

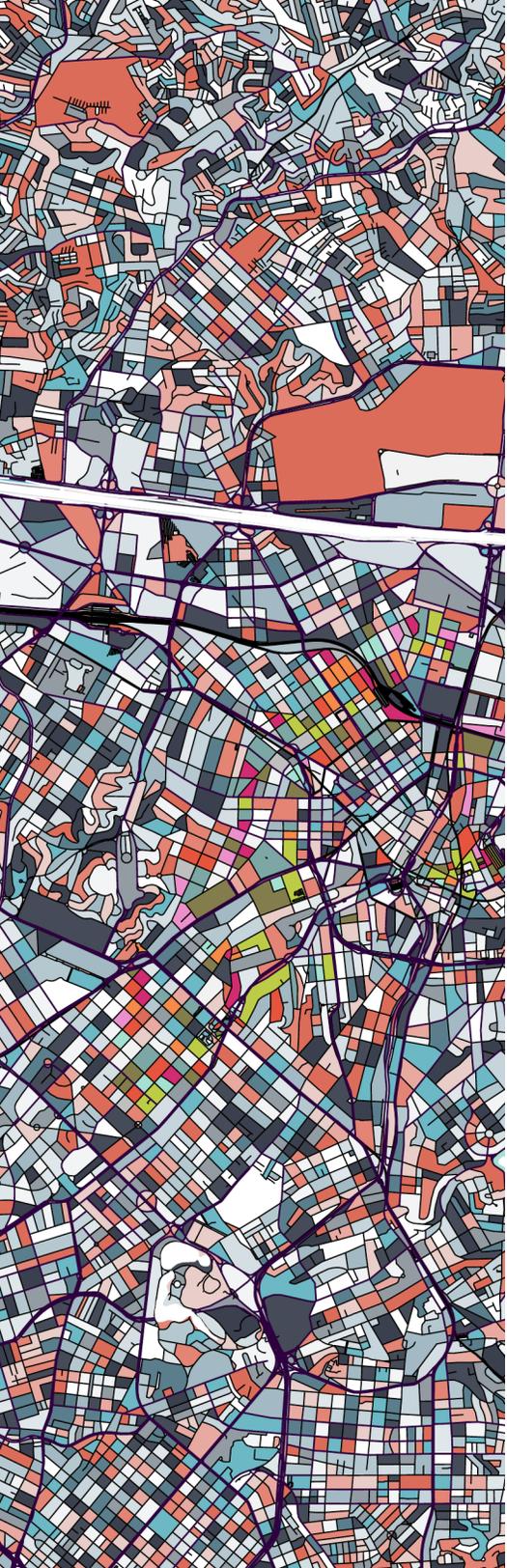


How to Address Transportation Equity for Latino Communities

SALUD AMERICA! WORKGROUP RECOMMENDATIONS

SEPTEMBER 2020





Acknowledgements

This document was authored by Amanda Merck, digital content curator at the *Salud America!* Latino health equity promotion program in the Institute for Health Promotion Research at UT Health San Antonio, with support from Cliff Despres, Rosalie Aguilar, Pramod Sukumaran, Josh McCormack, Aztec Tenoch, and Julia Weis with *Salud America!*; Dr. Rebecca Jones with the Institute for Health Promotion Research; and Margaret Winch, Sara Halicki, and Noah Pylvainen with Communication Resources Northwest.

This project was completed under the leadership of Dr. Amelie G. Ramirez, director of *Salud America!* and director of the Institute for Health Promotion Research at UT Health San Antonio.

Special thanks to NaDa Shoemaker, April Wallace, Phil Noyes, and Aaron Doepfers with Voices for Healthy Kids at the American Heart Association.

We sincerely thank the following *Salud America!* Innovative Equity Exploration (IEE) Special Project Workgroup members who shared their experience and expertise over a year-long project:

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Allie Blazosky, Alamo Area Metropolitan Planning Organization

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Mae Hanzlik, Smart Growth America

James Rojas, Place It!

Mauricio Hernandez, Alta Planning + Design

James Sinclair, Alan M. Voorhees Transportation Center, Rutgers University

Marisa Jones, Safe Routes National Partnership

Steve Yaffe, Yaffe Mobility Consulting

Salud America! is a national Latino-focused organization that creates culturally relevant and research-based stories, videos, and tools to inspire people to start and support healthy changes to policies, systems, and environments where Latino children and families can equitably live, learn, work, and play. *Salud America!* is based at the Institute for Health Promotion Research at UT Health San Antonio and funded by the Robert Wood Johnson Foundation.

The *Salud America!* Innovative Equity Exploration Special Project Workgroup (*Salud America!* IEE Workgroup) was established by *Salud America!* with funding through Voices for Healthy Kids, an initiative of the American Heart Association.

Introduction

Transportation Equity Issues

Latinos across the United States are more likely to not have a vehicle than their white peers, (12% vs. 6.5%), and Latinos in urban areas are more likely to rely on public transit (27% daily/weekly usage vs. 14%).¹ However, Latino communities are marked by transportation inequities, including greater distances to essential destinations, unsafe streets, unsafe walking and biking environments, and limited access to reliable and frequent public transit. Many Latinos report foregoing necessities like food and healthcare due to the high cost of vehicle ownership.

Moreover, a higher percentage of Latinos (56.9%) than whites (46.8%) are housing-cost burdened, meaning they spend more than 30% of their income on housing.² Housing inequities cause Latino migration from urban to suburban and rural areas, exacerbating transportation inequities and limiting Latinos' access to healthy food, medical care, good schools, employment opportunities, green spaces, and physical activity.³ This makes it harder for Latino families to lead healthy lives.

In recent months, COVID-19 shined an additional light on transportation and housing inequities, as well as the connection between systemic racial/ethnic injustices and disparities in health. Job losses are impacting Latinos at higher rates than non-Latinos; estimates suggest a 31% unemployment rate for Latinos.⁴ However, without safe transportation options, families are unable to reduce their second largest household expense. Additionally, amid social distancing recommendations, planners and elected officials must be even more vigilant in efforts to engage and empower Latino and low-income communities in the planning process.

As state and city leaders discuss economic security and develop COVID-19 recovery plans, they must also consider transportation security and challenge the discriminatory status quo that resulted in transportation inequities.

¹ Ramirez, Amelie. "The State of Latino Housing, Transportation, and Green Space: A Research Review." Salud America!, 2019. <https://salud-america.org/the-state-of-latino-housing-transportation-greenspace-research/>

² Ibid.

³ Ibid.

⁴ Fairlie, Robert W., Couch, Kenneth, and Xu, Huanan. "The Impacts of COVID-19 on Minority Unemployment: First Evidence from April 2020 CPS Microdata." National Bureau of Economic Research, 2020. <https://www.nber.org/papers/w27246.pdf>



Origins of this Report

After releasing *Salud America!*'s Research Review, *The State of Latino Housing, Transportation and Greenspace* in May 2019, the team began to understand the severity of transportation inequities faced by Latinos.

In Fall 2019, *Salud America!* convened an 18-member workgroup funded by a grant through Voices for Healthy Kids, a joint initiative of the American Heart Association and Robert Wood Johnson Foundation.

The *Salud America!* IEE Workgroup's goal was to develop policy and advocacy recommendations to improve transportation and health equity for Latinos and low-income communities by facilitating the logical expansion and integration of Complete Streets principles and walking and bicycling with transit policies, investments, and projects in Latino and low-income communities.

The Workgroup included planning scholars and subject matter experts from the fields of urban and regional planning, transportation and transit planning, affordable housing, local government, and advocates with expertise in public policy, public health, and social justice to coalesce the latest best practices and effective, equitable policies in transit and active transportation. The Workgroup's efforts concluded in June 2020.⁵

Intent of this Report

The purpose of this report is to raise awareness about the transportation inequities experienced in Latino and low-income communities and provide recommendations and resources that support strategies to build more equitable, healthy, and inclusive communities and transportation networks. Strategies address research and data collection, new and revised community engagement methods, land use and planning, transportation and transit funding, policy changes, and changes in project prioritization and performance metrics.

While multiple systemic racial injustices across housing, education, employment, healthcare, law enforcement, and criminal justice influence inequities in Latino health, these issues were outside the focus of the *Salud America!* IEE Workgroup, thus outside the scope of this report.

This report is intended for policymakers, land use and transportation planners and engineers, public health and planning scholars, developers, professional member organizations, and public health, social justice, and housing advocates.

⁵This report is neither a comprehensive guide nor a reference document addressing all Latino and low-income community challenges or needs. The recommendations and resources presented in this report represent the specific findings and recommendations discussed and developed by the *Salud America!* Innovative Equity Exploration (IEE) Special Project Workgroup between September 2019 and June 2020.

