

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

Preliminary Findings

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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. Tyler has research experience with 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.

Disclaimer

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Executive Summary

In March of 2021 an environmental scan was conducted of dialogue from Black/African American experts related to activity friendly routes to everyday destinations strategies (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 communities. Specifically, the goal of this project is to understand Black/African American expert discussion around historical context and consequences of inequities that have discouraged physical activity among Black/African American individuals/communities. A list of 70 thought leaders was generated. Three separate scans were conducted consisting of peer reviewed literature, grey literature, and Twitter posts by these leaders. This report provides initial themes and concepts that arose from these scans. In total, 36 peer reviewed articles, 99 grey literature resources, and over 6,000 tweets were analyzed for this scan. Themes from the peer reviewed articles include Building Evidence for Health Disparities, Assessing Inclusion or Discrimination, Addressing Policy Concerns, Bringing Resources Closer or More Accessible, and Safety. Grey literature resources included concepts of Equity through Policy, Assessing Segregation and Disparities, Racism and Discrimination, Infrastructure change, Engaging the Community, and Safety. Topic models analyzing Twitter content suggested that use of (black, people, one, equity, today, just, work, need, day, public, get, time, covid, transportation, white) occurred most frequently in the sample of tweets. Next steps include continued refinement of themes as well as qualitative interviews with a purposive sampling of thought leaders. Additional resources from this report can be found at tprochnow.com/project/cdcscan.

Background

Project Goals

The goal of this project is to understand Black/African American expert discussion around historical context and consequences of inequities that have discouraged physical activity among Black/African American individuals/communities (e.g., limited access to routes and/or destinations, feeling unsafe in their neighborhoods, etc.).

An environmental scan was conducted of what Black/African American experts are saying related to activity friendly routes to everyday destinations strategies (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 communities.

Tasks

Conduct an environmental scan of content produced by Black/African American experts from the United States related to the routes to destinations strategy. Include material from 2010 to present (depending on type of material) in the United States to obtain current information about the types of conversations happening.

- Peer-reviewed literature: 2010-present
- Gray literature: 2015-present
- Social media: January 1, 2020-present

Scan peer-reviewed literature databases and the web for content from each expert identified by CDC. Download 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 on identifying relevant content from experts with relevance for the Routes to Destinations Strategy through an equity/inclusion lens.

Summarize themes related to activity friendly routes to everyday destinations strategies (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 communities based on a review of the resources and material identified through the scan.

List of Experts

Aldea Coleman, Aletha Maybank, Andre Perry, Angela Odoms-Young, Anikwenze Ogbue, Anita Cozart, Anthonia Ogundele, Anthony Foxx, Anthony Taylor, Ariel Ward, Brytanee Brown, Calvin Gladney, Camille Applewhite, Carlton Eley, Charlene Carruthers, Charles Brown, Courtney Cobbs, Courtney Williams, Dara Baldwin, Debbie Njai, Destiny Thomas, Earl Key, Ethan Lassiter, Fayola Jacobs, Gina Sofola, Gretchen Sorin, Irene Marion, Jamila Porter, Jason Ware, Jay Pitter, Jennifer D. Roberts, John Gregory, Julian Agyeman, Kafui Attah, Keith Benjamin, Keshia Pollack Porter, Kimberley Johnson, Kristen E. Jeffers, Lisa Bates, Lynn Ross, Mary Skelton Roberts, Melicia Whitt-Glover, Michael Kelley, Myron Floyd, Nedra Deadwyler, Nisha Botchwey, Norman Garrick, Olatunji Oboi Reed, Orlando Bailey, Prentiss Dantzler, Renee Louis-Glover, Richard Ezike, Robbyn Lewis, Robert Bullard, Ron Thompson, Shabazz Stuart, Shiriki K. Kumanyika, Stefanie Brodie, Tamika Butler, Tierra Bills, Tiffany Pertillar, Toks

Omishakin, Triveece Penelton, Vanessa Morrison, Veronica Davis, Waffiyyah Murray, Warren Logan, Will Prosper, Willow Lung-Amam, Zahra Alabanza

A complete list of thought leaders with identified roles and expertise can be found in Appendix A.

Methods

Systematic Literature Review

Google scholar, Medline, and Web of Science were searched for peer reviewed manuscripts authored or co-authored by each thought leader. Resulting articles (n=2,986) were downloaded to RIS and uploaded to COVIDENCE to manage the systematic review. Duplicates (n=775) will be removed leaving 2,211 articles. Titles and abstracts were screened for relevance and 2,075 articles were deemed not relevant. To be included in the review, the article needed to be published after 2010 by an identified thought leader, pertain to physical activity or safe 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, 101 articles were excluded for the following reasons: did not include physical activity or routes to destinations (n=59), 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 was used to pull pertinent information from the remaining 36 articles. Scan was performed in February of 2021.

Grey Literature Review

To better determine how these thought leaders were communicating and speaking on these issues, a grey literature scan was also performed. This scan included blog posts, recorded presentations, podcasts, or webinars, reports, and government documents. Advanced Google searches were used to generate content published after 2015 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"). As with the peer reviewed literature, grey literature elements were required to pertain to physical activity or safe 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 in which the transcript was provided were used as well to capture voice and sentiments on these issues. Key information was extracted from these items using a form similar to the one used in the systematic review. Scan was performed in March of 2021.

