowed COVID-19 to ravage these communities at a greater rate, while also placing a great deal of stress on the public bus system.	Washburn added that federal funding for highways in comparison to other modalities has always been "lopsided." But he added that funding alone won't make transportation systems better for communities of color. "Transportation systems, whether it's bus or train systems or whatever, these are not things that exist in a vacuum," he said. "One thing that happens that turns a lot of Black people off is that the planning processes tend to be rushed and they tend to 'x' the community out."	<a href="https://gwwash.org/view/78825/riding-while-black">https://gwwash.org/view/78825/riding-while-black</a>	Addressing Equity and Inclusion Through Policy
Carlton Eley	Planning for Equitable Development: Social Equity by Design	APA	Memo	Local leaders set clear expectations, leveraged partnerships, and were persistent. The efforts were community-driven and directed by clear commitments to ensuring impacted populations experienced material improvements in their quality of life. Finally, the projects were implemented with a great sense of respect for local knowledge. Although there are hurdles to implementing equitable development, the compelling results achieved in these communities suggest the hurdles can be cleared.	For Planners: Set clear expectations in policies and plans, Bone up on Environmental justice, Use discernment with contractors, Change how projects are managed. For Practitioners: Acknowledge inconvenient truths, Remain intellectually curious, Understand that race still matters, Be bold and Take risks	<a href="http://planning-org-uploaded-media.s3.amazonaws.com/document/PASMEMO-2017-03-04.pdf">http://planning-org-uploaded-media.s3.amazonaws.com/document/PASMEMO-2017-03-04.pdf</a>	Addressing Equity and Inclusion Through Policy

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Veronica Davis	What's a Transportation Nerd? Veronica Davis Is So Glad You Asked	Center for Planning Excellence	Interview	But if we focus on moving people, then we make different decisions around volume. Because if we're investing in public transportation that is safe, that is reliable, that has reasonable time between buses, we can move more people on a bus, and we don't need as much roadway capacity. Bikes work the same way. It's not enough to just have bike lanes. We really need to be doing protected bike infrastructure. Bike parking, for example. Bike parking is the hill that I'm gonna die on. It is such an overlooked part of our biking infrastructure	It really is about people-centric planning. We need to bring everyone to the table. I don't have a disability. I don't know how they move. I don't know what it's like to have to move in a wheelchair in a neighborhood. Or to move and depend on all my senses except for sight. Or how to move around the city without hearing. I don't have those experiences. But I can have an awareness that there is not someone at the table with that experience when we're designing and bring them to the table.	<a href="https://www.cplex.org/blog/whats-a-transportation-nerd-veronica-davis-is-so-glad-you-asked">https://www.cplex.org/blog/whats-a-transportation-nerd-veronica-davis-is-so-glad-you-asked</a>	Addressing Equity and Inclusion Through Policy
Brytanee Brown	OakMob 101: A Case Study in Expanding Access to Shared Mobility	TansformCA	Report	California's lowest income households spend two thirds of their income on housing, leaving little money for food, healthcare, and transportation. Nearly 80% of all OakMob 101 survey respondents want to use bike share, but one third said that it is too expensive. Luckily, learning about discount programs eased these concerns. After the OakMob 101 engagement sessions, the vast majority of respondents (77%) said they are more likely to try bike share. While the service areas for Phase 3 reflect many of the travel patterns of these East and West Oakland residents, they voiced concerns about their neighborhoods being the last phase of the bike share expansion. Residents in East Oakland were doubly concerned about the limitations of the planned service areas, which do not extend east of High Street.	The City of Oakland should prioritize shared mobility funding for existing community-based active transportation organizations. The City of Oakland should invest in robust community engagement processes, from the earliest stages of planning through implementation and beyond. The City of Oakland should prioritize shared mobility along corridors that have been underinvested in — places that most need low-emission transportation options and have the lowest life expectancy. The City of Oakland should work with Motivate to develop a more robust discounted membership program	<a href="https://www.transformca.org/sites/default/files/OakMob_FINAL.pdf">https://www.transformca.org/sites/default/files/OakMob_FINAL.pdf</a>	Addressing Equity and Inclusion Through Policy

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Courtney Cobbs	Chicago housing department says it will prioritize racial equity in affordable housing resources	StreetsBlogChicago	Blog	Chicago Department of Housing released what it says is the country's first Racial Equity Impact Assessment on a Qualified Allocation Plan for Low-Income Housing Tax Credits.	1. Ensure BBIPOC developer/ service providers benefit from LIHTC. 2. Prioritize investments in data infrastructure and reporting so that it can prioritize LIHTC developments serving residents that are most in need. 3. Prioritize access to affordable housing opportunities by ensuring that marginalized residents are not unfairly screened out of the process due to arrest/conviction records, evictions, or low/no-credit scores. 4. Ensure residents have choices about where they can live affordably by ensuring that affordable developments are built in highly resourced, amenity-rich areas. 5. Increase the inclusion, power, and self-determination that LIHTC residents have over their living environments and improve their health, wealth, and opportunities in life. 6. Improve outcomes and wealthy building opportunities for residents by incentivizing applications that offer or provide access to programs like homeownership support and workforce development programs. 7. Ensure residents with disabilities and diverse language needs can find and live in LIHTC units that accommodate their needs 8. Support incentives for partnerships for wrap-around services that create or provide access to health and wellness spaces and activities.	<a href="https://chi.streetsblog.org/2021/03/16/housing-department-to-prioritize-racial-equity-in-affordable-housing-resources/">https://chi.streetsblog.org/2021/03/16/housing-department-to-prioritize-racial-equity-in-affordable-housing-resources/</a>	Addressing Equity and Inclusion Through Policy
Carlton Eley	Equity in Practice	DC Grassroots Planning Coalition	Presentation	Equity is the outcome of ethical practices	Equity needs to be at the heart of planning otherwise it won't move forward	<a href="https://www.dropbox.com/sh/a5ayp9q27yxx6rg/AAAliGzR3YsZ2eQZyOiczPGra?dl=0&amp;preview=DC+Grassroots+Planning_Downsize.ppt">https://www.dropbox.com/sh/a5ayp9q27yxx6rg/AAAliGzR3YsZ2eQZyOiczPGra?dl=0&amp;preview=DC+Grassroots+Planning_Downsize.ppt</a>	Addressing Equity and Inclusion Through Policy

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Tamika Butler	Toole Design's New E's--Equity	Personal Blog	Blog	From redlining to urban renewal to Jim Crow, many communities across North America have been excluded from the decision-making process that shaped their built environment, and that built environment has in turn cut these groups off from access to opportunity.	Listen to the community experts who are on the frontlines of dealing with our decisions each and every single day. Appreciate the expertise that is formed from being in the community and experiencing how our work impacts people. We must realize that not all expertise comes with a degree. Once we are able to listen and appreciate, we can expand our definition of expertise and compensate those who have the most to offer—especially when what is being requested is their time away from family, work, and other responsibilities.	<a href="https://www.tamikabutler.com/blog/2019/9/10/toole-designs-new-es-equity">https://www.tamikabutler.com/blog/2019/9/10/toole-designs-new-es-equity</a>	Addressing Equity and Inclusion Through Policy

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Anita Cozart	How Smart, Targeted Infrastructure Investment Can Pave the Way for an Equitable Nation	Urban Institute	Blog	<p>Go beyond roads and bridges. An infrastructure system that serves 21st-century needs cannot focus only on roadways and bridges. It must include access to high-quality transit; safe, reliable, and clean affordable energy; telecommunications; clean water; parks and open space; high-quality schools, libraries, community facilities, and childcare; and decent affordable housing connected to opportunity. Ensure decision making is transparent and guided by community needs and voices.</p> <p>Infrastructure decisions are far too important, impactful, and long lasting to rest solely with engineers or public officials. Local leaders from disinvested communities should have a role in establishing policy, investment priorities, and implementation practices.</p> <p>Maintain public control over infrastructure. Infrastructure should be maintained as a public asset. Control and operations must be subject to public management and oversight. Moreover, infrastructure investments should be designed, funded, and managed in the public's interest. Safety and environmental protections should be upheld and strengthened.</p>	<p>Target investments to communities with the greatest need. Despite the potential of infrastructure investment to bring benefits, low-income communities and people of color have not received the benefits of those investments in terms of physical connectivity, employment, and wealth-building opportunities. Future investments should be directed to communities that have been left behind. Leverage infrastructure benefits for high-quality jobs, equity, and justice. Policymakers should embed into infrastructure proposals provisions for inclusive job creation. These include apprenticeship opportunities, targeted hiring policies, disadvantaged business utilization, and high-quality jobs. These proven strategies have fulfilled the promise to improve quality of life, particularly for workers who have been underrepresented in the infrastructure sector. In addition, policymakers should prioritize infrastructure projects that advance such objectives as health, climate justice, and resiliency. Establish and track equity-focused performance indicators for infrastructure projects. Policymakers should use smart performance indicators to achieve benefits for all. In Cleveland, for example, policymakers attached to the implementation of a bus rapid transit line a performance focus on shortening commute times along a corridor where most transit riders are people of color and historically had longer commute times. The emphasis on indicators resulted not only in faster commutes, but better overall economic performance in the corridor.</p>	<a href="https://www.urban.org/infrastructure/how-smart-targeted-infrastructure-investment-can-pave-way-equitable-nation">https://www.urban.org/infrastructure/how-smart-targeted-infrastructure-investment-can-pave-way-equitable-nation</a>	Addressing Equity and Inclusion Through Policy