Existing inequities

Status Quo of Transportation Equity

Past and present policies, practices, and projects have led to an auto-centric and racially/economically segregated status quo that have excluded and disproportionately impacted Latino and low-income populations. Land use, transportation, development, and planning decisions have not distributed resources equally, resulting most often in consistent benefit to traditionally white communities. Meanwhile, Latinos, Black people, other people of color, and low-income populations have been consistently displaced, discriminated against, and isolated in disadvantaged neighborhoods. Whites inherited a legacy of implicit advantage while Latinos and other people of color inherited a legacy of disadvantage, which contribute to poor health today, including outcomes exposed by COVID-19.

The *Salud America!* IEE Workgroup focused on transportation, transit, and land use issues. This effort takes a more direct approach to understanding the status quo behind transportation inequities and responding directly to these issues. Workgroup members recognize that equitable access to quality education, livable wages, healthy food, and stable and affordable housing are central to improve Latino health and call on decision-makers to dismantle systemic racial injustices.

Structural racism refers to the totality of ways in which societies foster racial discrimination through mutually reinforcing systems of housing, education, employment, earnings, benefits, credit, transportation, media, health care, and criminal justice. These patterns and practices in turn reinforce discriminatory beliefs, values, and distribution of resources.

Workgroup members focused on the following four characteristics of the status quo that have had a disproportionately negative impact on the mobility needs of Latino and low-income communities. While broad, each of these characteristics are addressable at both a macro and a local scale, resulting in a wealth of both general and specific recommendations to create a more equitable and just transportation future for traditionally underserved communities.

“Our communities look and function the way they do because of intentional harm perpetrated by white supremacist policies and actions by government and advocacy. Historical disenfranchisement, disinvestment, disproportionate exposure to pollutions, and repressive policing in communities of color continue to negatively impact our collective health, wealth, mobility and security.”

-Untokening 1.0: Principles of Mobility Justice³

Auto-Centric Status Quo

Land use, planning, transportation, and transit policies, practices, regulations, plans, and investments have historically promoted an auto-centric status quo. For decades, projects have destroyed and isolated minority and low-income communities, perpetuated racial and economic segregation, and reinforced automobile dependence, all of which exacerbate the challenges facing disadvantaged communities that are already overburdened by injury, disease, and premature death. ⁶ Traditional performance measures and resulting congestion mitigation strategies have prioritized traffic flow to the detriment of other social, economic, environmental, health, and safety outcomes. ⁷

As noted in the Dangerous by Design 2019 report from Smart Growth America , the rate of pedestrian deaths per 100,000 is two-thirds higher in the lowest income census tracts, 12% higher for Latinos than whites, 48% higher for Black/African Americans, and 2.66 times higher for Native Americans than whites. Among pedestrians that were struck by the driver of a motor vehicle, Latino pedestrians are 33% more likely to die from their injuries than whites. ⁹

⁶ Zimmerman, Sara; Lieberman, Michelle; Kramer, Karen; and Sadler, Bill. "At the Intersection of Active Transportation and Equity." Safe Routes National Partnership. 2014. <https://saferoutespartnership.org/sites/default/files/pdf/At-the-Intersection-of-Active-Transportation-and-Equity.pdf>

⁷ Ewing, Reid; Hamidi, Shima; and Grace, James B., "Urban Sprawl as a Risk Factor in Motor Vehicle Crashes." USGS Staff -- Published Research. 2016. <https://digitalcommons.unl.edu/usgsstaffpub/904>

⁸ Dangerous By Design. Smart Growth America. 2019. <https://smartgrowthamerica.org/dangerous-by-design/>

⁹ Maybury, Ruby Sue; Bolorunduro, Oluwasey B.; Villegas, Cassandra; Haut, Elliot R.; Stevens, Kent; Cornwell 3rd, Edward E.; Efron, David T.; Haider, Adil H. "Pedestrians Struck by Motor Vehicles Further Worsen Race—and Insurance—Based Disparities in Trauma Outcomes: The Case for Inner-City Pedestrian Injury Prevention Programs." Surgery. 2010; 148(2):202-208. doi:10.1016/j.surg.2010.05.010



“Additionally, evidence continues to show very limited public investments are made in low-income communities to improve roads, sidewalks, lighting, and other transportation infrastructure that would improve their everyday mobility, physical activity, and safety. One direct outcome is that drivers strike and kill people walking in low-income neighborhoods at much higher rates than in high-income neighborhoods because those in low-income neighborhoods lack safe places to walk or roll.”

-Smart Growth America from The State of Transportation and Health Equity

Displacement

Latino and low-income community displacement is an often unmeasured and overlooked consequence of land use, transportation, and transit policies, plans, and investments. Localities rarely consider job-housing balance, Latino travel patterns, transportation expenses, and access to frequent transit service when assessing land use and transportation projects. As metropolitan areas continue to sprawl and urban investment continues to displace residents, disadvantaged populations are at risk of experiencing fewer urban amenities such as transit, greater distances between destinations, and fewer affordable transportation options, which could reinforce an auto-centric status quo.¹⁰ Thus, displaced families must spend a larger portion of their annual income on a vehicle, leaving little left over to invest in homeownership, education, health, and wealth. Meanwhile, these policies and investments continue to advantage white spaces.

Lack of Diversity

Planners, decisionmakers, and other professionals in the fields of land use and transportation lack racial and gender diversity, resulting in ethnocentric decision-making. A 2007 report from the National Academies of Sciences, Engineering and Medicine revealed that nationwide, Latino men are underutilized in five of seven occupational categories in state Departments of Transportation, and Latina women are underutilized in four categories.¹¹ In a 2013 American Planning Association Survey, nearly one in 10 (88%) practicing planners self-identified as white.¹²

The demographic homogeneity of white, older, and male leadership, staff, and policymakers has resulted in policies, practices, regulations, plans, designs, investments, and metrics that do not expressly consider and effectively serve the needs and aspirations of Latino and low-income communities. Except for Bus Rapid Transit, which originated in Latin America, the United States' transportation, transit, and land use best practices are based on European cities, not Latin American cities. Moreover, outreach and engagement efforts fail to meaningfully engage Latinos and low-income populations in the decision-making process.

Agency Silos

Land use, public works, highway, transit, and public health departments are siloed in most public jurisdictions, which limits consultation among agency professionals in these fields and disconnects them from sustained and meaningful coordination and community engagement. The result is often uncoordinated and narrowly focused policies, plans, investments, designs, and metrics that do not holistically measure community impacts and do not efficiently, reliably, and safely connect Latino and low-income communities with new housing projects, employment centers, and other resources.

¹⁰Yonro, Daniel and Thill, Jean-Claude. "Gentrification in the U.S. New South: Evidence from two types of African American Communities in Charlotte." 2020. <https://doi.org/10.1016/j.cities.2019.102475>

¹¹National Academies of Sciences, Engineering, and Medicine. Racial and Gender Diversity in State DOTs and Transit Agencies. 2007. Washington, DC: The National Academies Press. <https://doi.org/10.17226/22010>.

¹²PeopleforBikes and Alliance for Biking & Walking. Building Equity: Race, Ethnicity, Class, and Protected Bike Lanes: An Idea Book for Fairer Cities. 2015. <https://nacto.org/references/building-equity-race-ethnicity-class-and-protected-bike-lanes-an-idea-book-for-fairer-cities/>

"Segregation and gentrification provide economic benefits to privileged populations, both historically and today. They define what counts as development, while those who bear the hidden costs are overruled or silenced through displacement."

-Untokening 1.0: Principles of Mobility Justice



“Health equity is both a process and an outcome. As a process, it means passing policies, investing dollars, and supporting strategies that eliminate disparities in health by removing economic and social obstacles to health. The ultimate goal of health equity is the elimination of social disparities that cause health inequities, such as poverty and discrimination.”

-Smart Growth America from The State of Transportation and Health Equity.

Addressing the Status Quo

While broad and daunting, these characteristics are changeable and able to be tackled at various levels of government, with the long-term vision to enact more comprehensive, lasting change. A systematic approach is needed to address the social injustice of automobile supremacy and decades of unjust planning practices and to promote racially and economically mixed communities with equitable transportation options. This approach should seek to dismantle racism and prevent biased decision-making through more rigorous and inclusive planning practices, including: relevant/regular staff training on equity, implicit bias, and cultural sensitivity; more diverse hiring practices; community outreach to engage and empower Latinos in the planning process; and investment in better data collection regarding existing inequities and Latino travel patterns, preferences, and needs.

A systematic approach should also include developing and implementing education, training/workshops, and resources to both inform and convene multidisciplinary stakeholders in the planning process. Issues addressed should include: negative externalities of the auto-centric status quo, to include social, economic, environmental, health, safety, and equity outcomes; findings from data collection and community engagement regarding existing inequities and Latino travel patterns, preferences, and needs; methods to prioritize equity, safety, and health in metrics used to determine impacts, establish targets, measure performance, and score and prioritize projects; and best practices from Latin American cities.