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 crawler bot to scrap all tweets from each leader since January 2020. Tweets were then downloaded to an excel file and catalogued. Topic modeling algorithms were then used to determine the most salient themes and topics used by these leaders. Additionally, word frequencies were

calculated, and sentiment analysis was conducted. In total, 6,324 Tweets were scrapped and analyzed. Scan was performed in March of 2021.

Results

Systematic Literature Review

Descriptive Analysis

In total, 36 articles were included in this search. Articles used different Safe Routes to Destination strategies including general built environment (n=10), multiple strategies (n=7), play streets (n=4), violence prevention (n=4), active transportation (n=2), housing (n=2), zoning (n=2), access to food (n=1), complete streets (n=1), pedestrian infrastructure (n=1), safe routes to school (n=1), and vision zero (n=1). To further analyze peer reviewed content, inductive analysis was used to sort articles into the following themes: 1) building evidence for health disparities, 2) assessing inclusion or discrimination, 3) addressing policy concerns, 4) bringing resources closer or more accessible, and 5) safety.

Building Evidence for Health Disparities

Several articles (n=10) in this sample aimed to establish evidence of health disparities and uncover possible core determinants. Many of these articles compared physical activity attainment, physical activity resources, or built environment factors across racial and ethnic groups. Full extraction table results can be found in Appendix B and online resources. For example, one study found that non-Hispanic Black children were less likely to live more than 30 minutes from indoor facilities (OR=0.21; 95% CI,

0.08-0.57) and more were likely to engage in indoor activity (OR=3.40; 95% CI, 1.17-9.88) than were white children (Puett et al., 2019). This study is promising to promote physical activity within Black communities. In contrast, another study reported 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 (Zenk et al., 2020). This study suggests playground renovations in Chicago may have had unintended consequences, increasing neighborhood income and racial disparities in park use and park-based physical activity. There was also a policy and research agenda report based on the Robert Wood Johnson Foundation Culture of health framework which includes an interdisciplinary and multisector focus, a goal of creating healthier community environments, and a specific goal on improving equity through approaches that address the needs of high-risk groups (Botchwey et al., 2018).

Assessing Inclusion or Discrimination

Building on this base, other articles in this sample (n=4) assessed elements of inclusion or uncovered concepts of discrimination. Full extraction table results can be found in Appendix B and online resources. Specifically, in a study on discrimination in food access, African American participants and those with the lowest incomes were significantly more likely to report unfair treatment at food outlets (Zenk et al., 2014). Further, each mile increase in distance to shop was associated with a 7% increase in the odds of unfair treatment (Zenk et al., 2014). Authors in this study suggested that efforts to promote healthy and equitable food environments should emphasize local

availability and affordability of a range of healthy food products, as well as fair treatment while shopping regardless of race/ethnicity or socioeconomic status (Zenk et al., 2014). Another study found evidence of racism and feelings of discrimination from youth in relation to active transportation. Particularly, authors reported that over half of the participants described not feeling safe or welcomed because of the color of their skin (Roberts et al., 2019). While no specific recommendations were offered in this study, another study which aimed to develop a framework for contextualizing cultural influences suggested 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 (Kumanyika et al., 2012).

Addressing Policy Concerns

As suggested by Kumanyika et al. (2012), a several articles in this sample (n=7) did focus on addressing policy changes and concerns including aspects of housing, zoning, land use, and specific Safe Routes to Destination strategies. Full extraction table results can be found in Appendix B and online resources. 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). Further, a study investigating economic investments in housing and transportation found that investments targeted toward people of color and low-income communities, the people who are often marginalized and left behind, help regions achieve their best growth potential and demonstrate a need to consider the interaction

between housing and transportation needs when developing a regional vision plan (Cozart, 2017). Additionally, a study examining pedestrian-friendly streets suggested that urban design which promotes mixed land use may promote greater active transport as well as park use (Huang et al., 2020).

Bringing Resources Closer or More Accessible

As an example of one of these policy changes, a few articles (n=5) discussed the possibility of bringing resources such as community action centers and physical activity resources (i.e., Play Streets) closer to communities which may need them the most. Creating increased access to safe physical activity places and health resources are prime examples of place-based approaches to lessen health disparities. Full extraction table results can be found in Appendix B and online resources. 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 which promotes 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). In both cases, authors suggest these place-based approaches to be effective in promoting physical activity and health equity.

Safety

Still other articles in this sample (n=6) detailed the impact of safety including perceptions of crime and associations with park use or physical activity. Full extraction table results can be found in Appendix B and online resources. 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 et al., 2019; Marquet et al., 2020). Similar findings were reported that crime and perception of crime was critical in a feedback loop framework for neighborhood food system and access to healthy food (Mui et al., 2019). These studies all underlined the need to reduce crime, engage the community, and further the understanding between perceptions of safety and 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 go on to explain that participatory safety methods focusing on individual recommendations may miss meaningful aspects of women's social-spatial lives and that positive change will occur only when women gain control of the participatory processes that create urban policy.