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Ron Thompson	Transportation advocacy in DC is getting a new voice dedicated to equity	Greater Greater Washington	Blog	Greater Greater Washington and more than a dozen DC-based organizations are forming the DC Transportation Equity Network (DC TEN) to advocate for transportation policies that achieve mobility justice.	No clear recommendations.	<a href="https://gwwash.org/view/79386/transportation-advocacy-in-dc-is-getting-a-new-voice-dedicated-to-equity">https://gwwash.org/view/79386/transportation-advocacy-in-dc-is-getting-a-new-voice-dedicated-to-equity</a>	Addressing Equity and Inclusion Through Policy
Renee Lewis Glover	Developing Inclusive Communities: Challenges and Opportunities for Mixed-Income Housing	FRB Atlanta Community and Economic Development Discussion Paper No. 2017-1	Report	This discussion paper explores new ideas about how affordable housing in an economically integrated, mixed-income community setting could be developed and operated in an environment of declining government subsidies.	Specific suggestions include standardizing qualifying income targets and other standards imposed by funders and reducing building and permitting barriers to development, such as limited zoning for multifamily housing and regulations limiting wood frame construction. More generally, participants thought existing stakeholders could better address the underlying political environment by creating a unified constituency to advocate for more mixed-income communities.	<a href="https://papers.ssrn.com/sol3/papers.cfm?abstract_id=2993829">https://papers.ssrn.com/sol3/papers.cfm?abstract_id=2993829</a>	Addressing Equity and Inclusion Through Policy
Courtney Cobbs	Will CDOT's new strategic plan be a turning point for equitable transportation?	StreetsBlogChicago	Blog	I also hope that the agency will make a concerted effort to increase the representation of women, gender-nonconforming individuals, Black and Brown folks, people with disabilities, and other marginalized people whose mobility needs have not been centered in previous transportation decisions.	Start asking, how can we create/foster a built environment that encourages more people to bike and use public transportation? How can we enable a mother with three kids to feel safe traveling by bike and allowing her children to walk and bike to neighborhood destinations? How can we create the conditions to shorten the bus commutes of those with the longest or slowest bus commutes? How can we create cycling infrastructure that folks with disabilities can comfortably use without intimidation from drivers or other cyclists?	<a href="https://chi.streetsblog.org/2021/01/06/will-cdots-new-strategic-plan-be-a-turning-point-for-equitable-transportation/">https://chi.streetsblog.org/2021/01/06/will-cdots-new-strategic-plan-be-a-turning-point-for-equitable-transportation/</a>	Addressing Equity and Inclusion Through Policy



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Ron Thompson	Two Walk to School Day events provoke the question: Are these routes made for walking?	Greater Greater Washington	Blog	Kids across DC gathered with caregivers and their wider school communities on Wednesday, October 2 to make the point that students should be able to walk to school safely.	Safer, slower intersections were highlighted by several commenters, which can entail measures ranging from enforcing no-parking zones to posting crossing guards near schools with known safety issues. Sidewalks might be the most obvious ingredient, but one where schools often fall short. One commenter suggested they should be “wide enough to comfortably walk two or three abreast with your kids. There’s a surprising number of pinch points that force single-file, which is tricky with young kids if you’re holding hands for safety.” Accessibility! Another commenter recounted tracking down all the Americans with Disabilities Act (ADA) violations in his neighborhood, concluding that “fixing [...] ADA violations within a reasonable timeframe (in other words, some amount of time smaller than a year) would be a good start. A second effective initiative would be to fix the 311 system that allows agencies to close reports with no action; the best way to do that would be to require 311 to reopen tickets for repeat issues rather than creating new ones.”	<a href="https://ggwash.org/view/74220/two-walk-to-school-days-washington-dc-children-students-safe-streets">https://ggwash.org/view/74220/two-walk-to-school-days-washington-dc-children-students-safe-streets</a>	Addressing Equity and Inclusion Through Policy
Tierra Bills	Case Studies of Travel Demand Analysis on Transport Disadvantaged Communities	Portland State	Presentation	Modeling the demand of travel is needed for improving the transportation for disadvantaged communities	A wholistic approach needs to be taken and adjusted given the quality of data.	<a href="https://pdxscholar.library.pdx.edu/trec_seminar/197/">https://pdxscholar.library.pdx.edu/trec_seminar/197/</a>	Addressing Equity and Inclusion Through Policy

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Tiffany Pertillar	An Urgency to Act	Parks & Recreation	Magazine	NRPA's objective is to create a future where all people have access to the benefits of quality parks and recreation. Doing so requires that all of us — NRPA staff, board and members — commit to intentionally engaging in the work required to recognize and challenge the systemic inequities that have created very different realities for communities of color. It requires that we put equity at the center of all we do, from how we strengthen the organizational culture within NRPA to how we prepare the park and recreation field for the future. It also requires that as we build up and promote equity-centered outcomes, we work to dismantle barriers to equity.	Now, more than ever, it is critical for park and recreation professionals to create more equitable access to high-quality spaces, programs and services where all people can experience the physical, environmental, mental and social health benefits that parks, and recreation uniquely provides.	<a href="https://www.nrpa.org/parks-recreation-magazine/2021/february/an-urgency-to-act/">https://www.nrpa.org/parks-recreation-magazine/2021/february/an-urgency-to-act/</a>	Addressing Equity and Inclusion Through Policy
Richard Ezik	Technology and Equity in Cities	Urban Institute	Report	Racial and economic inequities in the US are growing, and rapid technological change can either promote inclusion or widen this divide. City leaders can use technological innovations to manage infrastructure and improve services, communicate with constituents, and make better decisions.	Four principles to address the challenges and accelerate the opportunities surfaced in the previous section: 1. Combine technological innovation with structural solutions. 2. Hard wire equity goals into project development and implementation. 3. "Build with, not for," traditionally excluded communities. 4. Leverage technology to track equity goals	<a href="https://www.urban.org/research/publication/technology-and-equity-cities">https://www.urban.org/research/publication/technology-and-equity-cities</a>	Addressing Equity and Inclusion Through Policy
Dara Baldwin	Accessibility and the American Disability	Disability Visibility Project, Ep. 18	Podcast	Some invisible disabilities may impact access	ADA may not have gone far enough and has actually been revised since the recording here.	<a href="https://content.blubrry.com/disability_visibility/18_Ep_18.mp3">https://content.blubrry.com/disability_visibility/18_Ep_18.mp3</a>	Addressing Equity and Inclusion Through Policy
Tamika Butler	Planning While Black	NACTO	Presentation	Tamika unpacked the issue of race, equity, and privilege in the planning community, imploring planners, advocates, and practitioners to explicitly think about race and identity in the course of doing our work and perform critical self-reflection as a profession.	No clear recommendation	<a href="https://nacto.org/2016/10/25/tamika-butler-planning-while-black/">https://nacto.org/2016/10/25/tamika-butler-planning-while-black/</a>	Addressing Equity and Inclusion Through Policy

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Courtney Cobbs	Chicago's Equitable Transit-Oriented Development Plan is a stride forward	StreetsBlogChicago	Blog	The city defines eTOD as "development that enables all people, regardless of income, race, ethnicity, age, gender, immigration status or ability, to experience the benefits of dense, mixed-use, pedestrian-oriented development near transit hubs."	Recommendations are organized into three strategic priorities: Build the city's capacity to support eTOD; Making eTOD required, easier, and more equitable; and embedding eTOD principles into Chicago's citywide planning process. Applying a health and equity impact assessment to the development of eTOD-related policy. Allowing more flexibility in permitted building uses. Strengthening bike parking requirements for TOD projects. Establishing maximum allowed parking while also working to minimize burden on low-income drivers. Requiring parking to be paid or leased separately from housing in TOD projects. Allowing shared parking to meet parking requirements in TOD areas. Strengthening equity in procurement and supplier diversity policies to ensure small and minority owned firms benefit from new development. Improving visibility and accessibility of transit signage and wayfinding accessibility for people with disabilities or for whom English is not their first language. Preserving unsubsidized affordable housing within TOD zones, especially 2-4 flat buildings. Developing incentives and policies to preserve and retain community organizations, small businesses, and other neighborhood assets in TOD zones.	<a href="https://chi.streetsblog.org/2020/09/25/chicago-equitable-transit-oriented-development-plan-is-a-stride-forward/">https://chi.streetsblog.org/2020/09/25/chicago-equitable-transit-oriented-development-plan-is-a-stride-forward/</a>	Addressing Equity and Inclusion Through Policy

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Richard Ezik	The FAST Act: Implications for the African-American Community	Congressional Black Caucus Foundation	Report	The FAST Act is a significant legislative milestone as it provides a stable set of funding for transportation and infrastructure projects for the next five years and hopes to assist in rebuilding the nation's public transit systems, provide training and workforce development in the transportation and construction industries, and support alternative transportation modes such as biking and walking. The African-American community is affected in many ways by these programs, and therefore it is of the utmost importance that the community is aware of the Act and understands how these programs will be implemented in the community.	<p>Policies 1. The new infrastructure touted by President Trump should maintain the federal government's role in public transit as mentioned in the FAST Act. 2. The share of funding allotted to public transit should increase significantly to help adequately support programs like the Urbanized Bus System and BUY AMERICA initiative. 3. Incentives to ensure that contracts are adequately being bid by minority construction businesses and that those contracts are being rewarded to the right demographic should be placed in the Act. Furthermore, there should be programs to oversee enforcement of the contracts. Programs 1. To improve the ability of public transit systems to function, the Bus and Bus Facilities and Fixed Guideway Capital Investment program should receive significantly more funding. 2. The Set Aside from the previous Transportation Alternatives Program should be funded at a value that bike and pedestrian advocates feel is suitable to provide opportunities to build bike lanes in every city and repair sidewalks to state-of-good-repair levels. 3. The U.S. Department of Transportation should maintain programs in the bill that the community can utilize to make transportation more accessible and cities safer - such as the Transportation Investment Generating Economic Recovery (TIGER) competitive grant program, which provides \$500 million in grants to focus on capital projects that generate economic development and improves access to reliable, safe and affordable transportation for disconnected communities</p>	<a href="https://www.cbcfinc.org/wp-content/uploads/2017/09/TheFastACTBrief-CBCFJune2017.pdf">https://www.cbcfinc.org/wp-content/uploads/2017/09/TheFastACTBrief-CBCFJune2017.pdf</a>	Addressing Equity and Inclusion Through Policy

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Lynn Ross	Equity in the Commons	Medium	Blog	The guide also provides seven specific, practical policy recommendations that can be adopted by policymakers and advocates, summarized below, for advancing equity in public spaces	<ul style="list-style-type: none"> <li>• Policy 1. Broaden the conversation to ensure that diverse voices have multiple platforms to meaningfully engage and the opportunity to co-create public space.</li> <li>• Policy 2. It is essential to measure impacts — more outcomes, than outputs — to understand how residents and others are making use of public spaces.</li> <li>• Policy 3. Leverage pop-up activations to engage residents in testing new ideas for public spaces. Temporary activations can be incredibly useful for demonstrating quickly and at lower costs a range of possibilities in public space.</li> <li>• Policy 4. Equitable public spaces prioritize creating a welcoming, high-quality, and well-designed experience for users regardless of geography, race, income or ability.</li> <li>• Policy 5. Promote inclusive programming that reflects the needs of the neighborhood by partnering with residents and surrounding businesses and community groups.</li> <li>• Policy 6. In addition to having a strategy for revitalizing existing public spaces, build a strategy that encourages the creation of new public spaces to expand access as well.</li> <li>• Policy 7. Connect public spaces to the community by celebrating local culture and honoring history.</li> </ul>	<a href="https://medium.com/reimagining-the-civic-commons/equity-in-the-commons-929226f75bdf">https://medium.com/reimagining-the-civic-commons/equity-in-the-commons-929226f75bdf</a>	Addressing Equity and Inclusion Through Policy
Richard Ezik	How Can Cities Create More Equitable Transportation Systems?	Urban Institute	Report	The suburbanization of poverty in many regions has exacerbated transportation inequities as suburban areas are usually not served by frequent and reliable transportation.	Transportation decisions should be made through deep and meaningful community engagement with low-income and historically excluded residents and rooted in an understanding of the legacy of racist policies and actions that has led to racial inequity in transportation.	<a href="https://www.urban.org/sites/default/files/publication/102991/how-can-cities-create-more-equitable-transportation-systems.pdf">https://www.urban.org/sites/default/files/publication/102991/how-can-cities-create-more-equitable-transportation-systems.pdf</a>	Addressing Equity and Inclusion Through Policy