Any action inclusive of Latino needs, representative of existing inequities, and responsibly evaluated/measured can create positive impacts toward improved transportation and health equity in Latino and low-income communities.

Framework of this Report

This report presents findings and recommendations in six key areas that impact transportation and public health in Latino communities. This report is divided into chapters based on these key areas:

Chapter 1:
Community Engagement and
Empowerment

Chapter 2:
Planning/Design

Chapter 3:
Land Use

Chapter 4:
Policies and Regulations

Chapter 5:
Impacts, Targets, Performance and
Prioritization

Chapter 6:
Transportation/Transit Funding and
Investment



Within each chapter, recommendations are categorized by:

The **types of governance and parties involved in taking effective** action toward achieving the recommendation. These include:



Individual residents and advocates



Planning and transportation project leaders/administrators (private and public sector, developers, etc.)



Community action groups/Professional organizations



Local government/public entities, (departments/agencies, elected officials, etc.)



State government/public entities (departments/agencies, elected officials, etc.)



Regional government/public entities (including regional transportation systems)



Federal government/national public entities (departments/agencies, elected officials, etc.)

The types of actions that will support achieving each recommendation. These include:



Education/Training



Research/Collect Data



Engagement



New Policies/Changes to Existing Policy



New Performance Metrics/Changes to Existing Metrics



Funding/ Investment



New Resources

The intersectionality of these six categories underscores the need for multidisciplinary and coordinated approaches toward equitable transit and active transportation integration that support improved health for Latino communities. Listed recommendations are inclusive of three core considerations, central to the success of systematic, lasting change:

- 1. Inclusive of Latino needs.** Consider Latino experiences, needs, and aspirations to build human infrastructure and social capital beyond street and community design. Understand Latino adaptations of and contributions to private and public space. Improve collection of travel data and disaggregate data by race/ethnicity, income, and gender. Survey populations about attitudes and perceptions regarding safety, access, comfort, and feasibility. Learn from best practices in Latin American cities.
- 2. Representative of existing inequities.** Analyze Latino adaptations of private and public space. Analyze gaps in low-income family and low-wage job access to frequent, 24-hour transit service, employment, healthcare, and fresh produce. Analyze where affordable housing and affordable transportation coexist and where they do not. Analyze housing and transportation expenses relative to neighborhood opportunity. Analyze negative externalities of proposed projects and policy changes, to include traffic fatalities, total emissions, transportation expenses, and displacement.

- 3. Responsibly evaluated/measured.** Assess and prevent negative externalities of proposed projects and policy changes, to include traffic fatalities, total emissions, spatial mismatch, transportation expenses, and displacement. Improve existing inequities to address safety, public health, social equity, and environmental goals, while avoiding displacement. Prioritize equity, safety, and health in metrics used to determine impacts, establish targets, measure performance, and score and prioritize projects. Track progress on transportation-cost burden using transportation, community, and health metrics. Transportation metrics include access to frequent transit service, traffic injuries/fatalities, miles of sidewalks/bike lanes, and vehicle miles traveled. Community metrics include housing-cost burden, transportation-cost burden, affordable housing stock, racial and economic neighborhood diversity, job-housing balance, access to opportunity, social isolation, social cohesion, and feeling of belonging. Health metrics include asthma, diabetes, hypertension, obesity, food insecurity, discriminatory policing, police shootings, and total emissions.

The report also provides reference to existing resources that recommend similar actions or support the recommended actions presented here.

Chapter 1: Community Engagement and Empowerment

The *Salud America!* IEE Workgroup focused heavily on the importance of Latino-sensitive means and methods for community and civic engagement, particularly as related to projects and transportation/transit investment that impact their communities, their families, and their health and wealth. Current engagement processes limit Latino engagement and are disproportionately focused on the needs of non-Latino, typically white, populations.

This section provides a summary of recommendations to increase meaningful engagement in ways that are culturally and logistically sensitive to increase Latino participation in community decision-making, with the desired impact of making future projects, transportation and transit investments, and both planning and land use decisions more consistent with the health and wellbeing of Latino and low income communities.

Findings

Engagement rates from Latino and low-income communities is low, likely because existing typical outreach methodologies do not:

- Consider and overcome Latino community barriers, including language and the logistics of time, place, and/or communication medium
- Consider and respond to cultural relevancy factors such as community and family dynamics, sensory and emotional experiences, and communication/storytelling styles
- Actively empower and motivate Latino involvement by reflecting relevancy and value of engagement
- Effectively prepare Latino communities for lasting engagement with elected officials and government agencies involved in planning and transportation project initiatives

Advocates and decision makers need a better understanding of the experiences, needs, and aspirations of Latino and low-income communities, as well as their travel patterns and transportation expenses relative to access to opportunity.



Better engage Latino communities in the planning process and policymaking.

ACTION

Develop community engagement best practices inclusive of Latino needs, to include discussions around cultural and social aspects of active transportation in addition to street and community design.

- When planning meetings, consider:
 - Time of day (consider families working non-time of day (consider families working non-traditional hours and/or multiple jobs)
 - Childcare
 - Food
 - Reimbursement/stipends
 - Content delivery (consider more interactive meetings to explore Latino emotional and sensory experiences beyond spatial and infrastructure planning)
 - Language (consider low literacy and low English literacy, with consideration to dialects and specific cultural nuances)
 - Partnerships (consider more pop-up meetings at local places and events, like grocery stores and festivals, in low-income neighborhoods)
 - Location (consider transportation barriers and fear of government buildings and uniformed/armed workers)
- Avoid overt displays of government power
- Create better outreach and engagement tools, such as surveys, fliers, emails, resources, apps, and wayfinding, etc. in Spanish, and advertise meetings on Spanish-language radio stations and in Spanish-language print publications
- Make meetings family-friendly and fun by exploring lived experiences; conducting walking/biking/transit audits; implementing demonstration projects; and using PhotoVoice
- Encourage Latinos to share their experiences, adaptations, and aspirations, and to explore cultural, economic, and spatial needs and solutions.

Governance/Parties



Individual residents and advocates



Project leaders/administrators



Community action

Type of Action



Engagement



New Resources

Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities

Existing Resources

R South Colton Livable Corridor Plan <https://www.ci.colton.ca.us/778/Planning-Documents>

“To break down silos, decision-making processes need to be more accessible, which means simplifying, avoiding jargon, providing a variety of avenues on a more regular basis to share perspectives, and working closely with “translators”—people or groups who can act as connectors between other sectors, communities, and transportation professionals.”

-Smart Growth America from The State of Transportation and Health Equity.

ACTION

Engage Latino residents and community organizations in the planning process and policymaking using Latino-specific best practices for engagement and empowerment.

- Partner with community organizations, leaders, activists, cultural brokers, and liaisons who understand the specific community
- Seek to heal and re-build trust
- Explore and empower the active transportation culture beyond street and community design by considering how to build human infrastructure and social capital
- Include public health, legal, social work, environmental justice, law enforcement, hospital emergency departments, child welfare advocates, higher education, workforce development, and faith leaders
- Discuss perceived safety and comfort, to include speeding drivers, dogs, shade canopy, law enforcement, harassment, and belongingness
- Learn from Latinos' resilience and ingenuity
- Enable and empower the Latino community to help plan, advertise, host, facilitate, and record engagement events, and to maintain ongoing conversations between community members and planners and elected officials