Grey Literature Review

Descriptive Analysis

In total, 99 resources were included in this scan. Blogs were the most frequently used (n=49) followed by presentations (n=12), reports (n=11), panel discussions or webinars (n=8), interviews (n=6), and podcasts (n=4). Resources captured a wide array of Safe Routes strategies; however, most were generalized in their writing. Specifically, transportation was a key element most often (n=30), followed by bike appropriations (n=16), and generalized built environment (n=10). Complete record of these resources can be found in online resources.

Equity through Policy

The most addressed topic within this sample was approaching equity through policy (n=25). Further, many authors (n=5) felt the need to educate readers and define what equity means as it relates to safe routes to destinations. Full extraction table results can be found in online resources. For example, in a Q&A with Warren Logan he was quoted saying this 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 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.

Assessing Segregation and Disparities

Several resources (n=15) spoke on assessing factors of segregation as well as its impact on health disparities. Full extraction table results can be found in online resources. Julian Agyeman may have said it best in an article on 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 may help reduce health disparities. Further, in a joint panel with Anthonia Ogundele, Jay Pitter, Orlando Bailey, Tamika Butler, and Will Prosper, one of the key messages was the fact 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, but 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.

Racism and Discrimination

While the concept of racism and discrimination came up in many of the resources here, several resources specifically described the impacts of racism and discrimination (n=9) including relating personal experiences with racism and discrimination (n=6). Full extraction table results can be found in online resources. Tamika Butler 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 also calls for allies to step up and do the work, “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.”

Infrastructure change

Several resources detailed changes to and power of infrastructure (n=7) as well as change during COVID (n=2), housing (n=1), access (n=4), and biking accommodations (n=5). Full extraction table results can be found in online resources. Anita Cozart had this to say about targeted infrastructure investment in an Urban Institute piece, “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 and Bryantene Brown among others. Additionally, Courtney Cobbs reported on several changes in infrastructure during COVID-19 including Slow Streets.

Engaging the Community

While not the most prevalent category, resources (n=6) detailed a need for community engagement throughout the work being done which lays the groundwork for the rest of the topics addressed here. Full extraction table results can be found in online resources. Richard Ezik said this 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 having a regular conversation with people on an ongoing basis to understand how we can continuously iterate on the program.” These thoughts were also echoed by Triveece Penelton in discussing COVID responsiveness.

Safety

Lastly, safety was also a main theme which came across in different targets such as built environment (n=3), theft (n=3), policing (n=2), and crime (n=1). Full extraction table results can be found in online resources. Similar to the peer reviewed literature, crime including violent crime, perception of crime, and bike theft were all listed as barriers to being physically active and having safe routes to destinations. A divergent theme in the grey literature, was the addition of discussing policing aspects and the potential impacts on activity. Specifically, Charles Brown provided two excellent resources on the topic. In a report on Better Bike Share, Brown details results from focus groups with Black and Latino cyclists suggesting that Black residents discussed aspects of police harassment as a barrier to cycling and that residents avoided certain areas out of fear for police profiling. Brown then goes on to suggest 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. 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*. The full slide deck can be found in online resources; however, a few specifics from this list include: 1) institutionalize

commitment to equity through the adoption of a citywide racial equity action plan, 2) prioritize street and bikeway investments, and maintenance in communities of concern, 3) safeguard against discriminatory enforcement, and 4) ensure the full and fair participation of low-income and minority communities in the transportation decision-making process.

Twitter Scan

It should be noted that this analysis was conducted on the entire sample of tweets from these 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 as a targeted dissemination of information related to their professional lives. In summary, Twitter can be used and is being used to disseminated ideas and messaging surrounding Safe Routes to Destinations as it is quick and easy to reach “fringe” networks and general public; however, more in-depth analysis of the perception of Twitter and social media use may be needed to better understand these concepts.

Word Frequency

To begin, a word frequency table was constructed denoting the frequency with which each word occurred within this sample of tweets. Table 1 displays the top 20 words in terms of frequency of use by these thought leaders. Complete word frequency can be found in online resources listed at the end of this report. It is interesting to note

that within this sample of tweets “black” was used 628; while “BIPOC” was only used 11 times. It may be worth more investigation around the use of BIPOC particularly in social media realms.

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

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 US (e.g., racism, crisis, issue, racist, issues, problem,

death, bad, critical, harm). 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. Table 2 provides a breakdown of the top 10 positive and negative leaning words and their frequency of use. Complete listing of sentiment analysis can be found in online resources.

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

Topic Models

Topic modeling was used to determine the words that most commonly occur in the same tweet. This allows researchers to condense the tweets to look at specific topics that may be occurring more often than others. In this case, Bayesian statistics are used to determine cooccurrence of words which are grouped into topics. Table 3 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 among the tweets in the sample.