Author	Title	Source	Type	Main findings	Recommendations / Quotes	URL	Category
Richard Ezik	Defining “Communities of Concern” in Transportation Planning	Urban Institute	Report	This brief aims to highlight the various approaches that transportation agencies take to conducting environmental justice analyses in transportation planning, presents a history of transportation policy planning in the US, shares results from a review of how regional, state, and transit agencies identify underserved communities, and provides recommendations for supporting equitable transportation access.	When determining communities of concern, most agencies focus on identifying census tracts with concentrations of people who are low income, people of color, have limited English proficiency, or have other characteristics that may be relevant to the equitable provision of transportation services. To help push progress in planning processes, MPOs can meet residents in their neighborhoods, pay people to participate in engagement, and cover expenses such as transportation to meetings and childcare during meetings. Reframing MPOs from neutral to equity-focused actors can help drive meaningful public involvement and foster the development of a shared agenda across diverse stakeholders	<a href="https://www.urban.org/sites/default/files/publication/102746/defining-communities-of-concern-in-transportation-planning_1.pdf">https://www.urban.org/sites/default/files/publication/102746/defining-communities-of-concern-in-transportation-planning_1.pdf</a>	Addressing Equity and Inclusion Through Policy
Richard Ezik	New Mobility and Equity: Insights for Medium Size Cities	Urban Institute	Report	Through their responsive nature, new mobility technologies have the potential to reduce existing transportation inequities. But without proper planning, they could reinforce existing inequities and fail to deliver inclusive and equitable transportation outcomes.[i] To ensure new mobility services successfully increase equitable access to transportation, local policymakers must intentionally incorporate equity considerations into planning and implementation by assessing and responding to barriers to transportation access such as cost of use, service availability, geographic distribution of routes, physiological challenges, and social barriers	New mobility can build more equitable cities by incorporating communities and populations historically underserved by existing transportation options. But without a concerted push for equity, these innovations may simply reinforce the inequities that already exist. Whether new mobility competes or collaborates with existing transportation options (particularly public transportation) is an open question. Since mass transit is a limited component of transportation mix in most US cities, new mobility has the potential to further weaken smaller transit systems or to make them more useful, more accessible, and more relevant to more people.	<a href="https://www.urban.org/research/publication/new-mobility-and-equity-insights-medium-size-cities">https://www.urban.org/research/publication/new-mobility-and-equity-insights-medium-size-cities</a>	Addressing Equity and Inclusion Through Policy

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Lynn Ross	Housing Justice and Public Space	Medium	Blog	Today, the ongoing consequences of redlining still restrict people's access to certain neighborhoods. Redlining became illegal more than 50 years ago, but racist, anti-Black legacy of those policies is deeply embedded physically and financially into our neighborhoods and cities. There are entire neighborhoods that are inaccessible for Black, Indigenous and people of color (BIPOC). So redlining influences everything from the location of your neighborhood, how your home is valued (or undervalued), where you work, whether you have access to well-maintained public spaces.	First, figure out how to build the cross-sectoral partnerships we've been talking about. Public space practitioners need to start having conversations with the housing folks, the health folks, the education folks, the transportation folks. Then they need to make the time to build relationships built on shared values and a shared pursuit of equitable, just places. We all need to show up for each other. We need to take time to build authentic relationships that can be sustained. Because we know that the potential for equitable outcomes once we build relationships and work together is huge, but we also know that those outcomes take time and ongoing commitment. It's so important that it's worth us figuring this out.	<a href="https://medium.com/reimagining-the-civic-commons/housing-justice-and-public-space-dd0acf2a99bd">https://medium.com/reimagining-the-civic-commons/housing-justice-and-public-space-dd0acf2a99bd</a>	Addressing Equity and Inclusion Through Policy

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Richard Ezik	Transportation, Sustainability, and Equity	Congressional Black Caucus Foundation	Report	Transportation sharing can be used to connect people within the first and last mile, where public transit is not able to reach. Nevertheless, the sharing services have yet to gain traction in low-income communities due to a lack of communication and reluctance of companies to invest in certain areas due to perceived safety issues. Furthermore, the lack of return on investment, in addition to the requirement of personal information and use of a smartphone, which many residents do not have or are unwilling to share, remains a challenge to full implementation of ridesharing or bike sharing	Policies 1. Members should be involved in their metropolitan planning organizations (MPOs); the MPOs outreach should include the use of minority media - including flyers, radio stations, and television spots – and workshops should be conducted that cater to African-Americans.1 When black community leaders and residents are involved with MPOs – whether serving on citizen advisory committees or going to public commenting sessions – they will be able to provide insight and influence on future transportation decisions. 2. The federal government should increase funding for public transit and development of walkable, sustainable communities in the next iteration of a multi-year surface transportation bill. 3. The U.S. Department of Transportation should require states to set measurable safety goals for those walking or bicycling to ensure state and local transportation agencies are held accountable for meeting their goals. 4. Local governments should work with sharing companies to ensure that they can operate safely and legally in metropolitan areas. 5. Cities should develop or revamp their zoning policies to allow more construction of mixed income units near transportation hubs to offer low-income residents the opportunity to live in TOD-focused areas. Programs 1. Funding for sidewalk and bike-lane development programs such as Safe Routes to School, should be provided for cities to use to improve sidewalks, construct right-of-ways, and build bike lanes. 2. Bikeshare programs should continue to expand to areas where a majority of the residents are low-income and people of color.	<a href="https://www.cbcfinc.org/wp-content/uploads/2016/10/CBCFTransportationBriefing.pdf">https://www.cbcfinc.org/wp-content/uploads/2016/10/CBCFTransportationBriefing.pdf</a>	Addressing Equity and Inclusion Through Policy



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Tierra Bills	Smarter Transportation technologies for addressing Transportation Inequity	Government Statement	Testimony	We evaluate multimodal transportation accessibility across the 7-County Metro Detroit Region, with specific attention to the differences in accessibility within the City of Detroit and the remainder of the Detroit Region, and we perform an equity analysis along two social dimensions: income and auto ownership. We also implement a scenario analysis of the equity impacts of a hypothetical micro-transit alternative in Detroit. The analysis is performed using the Southeast Michigan Council of Government's travel demand model for the Detroit region.	Without close attention to cost structure and affordability, micro-transit may not provide the much-needed accessibility gains for transport disadvantaged communities in comparison to more affluent communities. Further study assessing the potential effects of realistic micro-transit scenarios (with realistic cost structures) coupled with appropriate policy interventions are warranted.	<a href="https://science.house.gov/imo/media/doc/Bills%20Testimony.pdf">https://science.house.gov/imo/media/doc/Bills%20Testimony.pdf</a>	Addressing Equity and Inclusion Through Policy
Andre Perry	The route school buses can take toward racial equity	The Hechinger Report	Article	Under the new system, instead of needing a separate student ID card, students will be able to tap a version of a standard issue SmarTrip Card, used for public transportation in and around the city. The new card system makes it more convenient for parents to properly enroll their children in Kids Ride Free and facilitates better accounting of who is using public transportation.	No clear recommendations.	<a href="https://hechingerreport.org/the-route-school-buses-can-take-toward-racial-equity/">https://hechingerreport.org/the-route-school-buses-can-take-toward-racial-equity/</a>	Addressing Equity and Inclusion Through Policy
Warren Logan	Q&A with Oakland DOT's Warren Logan	StreetsBlogSF	Interview	We recognized the injustices many low-income communities and communities of color are impacted by. The department of transportation is committed to using data to correct those injustices when it comes to transportation: from looking at how equitably potholes are filled, to prioritizing certain communities for multi-million-dollar corridor improvement projects.	Each one of our processes asks the question, "How are we advancing equity?" Each one of the project managers has to state how a project will advance equity. We also make sure we're asking the right questions so we can collect the right data. Another way we advance equity is by including the voices of community members where we are working. Through our consultancy work, we have hired on community-based groups and advocacy groups that reflect the hearts and minds of community members. We see it as bringing them into the process and giving them the tools to do the work they feel is critical for their communities.	<a href="https://sf.streetsblog.org/2020/05/28/qa-with-oakland-dots-warren-logan/">https://sf.streetsblog.org/2020/05/28/qa-with-oakland-dots-warren-logan/</a>	Addressing Equity and Inclusion Through Policy

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<p>Anthonia Ogundele, Jay Pitter, Will Prosper, Tamika Butler, Orlando Bailey</p>	<p>How do we respond to anti-Black racism in urbanist practices and conversations</p>	<p>Canadian Urban Institute</p>	<p>Pannel Discussion</p>	<p>Public spaces are not neutral Alienation in the public realm is a lived experience for Black communities around the world, and Black bodies are often seen as a threat in public space. By sharing their firsthand experiences of anti-Black racism, each of our panelists proved that there is no single, homogenous Black experience. From Anthonia Ogundele's childhood memories of being alienated from the playground to Orlando Bailey's being forbidden to enter Saks with his mother, public spaces are sites of everyday racism and oppression. Black communities are experiencing multiple crises at once in very different ways. While the COVID-19 pandemic continues to threaten Black communities, Tamika Butler explained how institutional racism represents another crisis altogether. In fact, these two intertwined crises are embedded in physical spaces themselves. For example, incarcerated populations, in which Black communities are overrepresented, are at greater risk during this time given the near impossibility of social distancing in confined spaces. As Will Prosper described, the COVID pandemic has revealed how many urban spaces have been "designed to fail us."</p>	<p>We need to make space for Black grief The emotional burden of intergenerational trauma and alienation is immense: this cannot be borne by Black communities alone, nor is it their responsibility to educate others about history or how to be anti-racist. We are all complicit in the systems and practices and must collectively bear the emotional weight and necessity to act. Everyone in the urbanist community must rethink their roles in this system and actively empower marginalized voices. Indeed, Anthonia highlighted the need to empower Black youth in order to redesign and reimagine digital and urban spaces. Academia and urban planning professions have a critical role to play Moving forward, Orlando Bailey pointed out that we must "further interrogate where we learn to be urbanists and city planners." Academic institutions and professors need to reflect on amplifying Black experience and scholarship in the curriculum and beyond. This exclusion of Black voices does not, however, end in the classroom: it is present in the workplace as well. Black urbanists are expected to put their lived experiences aside to "fit in" at their workspaces, thereby removing the personal knowledge necessary to help urban communities flourish. There are many tangible ways to take necessary action Uncomfortable conversations mark only the beginning of a long-term effort to eradicate anti-Black racism. Nonblack urban planners must listen to and amplify Black voices: Jay Pitter's A Call to Courage: An Open Letter to Canadian Urbanists is required reading for urbanists from coast to coast. Jay explained, it is critical to understand that "equity does not</p>	<p><a href="https://canurb.org/citytalk-news/how-do-we-respond-to-anti-black-racism-in-urbanist-practices-and-conversations/">https://canurb.org/citytalk-news/how-do-we-respond-to-anti-black-racism-in-urbanist-practices-and-conversations/</a></p>	<p>Assessing Racism, Discrimination, and Segregation</p>