Governance/Parties



Type of Action

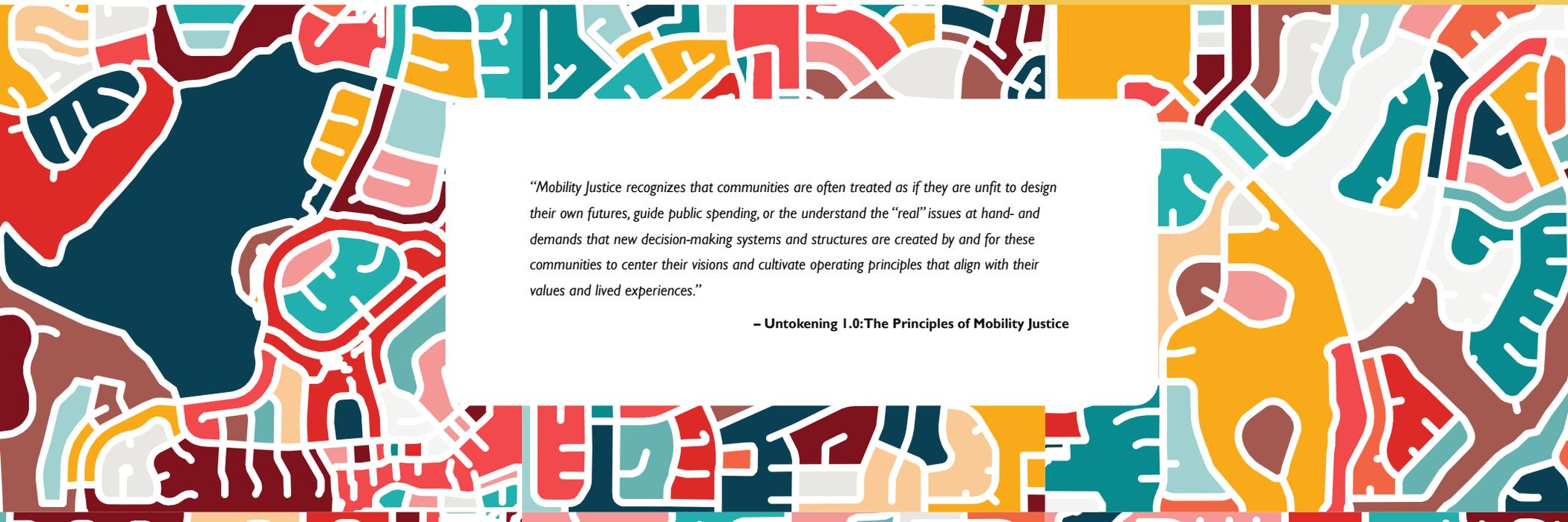


Key Considerations

- ✓ Inclusive of Latinos needs

“Mobility Justice recognizes that communities are often treated as if they are unfit to design their own futures, guide public spending, or the understand the “real” issues at hand- and demands that new decision-making systems and structures are created by and for these communities to center their visions and cultivate operating principles that align with their values and lived experiences.”

- Untokening 1.0: The Principles of Mobility Justice



COMMUNITY ENGAGEMENT AND EMPOWERMENT GOAL 2

Build a network of informed advocates who are prepared to engage decision-makers on Latino experiences and needs and best practices to improve Latino health and quality of life.

ACTION

Create and sustain a platform for ongoing multidisciplinary conversations among planners, planning scholars, elected/appointed officials, partners, and residents, and empower advocates to initiate and sustain informed advocacy around land use and transportation/transit decisions and projects, especially controversial projects.

- Convene public health, land use, transportation, transit, housing, legal, developers, scholars, elected/appointed officials, social work, law enforcement, environmental justice, parks, child welfare, workforce development, and faith leaders to discuss Latino issues
- Seek Latino community leaders to act as liaisons/cultural brokers between decision-makers and neighborhoods
- Provide trainings on implicit bias; past and present discriminatory planning practices; the social, environmental, and health impacts of the auto-dependent status quo; and best practices to prioritize accessibility over mobility
- Seek to heal and re-build trust
- Encourage discussions of Latino experiences, needs, aspirations, and contributions

Governance/Parties



Individual residents and advocates



Community action

Type of Action



Education/Training



Engagement

Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities

“Decisionmaking processes must meet communities where they are, and embrace full leadership from these communities – not in ratifying or amending pre-ordained ideas but building new ways of interacting and sharing power.”

– Untokening 1.0: The Principles of Mobility Justice



COMMUNITY ENGAGEMENT AND EMPOWERMENT GOAL 3

Invest in better data collection about the needs of disparate, often under-represented populations, including Latino and low-income communities, to inform future transportation and transit investment.

ACTION

Gather population travel data.

- Gather population travel data for split modes and all trips, beyond merely a single mode for only commute to work trips
- Gather and disaggregate travel data by race/ethnicity, income, and gender
- Survey populations about attitudes and perceptions regarding safety, access, comfort, and feasibility
- Gather and disaggregate traffic crash, injury, and fatality data by race/ethnicity, income, gender, and age, and analyze in space and time, to identify trends and hot spots
- Assess transportation costs and housing costs as a proportion of household budgets

ACTION

Analyze transit and active transportation infrastructure and culture and use findings to define, profile, and map communities of concern/equity target areas.

- Complete a system-wide analysis of active transportation and transit accessibility and connectivity to identify existing opportunities and existing inequities
- Document where major transportation, commercial, and industrial infrastructure projects altered, damaged, and separated communities
- Document where affordable housing and active transportation coexist, and where they do not
- Assess housing and transportation costs relative to neighborhood opportunity, employment, healthcare, parks, and fresh produce
- Gather and disaggregate pedestrian-vehicle and bicycle-vehicle crash, injury, and fatality data by race/ethnicity, income, gender, and age, and analyze in space and time, to identify trends and hot spots
- Assess gaps between low-income family and low-wage job access to frequent, 24-hour transit service
- Conduct walking/biking/transit audits to identify obstacles and challenges
- Explore social and cultural aspects of active transportation in addition to street and community design
- Find out what routes Latinos use to walk/bike to transit and other destinations, and analyze the conditions, accessibility and connectivity
- Ask Latinos about the barriers they face, adaptations they have made, and solutions they would like

Governance/Parties



Type of Action



Research/Collect Data

Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities

Existing Resources

2018 Benchmarking Report <https://bikeleague.org/content/bicycling-and-walking-united-states-2018-benchmarking-report>

Governance/Parties



Type of Action



Research/Collect Data



New Resources

Key Considerations

- ✓ Representative of existing inequities

Existing Resources

Where Affordable Housing and Transportation Meet in Houston <https://linkhouston.org/reports-briefings/houston-housing-transportation-affordability-2020/>

TRIMET's Pedestrian Network Analysis <https://trimet.org/pdfs/pednetwork/trimet-pedestrian-network-analysis-report.pdf>

Equity in Transit 2018 Report https://linkhouston.org/wp-content/uploads/2018/11/LINKHouston_EquityinTransit2018_Report.pdf

The Centre for Active Transportation, Improving Active Transportation and Public Transit Integration: A Guidebook for Policy and Planning: <https://www.tcat.ca/wp-content/uploads/2019/06/Active-Transportation-and-Public-Transit-Integration-web-3.pdf>



“Audit walks and bike rides can play an important role in actively involving residents in the process of simultaneously improving cycling, walking and public transit in their communities.”

–The Centre for Active Transportation from Improving Active Transportation and Public Transit Integration: A Guidebook for Policy and Planning⁴

Chapter 2: Planning/Design

Planning commissions and city/regional/state planning organizations lack diversity in age, gender, and ethnicity and as a result, perpetuate community and transportation planning based on European best practices that are not applicable to the culturally diverse communities that are large part of cities in the United States.

Salud America! IEE Workgroup members recommend increased training for current planners focused on culturally relevant planning methodologies as well as new methods for measuring the impact of planning decisions on transit equity related to Latino and low-income populations. Street design should prioritize people and safety, including the preponderance of freight routes through Latino and low-income communities and the inclusion of a variety of strategies to make environments safer, equitable and supportive of multimodal and active transportation options.

Findings

Planning as a discipline:

- As applied in the United States, is ethnocentric to European best practices and has not considered or implemented best practices from Latin cities and Latino cultures
- Is standards-driven, relying on manuals, precedent at the state and federal levels, lawsuit reduction, and other mitigation factors, perpetuating a status quo that discourages different modes of travel and traffic calming strategies
- Does not adequately understand or consider diverse population groups, including culture, gender, age, abilities, and class, and their practical experiences. Examples include sidewalks that are too narrow for large families, and driveway slopes that are difficult for seniors, wheelchair users, or people using strollers. This creates gaps in planning equity, efficacy, safety, and practicality for these groups, particularly in multimodal mobility
- Does not incorporate public health, social equity, or total emissions

In addition to public planning, private sector development rarely acts without precedent.



PLANNING/DESIGN GOAL 1

Prevent biased decision-making through more rigorous and inclusive community engagement, trainings, and multidisciplinary planning approaches, informed by the needs of Latino and underserved communities.

ACTION

Use community outreach and engagement best practices specific to Latino populations and communities.

- Identify social and cultural strengths and resources and use them to inform planning policies and practices
- Explore and empower the active transportation culture beyond street and community design by considering how to build human infrastructure and social capital

“Until many past wrongs and inequities are addressed, pursuit of mobility justice for marginalized communities may involve looking beyond individual choices about transportation modes to deeply related issues like housing instability, jobs and over policing.”

- **Untokening 1.0: The Principles of Mobility Justice**

ACTION

Complete a system-wide analysis of active transportation and transit accessibility and connectivity to define, profile, and map communities of concern/equity target areas, and use this to inform trainings, community conversations, decision-making, and investment.