Table 3: Topic model results for tweet sample

Topic 1	Topic 2	Topic 3	Topic 4	Topic 5
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advancing	cover	holiday	black	drop
appointment	age	include	people	slow
rep	thoughts	music	one	control
signed	practitioners	potus	equity	turn
blacklivesmatter	tired	subway	today	wow
international	disaster	atlanta	just	explain
mom	girl	urbanist	work	increased
processes	jaywalking	vinthecityy	need	manager
state 's	number	allow	day	mine
virtually	woke	bikechi	public	prepared
amendments	died	carry	get	ballot
closed	kid	character	time	gotta
construction	result	john	covid	healthcare
joyful	women 's	largest	transportation	supplies
reflection	(Undefined emoji)	believe	white	supporters

Example Tweets

For this preliminary report, I have pulled two tweets (Figures 1 and 2) from across the experts to exemplify the tweets that were used for this analysis.

Figure 1: Tweet from Jay Pitter

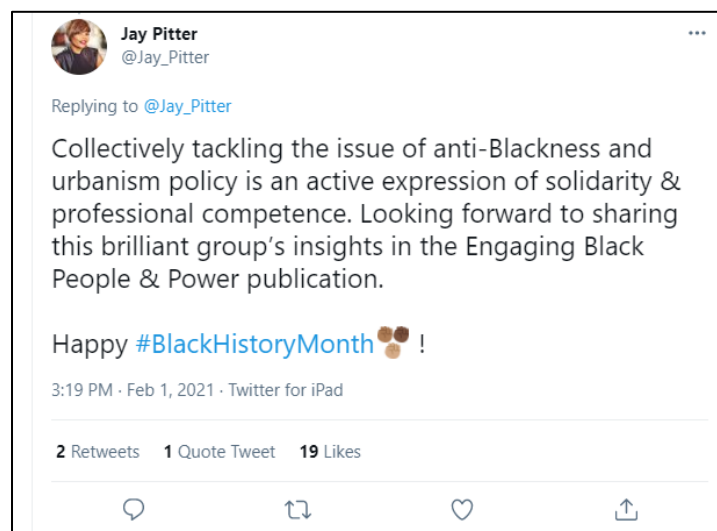
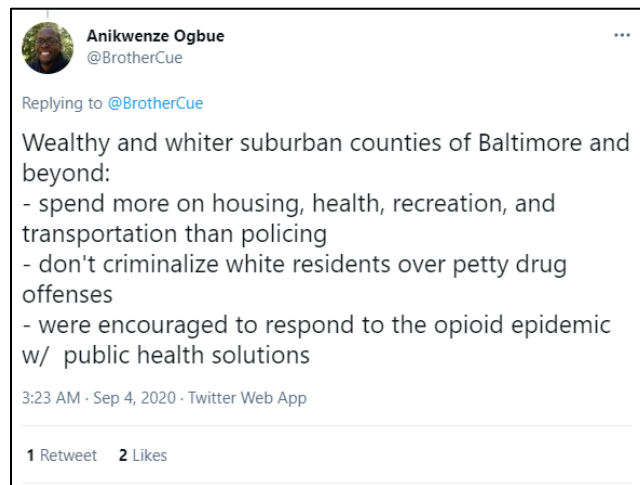


Figure 2: Tweet from Anikwenze Ogbue



Complete list of tweets can be found in online resources.

Implications and Take-aways

Specific Recognition of Safe Routes to Destinations

While all of these resources had elements related to safe routes to destinations strategies, few specifically called out safe routes policies by name. More widespread use of named policies or strategies may increase the likelihood of adoption in other areas or promote further adoption within the given community. Additionally, the direct assessment of these policies or commentaries on these policies have been published but were not prominent within this sample. Impacts of these policies may have been published by other authors not from this list which could impact this finding. However, use of policy terminology and links to health equity may improve the reach and uptake of these policies.

Mixing Policy and Community Engagement

Across all dialogue forms there was also a call for a combination of bottom-up community engagement as well as a top-down policy implementation. Engaging the community through these change efforts builds acceptance and support while also making the policy changes based in community needs and wants.

Complex, Systematic, and Comprehensive

Building off this mix of policy and community engagement comes the need for broad approaches to health equity. Sentiments from many of the thought leaders made clear that as racism and related issues are complex, systematic, and comprehensive, so too must be our approach to health equity and anti-racism. Many thought leaders spoke on the need for comprehensive and sweeping approaches which incorporate multiple sectors to promote equitable and lasting change. Additionally, the need for more communication and collaboration across sectors and disciplines was highlighted in many resources reviewed. Systemic and systematic issues and disparities need equally systemic and systematic change.

Representation and Inclusion

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. Amplifying the voices not just in commentary but also for lasting change. Lynn Ross said it best in a Medium post recommending to “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.”

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. The categories and inductive themes created for this scan are fluid and may change as the understanding and interpretation of the resources change. Specifically, in terms of the Twitter scan, caution should be exercised in the interpretation of these findings as stated above. Lastly, interpretations and conclusions draw are that of the authors and are subject to lived experience bias.

Next Steps

It should be noted this report represents a preliminary analysis of the scans involved. Further refining of themes will need to be done as well as condensing key takeaways and recommendations. These themes, takeaways, and recommendations will then need to be combined across scan methods to encompass all dialogue by these experts. Next, the interpretations of the dialogue will need to be checked for validity by an iterative review process. Lastly, as part of this validity and to critically add to the understanding of this dialogue, qualitative interviews will be conducted with a purposive sample of thought leaders from the list. In combination, a final report will be submitted.