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					mean sacrificing excellence.” She also emphasized the importance of strengthening respectful relationships with Black urbanists to reimagine inclusive urban spaces, share valuable expertise and gain personal knowledge of how to build successful cities.		
Anthony Foxx	Anthony Foxx: How Transportation Helped Build Systemic Racism	Spectrum News	Podcast	The role transportation and infrastructure played in systemic racism and how building for the future could help reverse past mistakes.	No clear recommendations	<a href="https://spectrumlocalnews.com/nc/coastal/tying-it-together-with-tim-boyum/2021/01/05/tying-it-together-with-tim-boyum-anthony-foxx--how-transportation-helped-build-systemic-racism">https://spectrumlocalnews.com/nc/coastal/tying-it-together-with-tim-boyum/2021/01/05/tying-it-together-with-tim-boyum-anthony-foxx--how-transportation-helped-build-systemic-racism</a>	Assessing Racism, Discrimination, and Segregation
Jennifer Roberts	Central Park: Black Bodies Green Spaces, White Minds	Medium	Blog	All humans are entitled and have the right to spend time in “nature-made” spaces. I cannot tell you how many times I have had the perplexed white gazed retort, “you like to hike too”, or the self-imposed anti-nature indoctrination from some black communities. Yes, a main rationale for public parks was to incorporate exclusionary policies that separated people of color from wealthier white city residents, but before black bodies were stereotypically and exclusively associated with urban, concrete jungles, the land of green space served both as an exploitation of slave labor and as a benefactor to escape and seek freedom up north.	I argue that the notion of “nature white privilege”, which has been actively constructed in the geographic localization of green space, whether that be parks, playgrounds or even public plazas, needs also to be challenged and debunked. While the destruction and devastation of all forms of white privilege cannot be reversed overnight or en masse, a change can come one person at a time, one act at a time.	<a href="https://medium.com/@ActiveRoberts/central-park-black-bodies-green-spaces-white-minds-3efebde69077">https://medium.com/@ActiveRoberts/central-park-black-bodies-green-spaces-white-minds-3efebde69077</a>	Assessing Racism, Discrimination, and Segregation

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Ariel Ward	Bike Lanes Gentrification and Anti-Blackness	Bicycle Coalition	Webinar	Anti-Blackness shows up in cycling, in the cycling community just as it shows up anywhere else and, as I was prepping for this panel, I came across a quote from Toni Cade Bambara that “revolution begins with the self, in the self.” And I think a lot of this work is internal work. As a planner, I like to say I do heart work, because that's what it is to pursue just outcomes. I think that what a lot of times we think of it, you know, systemic racism, we think at a very high level, but it really begins on a very individual level and there's a need to kind of shift what's happening at the micro level to move what's happening at the macro level. So when you talked about that, it definitely made me think of that aspect of like needing to do this very in-depth personal work, but then how you have to also do that work in communities.	How do we get communities of color supporting bicycling? I'm like you don't. That's the wrong question. I think it's a question that internally centers your own priorities, your own beliefs, your own values. I think the real question is, how do we increase the mobility of Black communities, of communities of color? And I think bicycling is a means to an end. It's a part of expanding that mobility tool kit but it's not the end itself and so, I absolutely think that that's the wrong question	<a href="https://sfbike.org/news/watch-the-video-bike-lanes-gentrification-and-anti-blackness-webinar/">https://sfbike.org/news/watch-the-video-bike-lanes-gentrification-and-anti-blackness-webinar/</a>	Assessing Racism, Discrimination, and Segregation
Tamika Butler	Why we must talk about race when we talk about bikes	Bicycling	Blog	Bicycling cannot solve systemic racism in the United States. But systemic racism can't be fixed without tackling it within bicycling. With the rise of bicycling during this global health pandemic, this is the moment to educate the casual beach cruisers, fully-kitted weekend warriors, the urban planning students who can't wait to ride back to campus—all of us—on the systemic oppression of Black people, Indigenous people, and all People of Color.	This is the moment to look at the racism institutionalized in our companies, media publications, nonprofits, planning firms, and government agencies, and hire a workforce that reflects the diversity of our communities, at every level and in every position. This is the moment to invest in continual and consistent education of our employees. This is the moment to do more than issue a statement. A statement is the least that can be done. Those in power must change, relinquish some of their power, and get out of the way to make room for those who are ready to lead and are equipped to identify anti-black practices and policies.	<a href="https://www.bicycling.com/culture/a32783551/cycling-talk-fight-racism/">https://www.bicycling.com/culture/a32783551/cycling-talk-fight-racism/</a>	Assessing Racism, Discrimination, and Segregation
Andre Perry	Worthy of Growth: Keynote: Smart Growth America	Smart Growth America	Presentation	Black communities are systematically economically devalued on many fronts.	Direct capital investment in people AND places not just places	<a href="https://smartgrowthamerica.org/equity-summit/">https://smartgrowthamerica.org/equity-summit/</a>	Assessing Racism, Discrimination, and Segregation

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Gina Sofola	Recognizing Black History: Revitalization Efforts in Oklahoma City and Tulsa	APA	Blog	Determining how physical space effects people and racism.	Community perceptions are critically important	<a href="https://www.youtube.com/watch?v=x8wzdVBm1ME">https://www.youtube.com/watch?v=x8wzdVBm1ME</a>	Assessing Racism, Discrimination, and Segregation
Nedra Deadwyler	There Is a Tremendous Untold Story of Black People on Bikes	Bicycling	Blog	For people such as myself, a Black woman, to speak about my experiences on a bike in public space is especially important in issues of planning infrastructure, events and industry, and communities because it shines a light on specific areas that need to change. Data has proven that women have different experiences on a bike than men: Black and brown women and girls are more sexually harassed than their white counterparts. Visibly LGBTQAI+ people are more often targets of hate and violence. And Black and brown men are more likely to be targeted by the police.	It is imperative that if anyone reading this wants to get involved in the Black Lives Matter movement happening right now and hasn't been involved in creating more just communities that they first begin by examining themselves and engaging their own racial identity and its formation.	<a href="https://www.bicycling.com/culture/a33327242/bikes-nedra-deadwyler/">https://www.bicycling.com/culture/a33327242/bikes-nedra-deadwyler/</a>	Assessing Racism, Discrimination, and Segregation
Andre Perry	Black Women and Girls May Run the World, but They're Not Safe in It	The Root	Blog	Girls also need programs and initiatives that garner attention from the office of the president. This summer, Fox Searchlight released the critically acclaimed documentary about one such program: Step, about a "senior year of a girls' high school step-dance team against the background of inner-city Baltimore."	We know that Black Girls Rock and Black Girls Run, and yes, they do it with black girl magic.	<a href="https://www.theroot.com/the-national-interest-black-women-and-girls-may-run-th-1797807219">https://www.theroot.com/the-national-interest-black-women-and-girls-may-run-th-1797807219</a>	Assessing Racism, Discrimination, and Segregation
Gretchen Sorin	Driving while Black	Liveright	Book	Historical recount of racism and transportation	The book provides more understanding on lived experiences		Assessing Racism, Discrimination, and Segregation

Author	Title	Source	Type	Main findings	Recommendations / Quotes	URL	Category
Andre Perry	In Jackson, Miss., a water crisis has revealed the racial costs of legacy infrastructure	Brookings - The Avenue	Article	In the case of Jackson, legacy infrastructure goes hand-in-hand with a legacy of racism. The costs of legacy infrastructure parallel long-standing economic and racial disparities in the region. Without steady economic growth and shared economic opportunity—in jobs, wages, and other activity—municipalities and water utilities struggle to predictably and equitably generate enough revenue to cover their infrastructure needs.	Better defining and addressing Jackson's legacy infrastructure challenges can chart a new path. That requires public and private leaders at the state, regional, and city level—including water utilities—to talk about future and existing infrastructure needs in terms of the most vulnerable households, engage with a greater variety of residents, and test new projects and ideas.	<a href="https://www.brookings.edu/blog/the-avenue/2021/03/26/in-jackson-miss-a-water-crisis-has-revealed-the-racial-costs-of-legacy-infrastructure/">https://www.brookings.edu/blog/the-avenue/2021/03/26/in-jackson-miss-a-water-crisis-has-revealed-the-racial-costs-of-legacy-infrastructure/</a>	Assessing Racism, Discrimination, and Segregation
Destiny Thomas	Opinion: Urbanism is Complicit in Infra-Structural Racism — And Reparations Have a Place in the Built Environment	StreetsBlogUSA	Blog	it becomes even more clear to me that there is no way to meet this moment of civil unrest, widespread suffering, and undeniable disparity, without atonement and reparations for slavery and its ongoing impacts in our policies.	Deep Planning and No/Low-Cost Freedom of Movement. Divest from Policing and Invest in Service Provisions. Public Works Prioritization and Universal Basic Income. Community Planning and Workforce Reclassification. Transit Enhancements and Neighborhood Network Connectivity. Land Trusts, Cooperatives, and Civil Fee Waivers. Land Use Reparations Boards and Redevelopment Revenue Distribution. Restorative Zoning and Right-of-Return. Impose Moratorium on Prison Development and Enact Fair Chance Housing. Homeowner Subsidies and Real Estate Revenue Redistribution. Surveillance Prohibition and Tech Tax. Anti-Displacement and Racial Composition as Factors in Environmental Protections.	<a href="https://usa.streetsblog.org/2020/07/27/opinion-urbanism-is-complicit-in-infra-structural-racism-and-reparations-have-a-place-in-the-built-environment/">https://usa.streetsblog.org/2020/07/27/opinion-urbanism-is-complicit-in-infra-structural-racism-and-reparations-have-a-place-in-the-built-environment/</a>	Assessing Racism, Discrimination, and Segregation
Tamika Butler	LiveMove Speaker Series: The Intersection of Racism and Transportation	LiveMove	Presentation	No clear main finding / Personal	No clear recommendation	<a href="https://www.tamikabutler.com/media/2020/10/31/livemove-speaker-series-the-intersection-of-racism-and-transportation">https://www.tamikabutler.com/media/2020/10/31/livemove-speaker-series-the-intersection-of-racism-and-transportation</a>	Assessing Racism, Discrimination, and Segregation