- Analyze the entire pedestrian, bicycle, and transit network to determine gaps in connectivity and accessibility for Latino and low-income residents
- Find out what routes Latinos use to walk/bike to transit and other destinations and analyze the conditions and connectivity
- Analyze and report gaps in where affordable housing and active transportation coexist, particularly among Latinos and low-income populations
- Assess housing and transportation costs relative to neighborhood opportunity
- Measure and combine housing and transportation costs as a proportion of household budgets, particularly in Latino neighborhoods
- Assess gaps between low-income housing and low-wage job access to frequent, 24-hour transit service
- Use findings to inform decision-maker trainings and comprehensive and long-range planning

“The best, and most easily replicated, approach to ensuring safe and effective access to transit on foot or bike is to embed an active transportation analysis in the planning stages for new transit projects and the communities that transit will serve.”

- **The Centre for Active Transportation from Improving Active Transportation and Public Transit Integration: A Guidebook for Policy and Planning**

Governance/Parties



Project leaders/
administrators



Community
action



Local
government



Regional government/
public entities



State government/
public entities

Type of Action



Engagement

Key Considerations

- ✓ Inclusive of Latinos needs

Existing Resources

Place IT! <http://www.placeit.org/services.html>

South Colton Livable Corridor Plan: <https://www.ci.colton.ca.us/778/Planning-Documents>

Governance/Parties



Project leaders/
administrators



Community
action



Local
government



Regional government/
public entities

Type of Action



Research/Collect Data



New Resources

Key Considerations

- ✓ Representative of existing inequities

Existing Resources

Greening Institute, Mobility Equity Framework: How to Make Transportation Work for People: <http://greenlining.org/publications/2018/mobility-equity-framework/>

The Centre for Active Transportation, Improving Active Transportation and Public Transit Integration: A Guidebook for Policy and Planning: <https://www.tcat.ca/wp-content/uploads/2019/06/Active-Transportation-and-Public-Transit-Integration-web-3.pdf>

ACTION

Increase representation for Latino and low-income communities in planning decision-making.

- Appoint Latinos to serve on planning boards/commissions
- Cultivate a pipeline for Latino and low-income high school and college students
- Hire Latinos with backgrounds in public health, social justice, community engagement, housing, transit, and transportation
- Invest in current Latino staff to attain leadership positions

ACTION

Provide and require trainings for planners, engineers, and appointed officials, and partners to include, implicit bias; past and present discriminatory planning practices; the social, environmental, and health impacts of the auto-dependent status quo; and the benefits of integrating transit and active transportation.

- Include in the trainings representatives from public health, transportation, transit, land use, planning and public health scholars, housing, legal, developers, social work, law enforcement, environmental justice, higher education, parks, child welfare, workforce development, and faith leaders
- Identify and discuss entrenched systems of power and privilege
- Raise awareness about how racist and classist messages may be embedded in planning policies and practices and encoded in community speak
- Reduce stigma and negative attitudes about individuals who cannot or choose not to drive a private automobile
- Address cultural and social aspects of active transportation in addition to street and community design
- Address Latino community engagement best practices; Latino experiences and needs; existing inequities in underserved and Latino neighborhoods; and planning best practices from Latin American cities
- Elevate the importance of prioritizing accessibility over mobility in transportation and land use planning policies and practices

Governance/Parties



Project leaders/
administrators



Community
action



Local
government



State government/
public entities



Regional government/
public entities

Type of Action



Education/Training



New Resources

Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities

Governance/Parties



Project leaders/
administrators



Community
action



Local
government



State government/
public entities



Regional government/
public entities

Type of Action



Education/Training

Key Considerations

- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Existing Resources

Smart Growth America, The State of Transportation and Health Equity: <https://smartergrowthamerica.org/resources/the-state-of-transportation-and-health-equity/>

2018 Benchmarking Report <https://bikeleague.org/content/bicycling-and-walking-united-states-2018-benchmarking-report>

The Centre for Active Transportation, Improving Active Transportation and Public Transit Integration: A Guidebook for Policy and Planning: <https://www.cfat.ca/wp-content/uploads/2019/06/Active-Transportation-and-Public-Transit-Integration-web-3.pdf>

Transportation for America, The Congestion Con: How More Lanes and More Money Equals More Congestion: <http://4america.org/maps-tools/congestion-con/>

ACTION

Strengthen the connection between planning and health equity in higher education.

- Better train planners and engineers to understand how their decisions impact health equity, and better train public health and medical professionals to understand how community and transportation planning and facility location decisions impact health

Governance/Parties



Community action



Local government



State government/
public entities



Regional government/
public entities

Type of Action



Education/Training



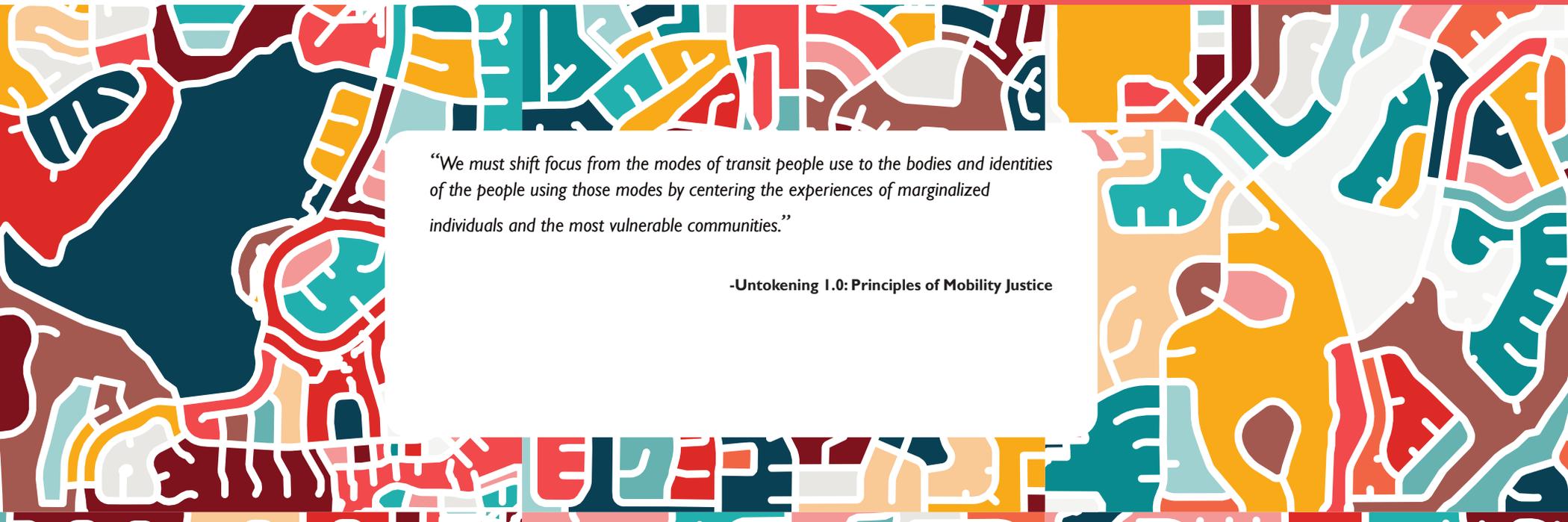
New Resources

Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities

“We must shift focus from the modes of transit people use to the bodies and identities of the people using those modes by centering the experiences of marginalized individuals and the most vulnerable communities.”

-Untokening 1.0: Principles of Mobility Justice



PLANNING/DESIGN GOAL 2

Develop Latino design guidelines, planning principles, and development standards that accommodate Latinos' approaches to placemaking, and prioritize access over mobility.

ACTION

Compile best practices from cities with substantial Latino populations, including community engagement, planning/design, policies/regulations, land use, performance metrics, and transportation/transit investments.

- Consider cultural and social aspects of active transportation in addition to street and community design

ACTION

Synthesize findings regarding Latino needs and existing inequities into a clear set of design and planning principles to develop and evaluate project planning scenarios as well as into a clear set of Latino design guidelines and development standards.

- Accommodate Latinos' approaches to personal placemaking and shaping the public realm to their needs
- Allow for murals, food gardens, art installations, street vendors, and demonstration projects
- Encourage compact, mixed-income, walkable development with diverse housing options and frequent transit access
- Prioritize safer streets and injury prevention throughout Latino and low-income communities
- Prioritize access over mobility, people over vehicles, and pedestrian over vehicle throughput
- Improve active transportation and transit simultaneously
- Include trees, parks, trails, and green infrastructure
- Activate ground floors with visitor-serving, street-facing facades
- Accommodate amenities and businesses that serve local residents
- Address freight routes and big-ticket infrastructure projects that separated and/or harmed communities

Governance/Parties



Individual residents and advocates



Project leaders/administrators



Community action

Type of Action



Research/Collect Data



New Resources

Key Considerations

- ✓ Inclusive of Latinos needs

Resources

South Colton Livable Corridor Plan <https://www.ci.colton.ca.us/778/Planning-Documents>

Governance/Parties



Individual residents and advocates



Project leaders/administrators



Community action

Type of Action



New Resources

Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Resources

South Colton Livable Corridor Plan <https://www.ci.colton.ca.us/778/Planning-Documents>

PLANNING/DESIGN GOAL 3

Create a more multidisciplinary planning approach to improve active transportation and transit simultaneously.