Online Resources

This is an ongoing project and data cleaning will be occurring over time. Updates on this project including databases can be found at www.tprochnow.com/project/cdcscan. This project page also includes a link to a form in which you can suggest peer review articles or grey literature resources to be included in this scan or submit any comments or corrections.



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	Thrivance Group	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 Attah	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	Equitcity	Practitioner	mobility justice
Orlando Bailey	Director of Engagement	BridgeDetroit	Practitioner	Community engagement, community development
Prentiss Dantzier	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 Ezike	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 Mayors Office of Oakland	Practitioner	Transportation Planning, Sustainability, and Urban Planning
Will Prosper	Ashoka Fellow			
Willow Lung-Amam		Professor of Urban Studies and Planning at University of Maryland, Director of Community Development	Academic (mainly); practitioner	link between social inequality and the built environment; urban planning

		at the National Center for Smart Growth Research and Education		
Zahra Alabanza	Founder	Untokening/Red Bike & Green	practitioner	active transportation, community organizer, mobility justice

Appendix B: Systematic Literature Review Extraction Table

Title	Author(s) from list	Aim of study	Strategy	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	Jennifer Roberts	To assess youth AT, including public transportation, among Washington, DC area children in relation to parental perceptions of neighborhood built environment (BE) variables	Active Transportation	Over 30% used ATS-public transportation 5 days per week, and nearly 13% used ATS-walking daily. Parental perceived BE variables significantly predicted youth ATS-walking and ATS-public transportation	Policy calls to create and implement strategies to promote human-powered transport, walkable communities, and to establish a mix of accessible walking and cycling infrastructures appropriate to national geographic and cultural contexts were announced by the World Health Organization and the US Surgeon General. Although a neighborhood's BE with respect to promoting physical activity is important, empirical evidence is demonstrating the significance of social considerations that shape neighborhood perceptions and the sense of community. The present study elucidates the process from possible community opposition to ATS engagement, particularly with public transportation, by revealing some parental and youth barriers to AT. This level of understanding is essential to policy stakeholders when strong opposition to public transportation infrastructure changes is presented, such as the case with the Maryland Transit Administration Purple Line. 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 AT.	Addressing Larger Policy concerns
Neighborhood characteristics associated with park use and park-based physical activity among children in low-income diverse neighborhoods in New York City	Myron Floyd	This study examined whether neighborhood characteristics were associated with children's park use and park-based moderate-to-vigorous PA (MVPA) in low-income diverse communities and how associations differed between ethnic groups.	Built Environment	Results for Asian, Latino, and African American children indicated that higher levels of LUM and pedestrian-friendly streets were associated with greater numbers of children in parks and higher MVPA 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 MVPA.	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 Larger Policy concerns
Activity space environment and dietary and physical	Angela Odoms-Young	This study examined relationships among individual demographics, environmental features	Built Environment	Activity space size did not differ significantly by age, gender, race/ethnicity, income, or education. Overall, we found few	An activity space approach can assist in better understanding the contributions of duration and frequency of exposure, elements that have been largely ignored	Addressing Larger Policy concerns

activity behaviors: A pilot study		(e.g., fast food outlet density, parkland use) of residential neighborhoods and activity spaces, and weight-related behaviors (diet, physical activity)		statistically significant differences in activity space environmental features by demographics. Fast-food outlet density did not differ by age, gender, race/ethnicity, or SEP. Those who were currently employed (versus not in the labor force) ($p < 0.05$) and auto owners (versus non-owners) ($p < 0.01$) 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 ($p < 0.05$).	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. Investigators can use kernel density methods to produce smooth continuous surfaces of intensity of environmental features (e.g., fast food outlets) and day-to-day activities (based on GPS point data) and map algebra to combine these surfaces in a way that weights environmental features by activity duration. Environmental and policy approaches to promote healthier behaviors and body weights have been based largely on evidence from epidemiologic studies of residential neighborhoods. Yet, because residential neighborhoods only partially reflect environmental features to which individuals are exposed through day-to-day activities, this research may lead to less than optimal interventions. 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. Beyond environmental interventions and policies, an activity space approach can also inform new avenues for individually tailored interventions, such as momentary interventions via cellular telephones that point individuals to recreational settings and healthy food sources, depending on the current location using mobile GPS, and location-based systems	
Complete streets state laws & provisions: An analysis of legislative content and the state policy landscape, 1972–2018	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	Complete Streets	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 Larger Policy concerns

		that were effective through December 2018.				
Transportation matters: closing the chasm between housing and transportation to foster communities of opportunity for all	Anita Cozart	Discuss transportation, housing, and disparities in minority communities.	Housing	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. Through this assessment and data analysis, communities can examine patterns of disinvestment, risk of displacement, and barriers to opportunity. It can also foster the alignment of investments in transportation, housing, job centers, and economic development, and other sectors. * Data Disaggregation: Data serves a vital role in the identification of housing and infrastructure deficits facing communities, especially where persistent barriers in access to mobility may exist. 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. In addition, data can also be used to foster accountability and monitor progress toward linking investment in housing to investments in transportation, and vice versa. *Connectivity Measures: To date, there have not been any federal mandates requiring communities to measure success of the transportation system by how affordably and easily a person can travel from home to work, for example. 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 Larger Policy concerns
Settling in or moving out? Exploring the effect of mobility	Prentiss Dantzler	This paper seeks to understand how public housing residents'	Housing	The results suggest that mobility intentions do have a significant effect on public housing exits.	Our proxy for policy reform had a large effect on the odds of exiting of public housing. This result suggests that	Addressing Larger Policy concerns