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Jennifer Roberts	How Transit-Oriented Development Can Promote Equitable, Healthy Communities	Housing Matters	Report	Predominately African American neighborhoods often lack essential civic infrastructure, and their residents have shorter life expectancy and worse health conditions than residents of white neighborhoods. Gentrification that results from TOD can be measured by changes in household income, property values, new housing construction, and educational attainment around a transit center. This occurs more frequently in communities of color than in predominantly white neighborhoods. Populations displaced by gentrification as a result of TOD are more likely to experience worse health (lower life expectancy and higher rates of cancer, birth defects, infant mortality, and incidents of disease) than those who remain in place. Reports of positive health outcomes among white residents may reflect that most studies measure outcomes of residents remaining in a gentrified neighborhood, not those who have been displaced.	Citywide health inequities cannot be improved by siloed neighborhood renewal strategies. They require local-government-led policy reforms and targeted funding to support social equity investments. Low-income families are more likely to remain in place, close to transit stations, when government imposes affordability requirements on TOD. This more effectively stabilizes families as prices increase than housing vouchers. Before TOD begins, local governments can deploy policies such as inclusionary zoning, mixed-use housing development, and property-tax relief to maintain land affordability and incentivize affordable housing development. TOD can promote equitable development and healthy communities by informing, involving, and collaborating with local residents and their community representatives to ensure the development is both inclusive and sustainable.	<a href="https://housingmatters.urban.org/research-summary/how-transit-oriented-development-can-promote-equitable-healthy-communities">https://housingmatters.urban.org/research-summary/how-transit-oriented-development-can-promote-equitable-healthy-communities</a>	Assessing Racism, Discrimination, and Segregation
Julian Agyeman	Urban planning as a tool of white supremacy – the other lesson from Minneapolis	Conversation	Blog	Racial segregation was not the byproduct of urban planning; it was, in many cases, its intention – it was “not by accident, but by design,” Adrien Weibgen,	This, together with “inclusionary zoning” – requiring that new apartment projects hold at least 10% of units for low- to moderate-income households – is part of the Minneapolis 2040 Plan. Central to that vision is a goal to eliminate disparities in wealth, housing and opportunity “regardless of race, ethnicity, gender, country of origin, religion, or zip code” within 20 years.	<a href="https://theconversation.com/urban-planning-as-a-tool-of-white-supremacy-the-other-lesson-from-minneapolis-142249">https://theconversation.com/urban-planning-as-a-tool-of-white-supremacy-the-other-lesson-from-minneapolis-142249</a>	Assessing Racism, Discrimination, and Segregation

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Brytanee Brown	Bike Lanes Gentrification and Anti-Blackness	Bicycle Coalition	Webinar	None	So, I think micro mobility should be free or, you know, deeply subsidized and we were able to make it deeply subsidized in the rollout and it had huge impacts on who was accessing it. I think in the height of our bike share for all work that we were doing, I think 80 to 90% of all of our -- all the folks that we signed up, were Black folks making under \$25,000. You know. And so, we were able to -- those are the kinds of outcomes that I think we should be thinking about and so it does take micro mobility and having them do that work, but also absolutely holding government accountable	<a href="https://sfbike.org/bike-lanes-gentrification-and-anti-blackness/">https://sfbike.org/bike-lanes-gentrification-and-anti-blackness/</a>	Assessing Racism, Discrimination, and Segregation
Warren Logan	I Dream of a Day I Can 'Just Stick to Cycling' and Not Worry About Anything Else	Bicycling	Blog	The fight for racial justice isn't going to be easy and it's not going to be quick. Most importantly, it will require white people to do some soul searching that is going to make them uncomfortable. It can't rely on Black people to do all the work.	No clear recommendation	<a href="https://www.bicycling.com/culture/a33315102/bikes-warren-logan/">https://www.bicycling.com/culture/a33315102/bikes-warren-logan/</a>	Assessing Racism, Discrimination, and Segregation
Julian Agyeman	Land loss has plagued black America since emancipation – is it time to look again at 'black commons' and collective ownership?	Conversation	Blog	The long history of racism in the United States has held back black Americans for generations. But the current soul searching over this legacy is also an unrivaled opportunity to look again at the idea of collective black action and ownership, using it to create a community and economy that goes beyond just ownership of land for wealth's sake.	The lack of ownership is crucial to understanding the crippling economic disparity that has hollowed out the black middle class and continues to plague black America – making it harder to accrue wealth and pass it on to future generations.	<a href="https://theconversation.com/land-loss-has-plagued-black-america-since-emancipation-is-it-time-to-look-again-at-black-commons-and-collective-ownership-140514">https://theconversation.com/land-loss-has-plagued-black-america-since-emancipation-is-it-time-to-look-again-at-black-commons-and-collective-ownership-140514</a>	Assessing Racism, Discrimination, and Segregation



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Courtney Cobbs	Why the history of racism in transportation enforcement and planning still matters today	StreetsBlogChicago	Blog	The over-reliance on police for traffic enforcement in the U.S. has a serious impact on freedom of mobility for Black and Brown people.	No clear recommendations.	<a href="https://chi.streetsblog.org/2020/12/14/why-the-history-of-racism-in-transportation-enforcement-and-planning-still-matters-today/">https://chi.streetsblog.org/2020/12/14/why-the-history-of-racism-in-transportation-enforcement-and-planning-still-matters-today/</a>	Assessing Racism, Discrimination, and Segregation
Andre Perry	The devaluation of businesses in Black Communities	Brookings - Metropolitan Policy Program (Gallup)	Report	The racial composition of the neighborhood predicts Yelp responsiveness. Businesses—not considering the race of the owner—in Black majority neighborhoods receive lower Yelp ratings and fewer reviews than other businesses.	How to spark the revaluation of Black neighborhoods is beyond the scope of this report, but there are practical things that cities and local governments can do. For example, they should invest in city infrastructure by providing adequate public transit, roads, parking, streetlights, and park space near highly rated businesses in Black neighborhoods. Cities can also come up with creative financing solutions to provide attractive commercial space for businesses in Black neighborhoods to operate. Local governments should partner with businesses, real estate developers, and building owners to incentivize the renovation of business facades and buildings and ensure that unnecessary bureaucratic and zoning restrictions are removed.	<a href="https://www.brookings.edu/wp-content/uploads/2020/02/2020.02_DevOfBizInBlackCommunities_Perry-Rothwell-Harshbarger-final.pdf">https://www.brookings.edu/wp-content/uploads/2020/02/2020.02_DevOfBizInBlackCommunities_Perry-Rothwell-Harshbarger-final.pdf</a>	Assessing Racism, Discrimination, and Segregation

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Robyn Lewis	We've Used Streets as Instruments for Segregation with Del. Robbyn Lewis	TransLoc Marketing	Podcast	There really are some structural and cultural impediments that prevent us from really investing in the things that human beings in this country need to live to their potential, to experience good health and all of the things that we want, social connection and all the productivity. But the impediments that are structural include—and I'll be dead-honest here—the incentives we've built into our capitalist system.	I want to do is just reward people for doing the right thing, make it easy for people to do the right thing. Some of that will involve changes in culture, like I mentioned. We are the offspring of an ideology that we did not choose, and that ideology was reinforced over the last few generations to prioritize the convenience of car movement and vehicle movement over the health, safety, and wellbeing of humans. And that's going to require a cultural shift that will take a generation.	<a href="https://blog.transloc.com/the-movement-podcast/weve-used-streets-as-instruments-for-segregation-with-del.-robbyn-lewis">https://blog.transloc.com/the-movement-podcast/weve-used-streets-as-instruments-for-segregation-with-del.-robbyn-lewis</a>	Assessing Racism, Discrimination, and Segregation
Dara Baldwin	Attention Transportation Advocates: Race Is A Part of The Work	Personal Blog	Blog	This is during a global pandemic where essential workers who are mostly Black and Brown people still have to go to work and their mode of transportation are these systems. It is harmful to shut these systems down and alter schedules without offering alternatives; provide people with enough time to get where they need or even plan ahead. These decisions are detrimental to communities of color – this is why race is very much a part of transportation policy.	It is often times infuriating to sit in these rooms and constantly have to prove this fact to those who claim to be advocating and creating transportation policy. This is why it will not be those same people who will dismantle these systems. Yet in social justice/civil rights work so many have absolutely no idea of the history of the issues they work, and they constantly collect funds from funders using language like racial equity and anti-racism etc. to “create change”.	<a href="https://thewiyat.wordpress.com/2020/06/01/attention-transportation-advocates-race-is-a-part-of-the-work/">https://thewiyat.wordpress.com/2020/06/01/attention-transportation-advocates-race-is-a-part-of-the-work/</a>	Assessing Racism, Discrimination, and Segregation
Destiny Thomas	Ask an Expert: How can transportation planners better serve Black and brown people?	Seattle Times	Newspaper	This work is relegated to women and Black people because there is a social construct where women are responsible for being gentle and emotional. Black women, in particular, are the nurturers and bearers of everyone else's pain. We need community engagement. We need that engagement to be meaningful. The flip side is that we're exploiting and taking advantage and probably underpaying and undervaluing the leadership of women and Black people and people of color.	There are so many beautiful opportunities if we de-center white comfort. A great example is all of the people who work in any kind of underground economy, like our street vendors. As we think about creating street canopies for people walking and biking, we have to think about those same opportunities for people doing business in the public right of way	<a href="https://www.seattletimes.com/seattle-news/transportation/ask-an-expert-how-can-transportation-planners-better-serve-black-and-brown-people/">https://www.seattletimes.com/seattle-news/transportation/ask-an-expert-how-can-transportation-planners-better-serve-black-and-brown-people/</a>	Assessing Racism, Discrimination, and Segregation