ACTION

Improve strategic coordination between transportation, transit, land use, housing, and public health decision-makers to create healthy, inclusive, and accessible communities that encourage active transportation and reduce vehicle miles traveled.

- Develop a platform to formally convene decision-makers around:
 - Latino community engagement best practices
 - Latino experiences and needs
 - existing inequities in underserved and Latino neighborhoods
 - Planning best practices from Latin American cities
 - Latino design guidelines, planning principles, and design standards
- Include public health and social justice groups in comprehensive planning and long-range planning
- Staff cross-sector positions across various departments and agencies
- Appoint cross-sector officials across various departments, agencies, and levels of government
- Incentivize multidisciplinary coordination when developing and/or updating active transportation plans, transit plans, sidewalk master plans, bicycle master plans, and housing master plans
- Establish performance-based planning and project evaluation informed by diverse social, environmental, and health outcomes.

ACTION

Create and sustain a platform for ongoing multidisciplinary conversations among planners, elected/appointed officials, partners, and residents to discuss Latino needs and best practices to prioritize accessibility over mobility.

- Convene public health, transportation, transit, land use, housing, legal, developers, social work, law enforcement, environmental justice, higher education, parks, child welfare, workforce development, and faith leaders to promote the diverse benefits of active transportation and transit
- Provide trainings on implicit bias; past and present discriminatory planning practices; the social, environmental, and health impacts of the auto-dependent status quo; and best practices to prioritize accessibility over mobility
- Address cultural and social aspects of active transportation in addition to street and community design
- Address diverse social, economic, environmental, and health outcomes, like households with no vehicle, income inequality, total emissions, and premature death

Governance/Parties



Type of Action



Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities

Existing Resources

The Centre for Active Transportation, Improving Active Transportation and Public Transit Integration: A Guidebook for Policy and Planning: <https://www.tcat.ca/wp-content/uploads/2019/06/Active-Transportation-and-Public-Transit-Integration-web-3.pdf>
 Greening Institute, Mobility Equity Framework: How to Make Transportation Work for People: <http://greenlining.org/publications/2018/mobility-equity-framework/>

Governance/Parties



Type of Action



Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities

ACTION

Create an active transportation advisory group/board/committee with jurisdiction across various departments, agencies, and/or levels of government to inform and provide recommendations to decision-makers.

- Appoint cross-sector officials from Latino and low-income communities to promote active transportation and reduce vehicle miles traveled.
- Establish performance-based planning and project evaluation informed by diverse social, environmental, and health outcomes.

PLANNING/DESIGN GOAL 4

Update the community impact assessment process.

ACTION

Compile academic research and best practices to update community impact assessment manuals.

- Engage Latino residents and community organizations using Latino-specific best practices for engagement and empowerment
- Within the scope of the geographic area to be examined, define, profile, and map communities of concern/equity target areas.
- Invest in better data collection regarding the needs of Latino and low-income populations
- When considering types of impacts to be assessed, include vehicle miles traveled, access to transit, traffic injuries/fatalities, transportation-cost burden, job-housing balance, social isolation, displacement, various health metrics, and other Latino-specific needs.
- To address multiple community goals simultaneously, consider findings from the local community health needs assessment and strategies in the community health improvement plan.

Governance/Parties



Type of Action



Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Governance/Parties



Type of Action



Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

PLANNING/DESIGN GOAL 5

Integrate diverse measures for healthy, inclusive, and accessible communities into outcome evaluation of various strategic, comprehensive, and long-range plans.

ACTION

Outcome evaluation measures should reflect various health, social, and economic objectives.

- Consider Health in all Policies (HiAP) outcome evaluation measures
- Include transportation, health, and socioeconomic metrics

Transportation metrics include:

- Access to frequent transit service
- Traffic injuries/fatalities
- Miles of sidewalks/bike lanes
- Vehicle miles traveled

Socioeconomic metrics include:

- Housing-cost burden
- Transportation-cost burden
- Affordable housing stock
- Racial and economic neighborhood diversity
- Job-housing balance
- Access to opportunity
- Social isolation
- Social cohesion
- Feeling of belonging

Health metrics include:

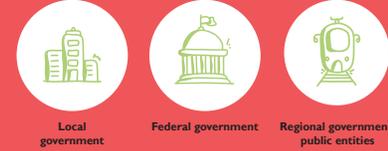
- Asthma
- Diabetes
- Hypertension
- Obesity
- Food insecurity
- Quality of life
- Discriminatory policing
- Total emissions

ACTION

Identify and publicly track efforts to prevent bias in decision-making, as well as diverse measures for healthy, inclusive, and accessible communities.

- Publicly report on Latino community outreach efforts, existing inequities in underserved and Latino neighborhoods, Latino representation among department and agency staff as well as elected/appointed officials, implicit bias trainings, and multidisciplinary engagement
- Develop a platform to track transportation, community, and health outcomes, such as:
 - Transportation-cost burden
 - Access to frequent transit service
 - Traffic injuries/fatalities
 - Miles of sidewalks/bike lanes
 - Housing-cost burden
 - Affordable housing stock
 - Racial and economic neighborhood diversity
 - Job-housing balance
 - Vehicle miles traveled
 - Social isolation
 - Social cohesion
 - Feeling of belonging
 - Discriminatory policing
 - Total emissions
 - Food insecurity
 - Asthma
 - Diabetes
 - Hypertension
 - Obesity
- When possible, disaggregate data by race/ethnicity and income and/or display data spatially.

Governance/Parties



Type of Action



Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Existing Resources

Smart Growth America, The State of Transportation and Health Equity: <https://smartgrowthamerica.org/resources/the-state-of-transportation-and-health-equity/>

Public Health Institute, Health in All Policies: A Guide for State and Local Government: <https://www.phi.org/thought-leadership/health-in-all-policies-a-guide-for-state-and-local-government/>

Transportation for America, The Congestion Con: How More Lanes and More Money Equals More Congestion: <http://tdamerica.org/maps-tools/congestion-con/>

Greenlining Institute, Mobility Equity Framework: How to Make Transportation Work for People: <http://greenlining.org/publications/2018/mobility-equity-framework/>

Governance/Parties



Type of Action



Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Chapter 3: Land Use

The *Salud America!* IEE Workgroup discussion and information-gathering highlighted a bias towards land use codes that perpetuate investments in auto-centric development and investment. Focused on urban street grids or regional investment, focus has been on making it easier and faster to move vehicles without deep consideration of the human cost of such investment, including displacement of Latino and low-income populations, racial/economic segregation, and high transportation expenses.

Workgroup recommendations include incentivizing affordable housing and transit-oriented development to reduce automotive trips and vehicle miles traveled (VMT) and using public health, social equity, displacement, environmental justice, and cultural sensitivity as metrics for the evaluation of new and existing land use codes and ordinances.

Findings

Current land use codes:

- Are auto-centric, perpetuating investment, development, and infrastructure around vehicle speed and capacity, often at the expense of multimodal development. This reinforces auto-dependence due to a lack of reliable, available, and safe multimodal options.
- Result in racial and economic segregation and sprawl
- Limit compact, mixed-income, and mixed-use neighborhoods and consequently the availability of affordable housing
- Do not consider Latino and other cultural uses and engagement with space and environments, such as multigenerational/multifamily living, congregation in community spaces/plazas, and street vendors
- Are sometimes counterproductive to Latino and other cultural uses and engagement with space
- Do not prioritize equity, which particularly impacts Latino community health, safety, mobility
- Perpetuate affordable housing shortages and provisions against density in business and economic centers, further perpetuating displacement and auto-dependence



LAND USE GOAL 1

Better understand and account for Latino needs in land use policies.

ACTION

Create formalized Latino design constructs as part of land use planning.

- Develop Latino design guidelines, planning principles, and development standards that accommodate Latinos' approaches to placemaking
- Engage discussions of Latino experiences, needs, and aspirations relevant to land use
- Consider land use best practices from global cities with substantial Latino populations
- Consider and allow for equitable and culturally influenced uses and adaptation of space on private property and in public space, such as accessory dwelling units, duplexes and triplexes on land zoned for single-family to accommodate multigenerational families, food gardens, murals, and street vendors

ACTION

Increase representation for Latino and low-income communities in land use decision-making.

- Develop and cultivate a pipeline for Latino and low-income students into careers in community and transportation planning
- Hire Latinos with backgrounds in public health, social justice, community engagement, and transportation
- Invest in current Latino staff to attain leadership positions
- Appoint Latinos to serve on local zoning boards/commissions

Governance/Parties



Individual residents and advocates



Project leaders/ administrators



Community action

Type of Action



New Resources

Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities

Resources

Resources: South Colton Livable Corridor Plan <https://www.ci.colton.ca.us/778/Planning-Documents>

Governance/Parties



Individual residents and advocates



Project leaders/ administrators



Community action



Local government



Regional government/ public entities



State government/ public entities

Type of Action



Education/Training



New Resources

Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities

ACTION

Identify existing inequities as well as unintended consequences, like traffic deaths and displacement, of proposed policies and projects.