intentions on public housing exits		mobility intentions affect their actual 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, neighbourhood conditions did not fully explain public housing exits.	changes in housing assistance programs and urban housing policy could largely account for 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 neighbourhood 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.	
Does street network design affect traffic safety?	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 such as vehicle volumes, income levels, and proximity to limited access highways and the downtown area	Vision Zero	Our findings suggest that for all levels of crash severity, street network characteristics correlate with road safety outcomes. 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.	Addressing Larger Policy concerns
Food shopping behaviours and exposure to discrimination	Angela Odoms-Young	The present study examined food shopping behaviors, particularly distance to grocery shop, and exposure to discrimination.	Access to Food	Longer distance to shop was associated with being younger, African-American (compared with Latino), a woman, higher socioeconomic status, lower satisfaction with the neighborhood food environment, and living in a neighborhood with higher poverty, without a large grocery store and further from the nearest supermarket. African-Americans and those with the lowest incomes were particularly likely to report unfair treatment at food outlets. Each mile(1.61 km) increase in distance to shop was associated with a 7 % increase in the odds of unfair treatment; this relationship did not differ by race/ethnicity.	The study suggests that unfair treatment in retail interactions warrants investigation as a pathway by which restricted neighborhood food environments and food shopping behaviors may adversely affect health and contribute to health disparities. Efforts to promote 'healthy' and equitable food environments should emphasize local availability and affordability of a range of healthy food products, as well as fair treatment while shopping regardless of race/ethnicity or socioeconomic status.	Assessing Inclusion/Discrimination
Between Privilege and Oppression: An	Jennifer Roberts	This study uses an intersectional framework,	Active Transportation	Perceptions of racism were reported throughout the course of	The environmental and social barriers of AT found in this study, preclude a vital	Assessing Inclusion/Discrimination

Intersectional Analysis of Active Transportation Experiences Among Washington D.C. Area Youth		largely focusing on the race-gender-class trinity, to examine youth AT within a context of transportation inequity.		these FGDs. 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 whereby such comments can be open to interpretation.	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 YOC in Fairfax County to engage in AT, there is a complex issue contending between the want and need for AT opportunities. These youth often need AT because their transport options are limited by resources. Yet, realities and perceptions of safety, as well as, ideologies of social status seem to thwart any real desire for AT among this population of youth who could benefit from the physical activity and obesity prevention advantages of AT.	
Community energy balance: A framework for contextualizing cultural influences on high risk of obesity in ethnic minority populations	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.	Multiple	The environments of ethnic minority populations may reflect adaptations to circumstances created by conquest or migration. The subsequent population contexts reflect interrelated factors such as political relationships and economic variables, reasons for migration(e.g., forced migration or enslavement, asylum-seeking, labor migration, or voluntary migration), the geographical and cultural distance between the home country and the host country, and the duration of residence in the host country. People and whole populations adjust over time, through acculturation, assimilation, or negotiated segregation. 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 may inform the design of interventions that both acknowledge contextual stressors and reshape health adverse behaviors to more health-promoting coping strategies. 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, following Bourdieu, 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 Inclusion/Discrimination
Emerging issues in urban ecology: implications for	Myron Floyd	This article reviews emergent literature on the linkages between urban	Zoning	Moreover, greater attention should be given to understanding barriers to the decision-making processes	Future research tying inequities in the distribution of GI to inequities in health may aid in remedying inactions in	Assessing Inclusion/Discrimination

research, social justice, human health, and well-being		green spaces, social justice, and human health.		experienced by disadvantaged communities. Differential access to and availability of quality green spaces can also be driven by a range of factors. Some of these factors include the following: 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.	alleviating GI disparities. For example, a cost/benefit analysis weighing the costs to incorporate GI solely against, for example, aesthetic benefits may be less persuasive compared to adding health benefits to the equation which may make the benefits outweigh costs. This may be especially pertinent in neighborhoods disadvantaged in many ways, including in their access to GI.	
Transforming City Streets To Promote Physical Activity And Health Equity	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	Play Streets	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.	Bringing resources closer / More accessible
Implementing Play Streets in Low-Income Rural Communities in the United States	Keshia Pollack Porter	Describe implementation of Play Streets	Play Streets	This study showed that play streets can be adapted successfully for rural settings. 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	Bringing resources closer / More accessible
I Play, You Play, We Play: Concurrent Activity at Play Streets	Keshia Pollack Porter	This study assesses concurrent activity at Chicago PlayStreets.	Play Streets	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. In contrast, presence of another	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	Bringing resources closer / More accessible