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Destiny Thomas	'Safe Streets' Are Not Safe for Black Lives	Bloomberg CityLab	Blog	To make these structurally racist matters worse, just as the coronavirus exacerbates cardiovascular and respiratory issues among Black people, quick-build and open streets programs fail to address the environmental factors at the root of these health disparities. Encouraging Black residents to go outside without addressing the environmental crises that lead to Covid-19 complications is a tell-tale sign that Black well-being was a secondary (at best) intention of these projects.	Public works and transportation agencies should produce and publish a concrete plan for divestment from police agencies. This includes both fiscal and values-based components: Enforcement should be replaced with accessibility and accountability, and funds to police should be redistributed to community-based organizations, direct service providers and behavioral health specialists that are equipped to uphold dignity and care for everyone within the built environment.	<a href="https://www.bloomberg.com/news/articles/2020-06-08/safe-streets-are-not-safe-for-black-lives">https://www.bloomberg.com/news/articles/2020-06-08/safe-streets-are-not-safe-for-black-lives</a>	Assessing Racism, Discrimination, and Segregation
Julian Agyeman	Interculturally Inclusive Spaces as Just Environments	Items	Blog	Yet, designing inclusive, or at least nonexclusive public space faces many obstacles and challenges in engaging with difference, diversity, and cultural heterogeneity in creative and productive ways.	When planning and (re)designing inclusive spaces, it is useful to understand both Doreen Massey's point that places and spaces are "constantly shifting articulations of social relations through time" <sup>11</sup> and, related, Julie Guthman's question, which is not "Who is at the table?" but "Who is setting the table?" <sup>12</sup> The first principle of culturally inclusive practice is therefore recognition that "community" is a fluid notion, constantly in flux.	<a href="https://items.ssrc.org/just-environments/interculturally-inclusive-spaces-as-just-environments/">https://items.ssrc.org/just-environments/interculturally-inclusive-spaces-as-just-environments/</a>	Assessing Racism, Discrimination, and Segregation
Ariel Ward	A Tale of Two Truths: Transportation and Nuance in the Time of COVID-19	Medium	Blog	You can want open streets and want to hold cities accountable to ensuring new policies do not further harm communities of color. You can want open streets and want to prioritize the acute needs of Black and Brown communities that have been forced to show up for themselves in the midst of a crisis that has impacted them severely.	Those who stand to be the most impacted by a policy or program should hold the most power in the decision-making space, but they rarely do. Thus, inquiries into how new transportation policies might compound inequity and erasure are always critical questions. They invite necessary nuance into an already delicate conversation. They are questions that someone must call attention to. For inattention is what allows inequity to flourish.	<a href="https://medium.com/at-the-intersections/a-tale-of-two-truths-transportation-and-nuance-in-the-time-of-covid-19-9bc99ff8c005">https://medium.com/at-the-intersections/a-tale-of-two-truths-transportation-and-nuance-in-the-time-of-covid-19-9bc99ff8c005</a>	Assessing Racism, Discrimination, and Segregation

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Anthony Taylor	Anthony Taylor – Slow Roll	Verve - Placemaker's Blog	Blog	"Biking breaks down those barriers," Anthony says. "On a bike, we cross boundaries, we see how our neighborhoods are connected. Connectivity is what matters and mobility is the ultimate expression of personal freedom. If we can get communities of color to lead the charge for more opportunities to ride, for more bike infrastructure where they live, we build ownership and agency. We begin to change history."	A Slow Roll, a companion experience to the Club, is less about the bikes and more about the connection of individuals to community and others. It happens on a human scale. "Slow Roll is a bike ride, not for cyclists, but for regular people to discover their neighborhoods." Anthony notes that community reclamation is what a Slow Rolls evokes, and individual visions expand: "The magic of biking is the amount of territory you can cover in an hour. Geography opens up: a car puts you through the community, a bike puts you IN the community."	<a href="https://verve.place/blog-1/2018/2/22/anthonytaylor">https://verve.place/blog-1/2018/2/22/anthonytaylor</a>	Community Engagement and Place Based Interventions
Warren Logan	Essential Places: Warren Logan on Open Streets Beyond Brunch and Bike Lanes	Project for Public Spaces	Interview	A lot of people called us about Slow Streets, and said, "I didn't like Slow Streets, so I just picked up the barricade and moved it." And I'm like, "Great! That's kind of how this works." I mean, I don't want you to move it, but that is a form of feedback that tactical urbanism allows for. That's how I see tactical urbanism: giving people the tools to effect the change they're looking for, and having an iterative conversation toward a long-term solution	There are so many tools for public engagement and civic engagement that we have deployed during this process, and we can't go back on it now.	<a href="https://www.pps.org/article/essential-places-warren-logan-on-open-streets-beyond-brunch-and-bike-lanes">https://www.pps.org/article/essential-places-warren-logan-on-open-streets-beyond-brunch-and-bike-lanes</a>	Community Engagement and Place Based Interventions
Waffiyyah Murray	Equity and Elected Officials in Walk to School Day	Safe Routes	Presentation	Engaging elected officials in walk to school days	Remember it's their job to be community leaders and support events like walk to School Day Eager to participate in events involving youth Make them aware of your event as soon as possible Figure out the best official(s) to reach out to for your event Follow up weeks prior to your event	<a href="https://www.saferroutespartner.org/sites/default/files/resource_files/6_es_walk_to_school_day_slides_1.pdf">https://www.saferroutespartner.org/sites/default/files/resource_files/6_es_walk_to_school_day_slides_1.pdf</a>	Community Engagement and Place Based Interventions
Triveece Penelton	Community Engagement in the New Normal	Bike Walk KC	Presentation	Engaging the community is different in the era of covid	Making sure that you engage the community in the COVID response but also respect the community in the way you elicit this engagement.	<a href="https://www.youtube.com/watch?v=sL3XmCXSylQ">https://www.youtube.com/watch?v=sL3XmCXSylQ</a>	Community Engagement and Place Based Interventions

Author	Title	Source	Type	Main findings	Recommendations / Quotes	URL	Category
Warren Logan	A City Planner Makes a Case for Rethinking Public Consultation	Bloomberg CityLab	Interview	If you call me or email me or Tweet at me and say, "I have a concern and I want to talk to you," I'll say, "Where are you, and can I come meet you there?" That's one of the big mantras that we have here in City Hall: blowing up City Hall, really trying to reformat the way that we engage with people, and bringing the government to you	One of the things that we're working on here is, how do we hear from people through Twitter? There are plenty of times people will Tweet at me saying, "Warren, my sidewalk is cracked." We need to find a way to funnel that into a process or create a new process.	<a href="https://www.bloomberg.com/news/articles/2019-08-15/warren-logan-wants-the-bay-area-to-plan-with-him">https://www.bloomberg.com/news/articles/2019-08-15/warren-logan-wants-the-bay-area-to-plan-with-him</a>	Community Engagement and Place Based Interventions
Aletha Maybank	Oversight Hearing- Department of Health and Mental Hygiene's Center for Health Equity	NYC Health	Testimony	The Action Centers also operate as critical conduits for amplifying other work of the Health Department in our neighborhoods. Throughout all three Action Centers we have focused on outreach to residents to help them prevent and control diabetes. We work with the National Diabetes Prevention Program to support ten community and faith-based organizations who deliver yearlong workshops for community members, reaching over 65,000 New Yorkers each year. In addition, the Action Centers serves as a hub for training community members in Mental Health First Aid, including over 1,000 faith leaders, as well as connecting visitors to mental health services	On the neighborhood level, we have also sought to elevate and address the major concerns of residents. For example, our Cure Violence program provides alternatives to violence and shifting community norms around violence. The program is now in 18 sites in neighborhoods that have historically been impacted by gun violence and gun related homicides. This neighborhood-based approach is part of the reason why there were only 290 murders in New York City in 2017,	<a href="https://www1.nyc.gov/assets/doh/downloads/pdf/public/testi-20180227-health-committee.pdf">https://www1.nyc.gov/assets/doh/downloads/pdf/public/testi-20180227-health-committee.pdf</a>	Community Engagement and Place Based Interventions
Richard Ezik	Access to Opportunity through Equitable Transportation	Urban Institute	Report	Transportation is key to accessing such opportunities as employment, education, and health care. But not everyone has equal access to high-quality, reliable, and safe transportation. Leaders making decisions about expanding or cutting transportation services often lack clear definitions and measures of equity with which to make these choices. In this report, we examine transportation equity and inclusion in different types of metropolitan regions and explore how these regions might track and improve transportation equity over time.	Lessons learned are door knocking, going to community meetings, going to neighbors instead of expecting them to come to you	<a href="https://www.urban.org/research/publication/access-opportunity-through-equitable-transportation/view/full_report">https://www.urban.org/research/publication/access-opportunity-through-equitable-transportation/view/full_report</a>	Community Engagement and Place Based Interventions

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Tamika Butler	Women in Shared Mobility	Movmi Shared Mobility Thoughts	Interview	We've always struggled with doing equity and doing anti-racism work in the transportation field. I think part of it is that we're bad at anti-racism and equity work in many aspects of society and I think it's because for so long it's been a topic that people don't like to talk about.	I think that that's sometimes a struggle we make in the transportation space. A lot of folks who do transportation work, we're good folks we want to help people get where they want to be and have that sense of freedom and so sometimes, we go into these places and we're like 'well, we have this thing and it's going to help you, so tell us what you think?' We have this expectation that they're going to want to tell us and they're going to want to talk to us, because we're helping them but in reality, what the folks wanted to talk about was like 'wait, what transportation agency?' 'Why is my bus always late?' 'How come at my bus stop I don't have a sun shelter or a place to sit?' Sometimes you have to be willing to just go into a community and say, "what's going on?" and just hear questions.	<a href="https://movmi.net/women-shared-mobility-tamika-butler/">https://movmi.net/women-shared-mobility-tamika-butler/</a>	Community Engagement and Place Based Interventions
Vanessa Morrison	Sacred Black Spaces: Placemaking Through a Mobile Barbershop	black + urban	Blog	While these spaces serve as critical cultural assets in their respective communities, many of them can be difficult for some to access. In my community (Oklahoma City, Oklahoma), these shops oftentimes exist within an urban fabric of disinvestment, blight, and dated infrastructure such as broken sidewalks, awkwardly and dangerously placed public transit stops, and more. The elderly, physically challenged, and public transit dependent are disproportionately faced with these obstacles and barriers when orienting their way to the barbershop. These barriers not only make it challenging to access these professional services but can isolate people from the cultural connections that take place specifically in these spaces.	My research revealed that because many of the Black barbershops in my community exist within forgotten areas of the city, that many people physically struggled getting to the barbershop. Participants I interviewed did as much as catch three buses and walked a quarter of a mile, rode their bike through stray dog-ridden neighborhoods, and ran across high-speed streets with no crosswalk. These barriers collectively leave some patrons with little to no accessibility to these spaces, particularly for those who live in more rural areas. However, although the journey to the shop was cumbersome for most it was worth it to have access to this space and experience on a regular basis; further speaking volumes to the importance of these spaces.	<a href="https://www.blackandurban.com/social-urbanism/2019/8/25/sacred-black-spaces-placemaking-through-a-mobile-barbershop">https://www.blackandurban.com/social-urbanism/2019/8/25/sacred-black-spaces-placemaking-through-a-mobile-barbershop</a>	Community Engagement and Place Based Interventions