- Define, profile, and map communities of concern/equity target areas based on social and demographic factors
- Consider gaps in where affordable housing and transportation coexist, housing and transportation costs relative to neighborhood opportunity, and hot spots for traffic crashes
- Map areas with communities of concern/equity target areas and overlay projects to qualitatively evaluate through the lens of equity, accessibility, and connectivity

“Successful development should be defined by effects on people, not economic efficiency. Benefits of neighborhood changes must accrue most to those who live in the community and historically have experienced the most neglect.”

- Untokening I.0: The Principles of Mobility Justice

ACTION

Develop workshops to train staff and elected/appointed officials about historic discriminatory land use practices, such as redlining and exclusionary zoning, as well as the negative externalities of auto-dependent development patterns.

- Invest in better data collection and reporting regarding Latino needs and existing inequities to inform trainings
- Prevent biased decision-making through training on equity, bias, and cultural sensitivity
- Raise awareness about how racist and classist messages may be embedded in zoning ordinances and encoded in homeowner and condominium/neighborhood association concerns and documents
- Engage in cross-sector trainings, such as transit, active transportation, and public health, to reframe the way staff and leaders think about land use and to better understand how land use interacts with transportation to impact health equity
- Partner with public health professionals, academic institutions, and social justice organizations

Governance/Parties



Project leaders/
administrators



Community
action



Local
government

Type of Action



New Resources



Research/Collect Data

Key Considerations

- ✓ Representative of existing inequities

Existing Resources

Greening Institute, Mobility Equity Framework: How to Make Transportation Work for People: <http://greenlining.org/publications/2018/mobility-equity-framework/>

Where Affordable Housing and Transportation Meet in Houston <https://linkhouston.org/reports-briefings/houston-housing-transportation-affordability-2020/>

Governance/Parties



Individual residents
and advocates



Project leaders/
administrators



Community
action



Local
government



Regional government/
public entities



State government/
public entities



Federal government

Type of Action



Education/Training



New Performance
Metrics

Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Responsibly evaluated/measured

Existing Resources

Whiteness and Urban Planning. <https://www.tandfonline.com/doi/full/10.1080/01944363.2019.1693907>

LAND USE GOAL 2

Revise land use codes to be inclusive of Latino contributions and to prioritize mixed-income, mixed-use and transit-accessible development while preventing displacement.

ACTION

Consider and allow for equitable and culturally influenced uses and adaptation of space on private property and in public space, such as food gardens, murals, and street vendors.

ACTION

Incentivize inclusionary zoning.

- Allow for more housing choice in single-detached housing neighborhoods
- End exclusionary zoning
- Incentivize affordable housing
- Reduce residential parking requirements and unbundle parking costs from multifamily development

ACTION

Incentivize equitable transit-oriented development (eTOD) in Latino and underserved communities without displacing residents.

Governance/Parties

Type of Action



Local government



New Policies

Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities

Existing Resources

The Enacted Environment: Creation of Place by Mexican Americans. <https://dspace.mit.edu/handle/1721.1/113918>

Governance/Parties

Type of Action



Local government



New Policies

Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities

Existing Resources

Smart Growth America, Foot Traffic Ahead 2019: <https://smartergrowthamerica.org/resources/foot-traffic-ahead-2019/>

Governance/Parties



Local government



State government/
public entities



Regional government/
public entities



Federal government

Type of Action

Key Considerations



New Policies



New Resources

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities

ACTION

Encourage greater density and mixed-use, walkable developments that increase access to transit, grocery/food retailers and low-wage employers in Latinos communities and reduce distances between destinations to reduce number of trips and vehicle miles traveled.

- Incentivize infill without parking requirements
- Invest in underutilized and vacant land
- Address gaps in where affordable housing and transportation coexist in Latino communities
- Allow for grocery stores and food retailers

“We need to make development and redevelopment in existing town centers and urban areas easier than building on the outside of communities.”

- The Congestion Con from Transportation for America

ACTION

Enforce tools and controls to prevent unintended consequences, such as displacement and racial/ economic segregation, in existing and proposed land use policies.

- Scoring and weighting criteria should reward projects that allow residents to remain in place and penalize projects that displace residents
- Incentivize affordable housing and allow for more housing choice in single-detached housing neighborhoods
- Consider an equity impact assessment, similar to an environmental impact assessment.
- Consider Health in All Policies outcome evaluation measures

Governance/Parties



Project leaders/
administrators



Local
government



State government/
public entities



Regional government/
public entities

Type of Action



New Policies



New Performance
Metrics

Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Existing Resources

Smart Growth America, Foot Traffic Ahead 2019: <https://smartergrowthamerica.org/resources/foot-traffic-ahead-2019/>

ChangeLab Solutions, How Measuring Vehicle Miles Traveled Can Promote Health Equity: <https://www.changelabsolutions.org/product/measuring-vmt-promotes-health-equity>

The Centre for Active Transportation, Improving Active Transportation and Public Transit Integration: A Guidebook for Policy and Planning: <https://www.tcat.ca/wp-content/uploads/2019/06/Active-Transportation-and-Public-Transit-Integration-web-3.pdf>

Transportation for America, The Congestion Con: How More Lanes and More Money Equals More Congestion: <http://t4america.org/maps-tools/congestion-con/>

Governance/Parties



Individual residents
and advocates



Project leaders/
administrators



Local
government



Community
action



State government/
public entities



Regional government/
public entities



Federal government

Type of Action



New Policies



New Performance
Metrics

Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Existing Resources

Smart Growth America, The State of Transportation and Health Equity: <https://smartergrowthamerica.org/resources/the-state-of-transportation-and-health-equity/>

Center for Transportation Equity Decisions and Dollars, Integrating Equity into MPO Project Prioritization: https://ctedd.uta.edu/wp-content/uploads/2020/01/kris_final.pdf

ACTION

Reduce commercial and residential parking minimums, particularly for infill development.

- Retrofit existing parking spaces to allow for parklets, outdoor dining, and street vendors.
- Consider maximum parking requirements.
- Provide flexibility for off-site and shared parking.

Governance/Parties

Local
government

Type of Action



New Policies

Key Considerations

- ✓ Inclusive of Latinos needs

“Mobility justice integrates environmental justice principles to address health disparities, displacement, and disconnection from nature. It prioritizes the right of communities who have suffered the harms of environmental racism to stay in place to benefit from access and ownership of green spaces and a cleaner environment.”

- Untokening 1.0: The Principles of Mobility Justice

Chapter 4: Policy/Regulations

Salud America! IEE Workgroup members found a lack of attention paid to the link between public health and planning and transportation by policymakers. Across states, regions, and cities, engineering and highway lobbies have too much say in policymaking, even to the point of rigid regulations that prioritize roadways and other auto-centric development and that make human-centric projects less viable. Further, policies and laws often disproportionately benefit automobiles and drivers over pedestrians and their safety and security.

The Workgroup recommends modifying existing standards and manuals to consider the needs of Latino and low-income communities, along with more equitable regulations and enforcement. The Workgroup also recommends more programs to disincentivize vehicles, prioritize community health and safety, and to remove restrictive regulations that deemphasize safety.

Findings

City and state land use, planning, transit, and transportation policies fail to pay enough attention to public health, equity, and the intersections of mobility, public health, and equity

Policymakers rarely understand the connections between historical and current injustices in land use, planning, transportation, and transit and poor health outcomes today

Auto-centric land use, planning, transit, and transportation policies do not consider social equity, public health, or total emissions

Cities, regional governments/agencies, engineers, and planners often misunderstand and/or disagree on what is permissible/required/prohibited in state guidance, standards and manuals

Cities and regional governments/agencies are often limited in discretionary powers to design for safer speeds and invest in transit and active transportation infrastructure

High-efficacy community safety applications are often banned (e.g., red light cameras)

Unequal enforcement and burdensome penalties disproportionately burden communities of color and low-income communities, often reinforcing a cycle of poverty

Engineering and highway lobbies have too much influence in state-level policymaking in comparison with community-based organizations focused on health and mobility

Property owners and developers who have a voice in local-level policymaking often lack awareness of or education about the impacts or benefits of the policies they support or fight, such as wider streets and inclusive zoning

Non-property owners do not often have a voice of their own or a public proponent for influencing policies, and/or these parties do not have the right language or understanding to beneficially engage.



POLICY/REGULATIONS GOAL 1

Ensure local, regional, and state governments and transit agencies have the knowledge, tools, and discretionary powers to adopt and implement more equitable laws and policies with consideration for health and equity.