				person alone was not shown to significantly increase odds of observing an individual as active, except in two instances when stratified by sex and age.		
Come together, play, be active: Physical activity engagement of school-age children at Play Streets in four diverse rural communities in the U.S	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.	Play Streets	A total of 370 children (mean age = 8.81 years [SD = 2.75]; 55.0% female) wore pedometers across all 16 Play Streets (M= 23.13 [SD = 8.59] children/Play Street). School-aged children with complete data (n= 353) wore pedometers for an average of 92.97 min (SD = 60.12) and accrued a mean of 42.08 steps/min (SD = 17.27), with no significant differences between boys (M= 43.82, SD = 15.76) and girls (M= 40.66, SD = 18.34). 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 ped-ometer 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.	Bringing resources closer / More accessible
The Neighborhood as a Unit of Change for Health: Early Findings from the East Harlem Neighborhood Health Action Center	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. We describe this approach and the genesis of the Action Centers.	Zoning	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	Bringing resources closer / More accessible
Disparities in Built and Natural Features of Urban Parks: Comparisons by Neighborhood Level Race/Ethnicity and Income	Myron Floyd	This study examined natural and built park characteristics across areas of different race/ethnicity and income composition to identify potential disparities.	Built Environment	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	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	Building the case for health disparities

				found to be cleaner than those in minority areas.	help explain why cleanliness varied across these areas.	
County-Level Disparities in Access to Recreational Resources and Associations with Adult Obesity	Myron Floyd	The purpose of this study was to examine associations between sociodemographic characteristics and recreation environments in all North Carolina counties.	Built Environment	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. The PRI includes various indicators of access to recreation, each of which can be addressed by local, state, and federal policies to make greater provisions for areas lacking such resources. 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. States can use county-level indices like the PRI to determine local strengths and deficits to encourage equitable development, distribution, and management of resources. 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.	Building the case for health disparities
How Does Park Use and Physical Activity Differ between Childhood and Adolescence? A Focus on Gender and Race-Ethnicity	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.	Built Environment	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	Building the case for health disparities
Sociodemographic and Environmental Determinants of Indoor Versus Outdoor Active Play Among Children Living in the Washington, DC Area	Jennifer D. Roberts	Examine the distinct sociodemographic and environmental correlates of indoor versus outdoor active play among children living in and around Washington, DC	Built Environment	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 (odds ratio [OR]=2.9; 95% confidence interval [CI], 1.2-6.8). Non-Hispanic black children were less likely to live more than 30 minutes from indoor facilities (OR=0.21; 95% CI, 0.08-0.57) and more were likely to engage in indoor activity (OR=3.40; 95% CI, 1.17-9.88) than were white	No clear recommendations found	Building the case for health disparities

				children. Boys were substantially more likely to play outdoors at a playingfields compared with girls (OR=5.37; 95% CI, 2.10-13.69).		
Parental perceived built environment measures and active play in Washington DC metropolitan children	Jennifer Roberts	Study examined relationships between children's active play and parental perceptions of home neighborhood built environments within the Washington, DC metropolitan area	Built Environment	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. Fully adjusted logistic regression models demonstrated that some parental perceived built environment measures (e.g. access to play equipment) were predictors of their children meeting the 60-min/day PAGA recommendation.	No clear recommendations found	Building the case for health disparities
Urban Adolescents' Perceptions of their Neighborhood Physical Activity Environments	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.	Built Environment	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.	Building the case for health disparities
Did Playground Renovations Equitably Benefit Neighborhoods in Chicago?	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 (MVPA) differed by neighborhood income level and neighborhood concentration of Black residents.	Built Environment	The effects of renovations differed by the income level and concentration of Black residents in the neighborhoods where parks were located. 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	This study suggests playground renovations in Chicago may have had unintended consequences, increasing neighborhood income and racial disparities in park use and park-based MVPA. 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.	Building the case for health disparities

				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.		
Policy and Practice-Relevant Youth Physical Activity Research Center Agenda	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.	Multiple	Our literature review found minimal research about the impact on rural youth of built environment design and modes of transportation. Little research was available, too, 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	Building the case for health disparities
The Color of Health: Residential Segregation, Light Rail Transit Developments, and Gentrification in the United States	Jennifer Roberts	An overview of racial residential segregation, light rail transit developments, and gentrification in the United States has been provided	Multiple	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 TOD projects and investments, such as LRT, may inadvertently induce TIG 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 LRT development.	A range of approaches can be used to mitigate the process of displacement in gentrified neighborhoods and ensure that existing residents remain intact. The local government can fund projects and support social equity initiatives to improve the scope of community, social, and economic development. For example, affordable housing strategies play a crucial role in reducing exclusionary displacement. 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 TODs while simultaneously promoting mixed-income households. Another government strategy is to reserve low-priced land at an early stage of TOD 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	Building the case for health disparities