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Courtney Cobbs	All the ways we can make 2020 a springboard for sustainable transportation in Chicago	Better Streets Chicago	Blog	Advocates for multiple avenues to increase active transport and safe streets	Educate alders, connect with neighbors, continue to push for improvements.	<a href="https://chi.streetsblog.org/2019/12/27/all-the-ways-we-can-make-2020-a-springboard-for-sustainable-transportation-in-chicago/">https://chi.streetsblog.org/2019/12/27/all-the-ways-we-can-make-2020-a-springboard-for-sustainable-transportation-in-chicago/</a>	Infrastructure Changes
Courtney Cobbs	COVID-19 and Transportation: The Path We could have taken	Better Streets Chicago	Blog	Bus only lanes and added emergency bike lanes have assisted cities to cope with COVID-19	More cities should adopt	<a href="https://www.betterstreetschicago.org/blog">https://www.betterstreetschicago.org/blog</a>	Infrastructure Changes
Julian Agyeman	Poor and black 'invisible cyclists' need to be part of post-pandemic transport planning too	Conversation	Blog	Design-related, infrastructural challenges, such as providing more bike lanes, or better still, protected bike lanes – paths separated from both road and sidewalk – are important. But the more fundamental barriers are political, cultural and economic in nature. Failure to acknowledge and act accordingly, risks compromising the ability of low-income and minority groups to enjoy the full benefits of cycling	As cities reimagine their streets in a post-pandemic world, politicians, city planners and bike advocates could better recognize that cyclists have differing status, rights, needs and capabilities depending on their social and racial background. Representation is also critical. The huge growth in cyclists of color is not mirrored in city decision making and bike advocacy circles. As part of any reimagining of how best people can move around their cities, people of color in lower income areas ravaged by the coronavirus could be placed front and center as we look for cheaper, more healthy ways for all to get to work.	<a href="https://theconversation.com/poor-and-black-invisible-cyclists-need-to-be-part-of-post-pandemic-transport-planning-too-139145">https://theconversation.com/poor-and-black-invisible-cyclists-need-to-be-part-of-post-pandemic-transport-planning-too-139145</a>	Infrastructure Changes
Brytane Brown	Community Based Transportation Plan	City of Oakland	Presentation	Developing and reporting on a plan	Developing and reporting on a plan	<a href="https://cao-94612.s3.amazonaws.com/documents/East-Oakland-MAP-Presentation_11.14.19.pdf">https://cao-94612.s3.amazonaws.com/documents/East-Oakland-MAP-Presentation_11.14.19.pdf</a>	Infrastructure Changes

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Courtney Williams	Conversation with Courtney Williams of Black Girls Do Bike	Medium	Blog	I feel like a lot of what happens is women in general think they're less capable than they really are, they want to take all of these unnecessary steps when they're already capable of going a far distance or organizing a ride. For women of color, it's the same with people of color in general. The bicycle scene is dominated by non-people of color. It's important for any group of people who are traditionally overlooked to organize a space for themselves, even when they're "technically allowed" in the mainstream, because more than likely the space that they create for themselves is going to be free of the biases, prejudices and micro-aggressions that turn excluded people away from participating in dominant group activities.	There's definitely a pathology to the displacement of people of color in their spaces and it usually does start with one road that is built for people outside of that community to travel through. When generations of people live in a community that never receives funding for bike lanes or any infrastructural investment, and suddenly something positive pops up, people equate the positive investment with the other shoe about to drop. If a bike lane is really about access and promoting health, then those citizens who live there need that all the time.	<a href="https://medium.com/reclaim-magazine/conversation-with-courtney-williams-of-black-girls-do-bike-4f6a5dacdad4">https://medium.com/reclaim-magazine/conversation-with-courtney-williams-of-black-girls-do-bike-4f6a5dacdad4</a>	Infrastructure Changes
Keith Benjamin	Commentary: SC DOT's 'Complete Streets' policy reflects Charleston's priorities	Post and Courier	Blog	I stand in support of, and in gratitude to, S.C. Transportation Secretary Christy Hall's establishment of a "Complete Streets" policy that "requires and encourages a safe, comfortable, integrated transportation network for all users regardless of age, ability, income, ethnicity or mode of transportation." This is a powerful statement that sets the tone for transportation efforts now and into the future.	To address these issues, we must continue to work closely with our partners — the Transportation Department, Charleston County, Berkeley-Charleston-Dorchester Council of Governments and CARTA — on innovative solutions to plan, fund, design and build updated infrastructure. With this state policy now in place, we can move forward with the assurance that all local agencies are on the same page regarding the goals of future transportation projects.	<a href="https://www.postandcourier.com/opinion/commentary/com-mmentary-sc-dots-complete-streets-policy-reflects-charlestones-priorities/article_7c670a94-6d50-11eb-bf5c-37919c48eaa9.html">https://www.postandcourier.com/opinion/commentary/com-mmentary-sc-dots-complete-streets-policy-reflects-charlestones-priorities/article_7c670a94-6d50-11eb-bf5c-37919c48eaa9.html</a>	Infrastructure Changes



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Ron Thompson	Why the 9th Street bikeway became a debate over race, power, and space	Greater Greater Washington	Blog	If DC is going to live up to its values, embracing every unique part of our city, we have to do the hard work. Our failure to do so risks leaving a city that is more dangerous, less diverse, cut off to future generations, and less great than the one we have today.	There was a great deal of discussion about equity, gentrification and displacement from the dais. But those aren't conversations that should be happening in the midst of a debate over a bikeway. They are not conversations we should be having under the false notion that changes to parking inhibit free religious expression. They are not conversations that should be had when we are asking people to make tradeoffs or accept change. They are conversations that should be happening constantly, led by people who can be honest about the complexities of power and race. Diversity and inclusivity in a country where we have never truly reckoned with race is hard, but hard is not impossible.	<a href="https://ggwash.org/view/76669/how-the-9th-street-bikeway-became-a-debate-over-religion-and-race">https://ggwash.org/view/76669/how-the-9th-street-bikeway-became-a-debate-over-religion-and-race</a>	Infrastructure Changes
Charles Brown	Silent barriers to bicycling, part IV: Infrastructure in Black and Latino neighborhoods	Better Bike Share	Blog	In addition to traffic safety, many Blacks and Latinos surveyed were also concerned with pavement condition along the routes they would potentially bicycle.	Brown also sees lots of room for improvement in power dynamics and who gets a seat at the planning table. He says, "Number one is to include people of color in the transportation planning decision-making process. The way you can do that is looking at when, where, and how meetings are held when it comes to issues affecting those communities."	<a href="https://betterbikeshare.org/2017/03/10/silent-barriers-bicycling-part-iv-infrastructure-black-latino-neighborhoods/">https://betterbikeshare.org/2017/03/10/silent-barriers-bicycling-part-iv-infrastructure-black-latino-neighborhoods/</a>	Infrastructure Changes

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Keith Benjamin	Ask Yourself, Who Gets Left Behind in Cycling?	Bicycling	Blog	In Charleston, the top city in South Carolina for bike and pedestrian deaths and injuries, Black citizens make up 22 percent of our population but represent over 40 percent of bike and pedestrian deaths and injuries. Our hospitality industry is the backbone of our downtown, but only 20 percent of these workers live downtown, so many are relegated to disconnected alternative modes of transportation just to get to work on time.	So, if the goal is to just stick to cycling, that means you are in the business of writing new narratives on what access and opportunity look like. If you are sticking to cycling, you are committed to acknowledging the mistakes of our planning history, so cycling is a safe reality for all. If you are sticking to cycling, you have signed up to graduate from equity being sprinkled in at the end of a project process to it being a priority in how we build accessible communities—especially for those who have been traditionally marginalized.	<a href="https://www.bicycling.com/culture/a33326910/bikes-keith-benjamin/">https://www.bicycling.com/culture/a33326910/bikes-keith-benjamin/</a>	Infrastructure Changes
Courtney Cobbs	Pandemic pedestrian activity and COVID-19 cycling	Chicago Reader	Blog	Pedestrians and cyclists jockeying for space in the time of coronavirus present a problem on many sidewalks, trails, and parks across Chicago.	Slow streets could be a solution, but Chicago and Active Transportation Alliance did not support.	<a href="https://www.chicagoreader.com/chicago/slow-streets-coronavirus/Content?oid=79539950">https://www.chicagoreader.com/chicago/slow-streets-coronavirus/Content?oid=79539950</a>	Infrastructure Changes
Brytanee Brown	90th Ave: At the Intersection of redesign x reaffirmation	NACTO	Presentation	Shows the reconfiguration of a street in Oakland	Take time to redesign with the community at the center	<a href="https://nacto.org/wp-content/uploads/2019/07/NACTO_At-the-intersections-of-reaffirmation-x-redesign.pdf">https://nacto.org/wp-content/uploads/2019/07/NACTO_At-the-intersections-of-reaffirmation-x-redesign.pdf</a>	Infrastructure Changes

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Nisha Botchwey	The Healthy City	The Case for Cities	Webinar	Well planned cities offer density and mixed land uses so residents might walk, bike or take efficient transit to work, shopping or entertainment. They can offer a low carbon footprint with abundant access to jobs, education, culture and nature, as well as high quality services that promote healthy lifestyles with opportunities for full self-realization and contribution. Yet the health benefits of cities are not equally shared, as continuing health disparities across neighborhoods are shocking.	No clear recommendation	<a href="https://www.thecaseforcities.org/the-healthy-city">https://www.thecaseforcities.org/the-healthy-city</a>	Infrastructure Changes
Courtney Cobbs	ATA talked with West Siders about barriers to walking, biking, and using transit	StreetsBlogChicago	Blog	West Siders ATA spoke with do desire more opportunities for safe recreational biking. Some folks mentioned making the boulevards safer for biking (no ideas were listed in the ATA piece.) One idea I'd love to see implemented across the city is traffic calming baked into our side streets. The issue with our current "neighborhood greenways," traffic-calmed side-street bike routes, is that greenways create a sort of special design for a segment of a side street when all of our side streets should be designed for slow driving speeds and safe cycling.	Black Lives Matter Chicago has been calling for police funding to be shifted to community organizations working to provide anti-violence services and meet residents' basic needs. This can be an opportunity for the Chicago Department of Transportation, the CTA, and Pace Suburban Bus to think more expansively about their work and partner with community groups to respond to transit riders' and cyclists' concerns about interpersonal violence while traveling our city's streets	<a href="https://chicagostreetsblog.org/2020/07/29/ata-talked-with-west-siders-about-barriers-to-walking-biking-and-using-transit/">https://chicagostreetsblog.org/2020/07/29/ata-talked-with-west-siders-about-barriers-to-walking-biking-and-using-transit/</a>	Infrastructure Changes
Michael Kelley	WHAT'S THE LATEST WITH VISION ZERO?	Bike Walk KC	Blog	BikeWalkKC has been one of the leading advocates for Vision Zero in Kansas City and have worked to build the necessary support that would lead to action.	The work to eliminate traffic fatalities and serious injuries is a major undertaking for any community to pursue. But with community partners and elected officials, BikeWalkKC continues to work to make streets safer for everyone.	<a href="https://bikewalkkc.org/blog/2020/10/whats-the-latest-with-vision-zero/">https://bikewalkkc.org/blog/2020/10/whats-the-latest-with-vision-zero/</a>	Safety

Author	Title	Source	Type	Main findings	Recommendations / Quotes	URL	Category
Charles Brown	Silent barriers to bicycling, part III: Racial profiling of the Black and Latino community	Better Bike Share	Blog	In the focus groups, Black residents in particular discussed police harassment as a barrier to bicycling. For many, bicycling felt like an activity that simply makes one too vulnerable to be worth it. In fact, participants said that they routinely avoided certain towns and certain routes due to fear of police profiling.	Since Black and Latino cyclists sometimes avoid certain routes due to perceptions of police harassment, it is important for transportation professionals to be aware of these community dynamics when planning infrastructure changes. One idea discussed in the focus groups was to have more community bicycling events, such as the Open Streets model. These kinds of activities might bring residents and the police together and give residents a way to talk about their concerns in a non-hostile interaction.	<a href="https://betterbikeshare.org/2017/03/03/silent-barriers-bicycling-part-iii-racial-profiling-black-latino-community/">https://betterbikeshare.org/2017/03/03/silent-barriers-bicycling-part-iii-racial-profiling-black-latino-community/</a>	Safety
Keshia Pollack Porter	Written Testimony of Keshia M. Pollack Porter, PhD, MPH	Maryland House Records	Testimony	Maryland is primed to implement crash prevention strategies like Vision Zero, which is an international road traffic safety strategy to eliminate all traffic-related fatalities and major injuries. Based on my research, having accurate, reliable, and specific data are essential for effective implementation of Vision Zero. If we don't know who exactly are involved in and dying from crashes, we are unable to effectively target resources so that no life is lost, and no injury is sustained from someone involved in a preventable crash.	We need accurate data to promote traffic safety. The website for the Maryland Department of Transportation states that "crash data are an essential component in identifying and defining roadway safety problems...When properly understood, analyzed and used, crash data are a powerful asset to any highway safety program	<a href="https://mgaleg.maryland.gov/cmte_testimony/2020/ent/3718_03052020_10170-198.pdf">https://mgaleg.maryland.gov/cmte_testimony/2020/ent/3718_03052020_10170-198.pdf</a>	Safety

Author	Title	Source	Type	Main findings	Recommendations / Quotes	URL	Category
Charles Brown	Being Black and Brown in public: How safety, harassment and policing shape mobility	UCLA Arrowhead Symposium	Presentation	See Recommendations	Action #1: institutionalize commitment to equity through the adoption of a citywide racial equity action plan (racial/ethnic equity). Action #2: foster more equitable treatment of diverse languages in the public sphere, communications and marketing, and planning processes (language equity/access). Action #3: prioritize street and bikeway investments, and maintenance in communities of concern (coc's) (racial & spatial equity). Action #4: safeguard against discriminatory enforcement (racial/ethnic equity). Action #5: ensure the full and fair participation of low-income and minority communities in the transportation decision-making process (process equity). Action #6: document and increase mobility and access for the elderly and persons with disability (ability equity). Action #7: evaluate and mitigate the unintended consequences of improved mobility and access on low-income and minority communities (income equity). Action #8: engage with women to deepen understanding of behavior and usage differences to improve overall access and mobility (gender equity). Action #9: map the correlation between crime and traffic violence through cluster data analysis. Action #10: engage with foreign-born populations to deepen understanding of behavior and usage differences to improve overall access and mobility (cultural equity). Action #11: encourage law enforcement to document the race/ethnicity of all users involved in traffic stops and accidents. Action #12: increase investments in pedestrian and bicycle infrastructure and maintenance (modal equity)	<a href="https://www.uclaarrowheadsymposium.org/wp-content/uploads/sites/11/2019/10/Brown_Arrowhead_Oct2019.pdf">https://www.uclaarrowheadsymposium.org/wp-content/uploads/sites/11/2019/10/Brown_Arrowhead_Oct2019.pdf</a>	Safety

Author	Title	Source	Type	Main findings	Recommendations / Quotes	URL	Category
Shabazz Stuart	We're Fundraising for a Different Kind of Mobility Company	Medium	Blog	Since 2016, we've seen the rapid rise of shared bicycle & scooter services in cities across the globe, but little attention has been paid to the crucially important areas of infrastructure and equity. The result has been a missed opportunity for communities, riders and investors: adoption remains hampered by an experience that is more akin to the wild west than that of a 21st century mode of transit.	Any real solution for these challenges must involve both digital and physical infrastructure elements that (ideally) work together to optimize the experience.	<a href="https://medium.com/oonee/we-re-fundraising-for-a-different-kind-of-mobility-company-208d7c263d99">https://medium.com/oonee/we-re-fundraising-for-a-different-kind-of-mobility-company-208d7c263d99</a>	Safety
Charles Brown	Silent barriers to bicycling, part II: Fear of crime among Blacks and Latinos	Better Bike Share	Blog	The fear of robbery and assault among Blacks and Latinos held true for both people who already biked and those who were weighing whether they would bike in the future. Additionally, one in five of the Blacks and Latinos surveyed said they were concerned about being stranded somewhere while using a bicycle.	No clear recommendations	<a href="https://betterbikeshare.org/2017/02/23/silent-barriers-bicycling-part-ii-fear-crime-among-blacks-latinos/">https://betterbikeshare.org/2017/02/23/silent-barriers-bicycling-part-ii-fear-crime-among-blacks-latinos/</a>	Safety
Ron Thompson	2020 begins with a stark reminder about our dangerous roads	Greater Greater Washington	Blog	What stands in the way? There are often many factors, including simple inertia, but we know that many people simply covet parking or fast driving over all else, since they themselves often get around by car and the idea of death seems remote. Other times, elected officials have spoken highly about the need for investment in communities where traffic fatalities and injuries are absurdly high but have not matched their words about Vision Zero with real commitments in the city's budget. Those who lose out are more often than not people of color and the poor.	As the DC Council and DDOT prepare for performance oversight hearings and budget writing, there is once again an opportunity to make a commitment to Vision Zero by investing in communities hit hardest by unsafe streets. If we are to get to Vision Zero, we must prioritize systemic safety improvements in communities where vulnerable road users are at the highest risk.	<a href="https://gwwash.org/view/75565/2020-begins-with-a-stark-reminder-about-our-dangerous-roads">https://gwwash.org/view/75565/2020-begins-with-a-stark-reminder-about-our-dangerous-roads</a>	Safety

Author	Title	Source	Type	Main findings	Recommendations / Quotes	URL	Category
Charles Brown	Silent barriers to bicycling, part I: Exploring Black and Latino bicycling experiences	Better Bike Share	Blog	While commonly understood fears of traffic collisions rank first in terms of obstacles to bicycling, personal safety factors such as crime and racial profiling are highly underexamined issues that influence Blacks and Latinos when deciding whether to bike or not.	In fact, the vast majority of Blacks and Latinos surveyed indicated that they would be interested in using bike share. But if bike share doesn't feel like an accessible resource because of personal safety concerns as well as expected traffic safety fears, then it will be important for transportation professionals to step up and really investigate how to address those challenges.	<a href="https://betterbikeshare.org/2017/02/15/silent-barriers-bicycling-part-exploring-black-latino-bicycling-experiences/">https://betterbikeshare.org/2017/02/15/silent-barriers-bicycling-part-exploring-black-latino-bicycling-experiences/</a>	Safety
Shabazz Stuart	For this micromobility boom to last, we need to address parking	SmartCitiesDive	Blog	While micromobility has taken off, most cities have been slow to build the infrastructure necessary to support their use. This goes beyond comprehensive networks of connected and protected bike lanes — our cities also desperately need better parking solutions for personally owned and shared modes of transport.	For micromobility to rise to the next level in the U.S., we must make the same public space provisions to ensure that riding a bike, e-bike or e-scooter is at least as safe and convenient as driving a car.	<a href="https://www.smartcitiesdive.com/news/for-this-micromobility-boom-to-last-we-need-to-address-parking/592655/">https://www.smartcitiesdive.com/news/for-this-micromobility-boom-to-last-we-need-to-address-parking/592655/</a>	Safety
Shabazz Stuart	Hear What Black and Brown New Yorkers Think About Bike Infrastructure	StreetsBlogNYC	Blog	Working cyclists and communities of color are more likely to need their bikes for work, less likely to have access to secure parking at their workplace, and far less likely to be able to replace their bike if stolen.	For these New Yorkers, secure bike parking isn't a "nice to have," it's a must.	<a href="https://nyc.streetsblog.org/2020/09/21/hear-what-black-and-brown-new-yorkers-think-about-bike-infrastructure/">https://nyc.streetsblog.org/2020/09/21/hear-what-black-and-brown-new-yorkers-think-about-bike-infrastructure/</a>	Safety

## Appendix E: Twitter analysis tables

*Table 1: Top 20 most frequently used words within this sample of Tweets.*

Word	Frequency
black	628
people	471
can	457
will	434
new	346
today	346
equity	314
work	297
now	282
need	272
day	271
public	253
time	253
covid	245
transportation	236
year	230
white	229
health	213
community	202
city	201

*Table 2: Top 10 positive and negative words used in this sample of Tweets.*

Positive		Negative	
Word	Frequency	Word	Frequency
work	297	racism	127
great	181	crisis	55
good	150	issue	48
support	147	racist	46
thank	145	hard	44
love	136	miss	40
right	117	breaking	39
important	100	issues	36
better	93	problem	36
free	93	death	35



## Appendix F: References

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