					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.	
Neighborhood Health-Promoting Resources and Obesity Risk (the multi-ethnic study of atherosclerosis)	Melicia Whitt-Glover	This study hypothesized that environmental resources supporting walking and a healthy diet are associated with reduced obesity incidence.	Pedestrian Infrastructure	Among 4,008 nonobese participants, 406 new obesity cases occurred during 5 years of follow-up. Neighborhood healthy food environment was associated with 10% lower obesity incidence per s.d. increase in neighborhood score. The association persisted after adjustment for baseline BMI and individual-level covariates (hazard ratio (HR) 0.88, 95% confidence interval (CI): 0.79, 0.97), and for correlated features of the walking environment but CIs widened to include the null (HR 0.89, 95% CI: 0.77, 1.03). Associations between neighborhood walking environment and lower obesity were weaker and did not persist after adjustment for correlated neighborhood healthy eating amenities (HR 0.98, 95% CI: 0.84, 1.15).	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.	Building the case for health disparities
Why do you shop there? A mixed methods study mapping household food shopping patterns onto weekly routines of black women	Shiriki Kumanyika	We sought to gain an understanding of household food shopping patterns in a sample of Black women in terms of where they shopped and why.	Built Environment	Participants shopped at an average of six different stores, traveling on average a total of 35 miles (sd= 41) over the four weeks. The most frequented store was within a mile of home (57 %) or home or another place visited in the weekly routine for about 77 % of participants. Interview results emphasized the concept of convenience which referred to geographical proximity to the home or routine destinations and also to potential to save time because several stores were co-located or because the store layout	Incorporating considerations other than proximity (e.g. time saving while shopping, promoting less familiar foods, pricing) into food environment interventions may facilitate use of new stores by neighborhood residents and thereby increase the viability of these stores as health-promoting food environment interventions.	Community Participation

				was easy to navigate and familiar. Store selection also related to mode of transportation, pricing, and family preference for certain foods.		
Community Vision and Interagency Alignment: A Community Planning Process to Promote Active Transportation	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.	Multiple	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.	Community Participation
You Have to Hunt for the Fruits, the Vegetables • : Environmental Barriers and Adaptive Strategies to Acquire Food in a Low-Income African American Neighborhood	Angela Odoms-Young	This qualitative study sought to understand food acquisition behaviors and environmental factors that influence those behaviors among women in a low-income African American community with limited food resources	Multiple	Emergent themes revealed that women identified multiple environmental barriers (material, economic, and social-interactional) to acquiring food in an acceptable setting. In response, they engaged in several adaptive strategies to manage or alter these challenges, including optimizing, settling, being proactive, and advocating.	Attracting supermarkets and increasing healthy foods at existing stores in low-income communities is a strategy that is gaining traction in the United States through programs such as Fresh Food Financing Initiative. However, as illustrated by our findings, these strategies may not be successful in improving nutrition among residents of low-income neighborhoods if not accompanied by efforts to make foods more affordable. Furthermore, promoting local ownership and employment at stores may be important to enhance local residents' treatment and comfort. Efforts aimed at transforming existing local stores should not only address food supply characteristics (e.g., availability, prices, quality) but also the broader store social and physical environment, including upkeep, safety, and customer service. That few women primarily selected stores based on the availability of healthy food products substantiates the importance of addressing these other aspects of the food environment. Investment in local food production including urban agriculture and community gardens may also improve the food environment in underresourced communities. Second, intervention efforts could facilitate adaptive strategies among local residents	Community Participation

					through economic development in low-income communities to increase income, economic subsidies for healthy food options to make them more affordable, and enhanced transportation options to help residents reach food sources outside the communities	
Activating Places for Physical Activity: When ~ "Honey Go Outside and Play" Isn't Enough	Keith Benjamin	Introduce and explain how to address barriers and improve Safe Routes	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. With the support of the National Partnership, community leaders are able to have access to resources and coaching to enhance collaborative partnerships that may not have existed before to change policies that will improve their community's health. 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. The Active Transportation Diversity Task Force is promoting a national outreach strategy to have advocates meet with policymakers about community needs for active transportation and safety, especially in underserved communities. 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.	Other: Safe routes commentary
Black women's perspectives on neighborhood safety: Reflections from The Women of Northeast Oklahoma City Photovoice Project	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.	Multiple	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.	We argue: 1) That 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. 2) 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. 3) Ultimately, the discourse within the project leads the co-researchers toward political and economic	Safety

					solutions and an understanding that positive change will occur only when they gain control of the tools of urban development and the participatory processes that create urban policy.	
A community-based system dynamics approach suggests solutions for improving healthy food access in a low-income urban environment	Keshia Pollack Porter	The purpose of this article is to describe the process and implementation of a group model building workshop with community members 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.	Multiple	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	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.	Violence Prevention	In general, the study found that 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
Exploration of the effect of violent crime on recreational and transportation	Charles Brown	To examine how violent crime affects people's recreational and transportation walking	Violence Prevention	Recorded crime increases fear of crime and chances of victimization, which in turn decrease walking duration for both recreation and	No clear recommendations found	Safety

walking by path and structural equation models		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.		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		
Short-term associations between objective crime, park-use, and park-based physical activity in low-income neighborhoods	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.	Violence Prevention	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	Given the importance of park use and physical activity gained within parks for both children and all populations, crime rates around urban parks can create important negative effects on public health. 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	Myron Floyd	Our study aimed to examine associations between objective measures of types and location of crimes and park use behaviors.	Violence Prevention	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. Although we found no crime measure that affected duration of park visits, we did find that both violent and nonviolent crimes that occurred around the park and along the route to the park were positively associated with the number of people who said they never went to the park. 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 C: References

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