ACTION

Provide trainings for elected/appointed officials, department/agency leaders, and other policymakers about how past and present discriminatory policies and practices resulted in inequities in social, environmental, and health outcomes and how to modify laws and policies within the existing legal structure.

ACTION

Create and sustain a platform for ongoing legal counsel to advise elected/appointed officials department/agency leaders, planners, and other policymakers when discussing proactive approaches to advancing health equity goals within existing legal structure and to avoid reactive approaches based solely on fear of lawsuits.

- Convene public health, transportation, transit, land use, planning, housing, legal, developers and various policymakers for joint discussions and review of policies and projects.
- Promote coordinated interactions between land use, planning, transportation/transit, and public health departments/agencies.
- Address misinformation and disagreements about what is permissible/required/prohibited, such as regarding determining impacts, measuring performance, reducing speed limits, various traffic calming measures, etc.
- Address if existing policies limit the ability of cities to respond effectively to local needs, such as traffic crash hot spots and health/climate goals, and to design for people first, such as the ability to reduce speed, improve safety, and invest in transit and active transportation infrastructure.
- Address whether existing policies limit the ability of engineers to design for safer driving speeds and multi-modal options.
- Support expansion of structural, functional, fiscal, and personnel discretionary authority.

Governance/Parties



Type of Action



Education/Training

Key Considerations

- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities

Governance/Parties



Type of Action



Education/Training



Engagement

Key Considerations

- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities

ACTION

Review existing policies and procedures for the purposes of intervening in systems that perpetuate racial inequities to eradicate implicit and explicit racial bias and integrate equity and health into governmental operations and decisions.

- Use a racial equity tool to determine consideration of racial equity in budget, policy, program, and project decisions.
- Establish a racial equity impact policy, requiring equity impact assessments, similar to environmental impact assessments, for budget, policy, program, and project decisions
- Establish a Health in all Policies (HiAP) resolution, ordinance, or executive order to incorporate health considerations into decision-making

ACTION

Develop policies, laws, and regulations that support expansion of local discretionary authority to allow cities more leeway in responding effectively to local needs, such as traffic crash hot spots, disparities in traffic fatalities and injuries, poor air quality, and citizen requests for more affordable housing and transportation options.

- Fight preemptive policies, laws, and regulations that threaten local discretionary authority to invest in transit, reduce speed limits, utilize speed enforcement cameras, etc.

Governance/Parties



Project leaders/
administrators



Community
action



Local
government



State government/
public entities



Regional government/
public entities



Federal government

Type of Action



Research/Collect Data



New Policies

Key Considerations

- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Governance/Parties



Local
government



State government/
public entities



Regional government/
public entities



Federal government

Type of Action



New Policies

Key Considerations

- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Resources

NACTO, City Limits: <https://nacto.org/safespeeds/>

ACTION

Reorient federal transportation policy to reduce driving demand, improve safety for all road users, and improve convenience of alternative modes.

- Connect federal funding should to how well transportation systems and investments connect people to jobs and essential destinations rather than the speed and volume of vehicles
- Require transportation agencies to direct funding to infrastructure safety improvements for non-motorized users
- Require transportation agencies to prioritize maintenance over widening and building new highways
- Create a new competitive program within the federal transportation program for non-maintenance projects that reduce driving demand and make alternatives convenient
- Pass a federal Complete Streets policy to require state departments of transportation and metropolitan planning organizations to consider all road users when using federal funding



Federal government

Type of Action



New Policies

Key Considerations

- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Existing Resources

Transportation for America, The Congestion Con: How More Lanes and More Money Equals More Congestion: <http://t4america.org/maps-tools/congestion-con/>

“We should instead be orienting transportation funding to prioritize and reward localities that seek more efficient ways of moving people—by bringing destinations closer together through land use decisions, managing driving demand, and making it easier to travel by other modes.”

-The Congestion Con from Transportation for America

POLICY/REGULATIONS GOAL 2

Adopt and implement more equitable laws and policies with consideration for health and equity.

ACTION

Evaluate and prevent negative externalities of existing and proposed policies and projects on Latino and low-income communities.

ACTION

End exclusionary zoning.

Governance/Parties



Local government



State government/
public entities



Regional government/
public entities



Federal government

Type of Action



New Policies

Key Considerations

- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Governance/Parties



Local government



State government/
public entities

Type of Action



New Policies

Key Considerations

- ✓ Representative of existing inequities

Existing Resources

Smart Growth America, Foot-Traffic Ahead 2019: <https://smartergrowthamerica.org/resources/foot-traffic-ahead-2019/>

"(...) Lobbying for street change doesn't take place in a vacuum separate from the legacy and reality of inequality that so many people try and fight through justice movements. Race and mobility are intertwined because we designed segregation into our built environments and how we police them, and racial equity in the distribution of public money isn't a metaphor or goal you opt into; it's a legal obligation, thanks to the civil rights movement."

--Adonia Lugo, mobility justice advocate and author of *Bicycle/Race: Transportation, Culture, and Resistance*

ACTION

Reduce speed limits.

ACTION

Prioritize multimodal level of service and pedestrian-oriented development, such as equitable transit-oriented development (eTOD), Complete Streets, mixed-use/higher densities with multimodal transportation options.

- Fight policies, laws, and regulations that threaten infill development, compact development, eTOD, and investment in transit and active transportation, etc.

Governance/Parties



Local government



State government/
public entities

Type of Action



New Policies

Key Considerations

- ✓ Representative of existing inequities
- ✓ Inclusive of Latino needs

Existing Resources

NACTO, City Limits: <https://nacto.org/safespeeds/>
 Smart Growth America, Foot Traffic Ahead 2019: <https://smartgrowthamerica.org/resources/foot-traffic-ahead-2019/>

Governance/Parties



Local government



State government/
public entities

Type of Action



New Policies

Key Considerations

- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Existing Resources

ChangeLab Solutions, How Measuring Vehicle Miles Traveled Can Promote Health Equity: <https://www.changelabsolutions.org/product/measuring-vmt-promotes-health-equity>
 Smart Growth America, Foot Traffic Ahead 2019: <https://smartgrowthamerica.org/resources/foot-traffic-ahead-2019/>
 Enterprise's Transit-Oriented District University: <https://www.enterprisecommunity.org/where-we-work/southern-california/tod-training>

ACTION

Implement affordable housing programs, tools, and controls in coordination with transit and active transportation improvements with protections to maintain housing stock and prevent/limit gentrification.

ACTION

Introduce special assessment districts, business improvement districts, tax increment financing, and community benefit agreements to incentivize investments, with requirements that design guidelines are culturally sensitive to Latinos and deliver benefits to their communities without unintended consequences.

Governance/Parties



Project leaders/
administrators



Local
government



Regional government/
public entities



State government/
public entities

Type of Action



New Policies



New Performance
Metrics



Funding/Investment



New Resources

Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Governance/Parties



Local
government



Regional government/
public entities

Type of Action



New Policies



New Performance
Metrics



Funding/Investment



New Resources

Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

ACTION

Transition responsibility for sidewalk construction, repair, and maintenance from property owners to municipalities.

ACTION

Reallocate capital expenses for road-widening projects to maintenance projects for streets, sidewalks, and bike lanes in coordination with transit improvements.

Governance/Parties



Local government Regional government/public entities State government/public entities

Type of Action



New Policies Funding/Investment

Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities

Governance/Parties



Local government Regional government/public entities State government/public entities Federal government

Type of Action



New Policies Funding/Investment

Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Existing Resources

The Centre for Active Transportation, Improving Active Transportation and Public Transit Integration: A Guidebook for Policy and Planning: <https://www.tcat.ca/wp-content/uploads/2019/06/Active-Transportation-and-Public-Transit-Integration-web-3.pdf>
 Transportation for America, The Congestion Con: How More Lanes and More Money Equals More Congestion: <http://tdamerica.org/maps-tools/congestion-con/>

ACTION

Establish a more consistent/rigorous set of expectations for Latino community engagement in the planning and policymaking process.

- Involve underserved communities in initiating, drafting, and implementing policy solutions to local issues through community-based participatory research, inclusive and representative community engagement, participatory budgeting, or public deliberation.

Governance/Parties



Local government



State government/
public entities



Regional government/
public entities



Federal government

Type of Action

Key Considerations



Engagement



New Policies

- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

“Transportation departments need to encourage their employees to use manuals, design guidelines, and tools that include designing for non-motorized users, better explain the impact transportation has on health, and provide solutions for designing and building transportation networks that improve equity.”

-Smart Growth America The State of Transportation and Health Equity

POLICY/REGULATIONS GOAL 3

Update transportation manuals and standards to reflect diverse community needs and multiple community goals.

ACTION

Increase diversity among rule-makers of transportation guidance, standards, manuals, policies, and other documents.

- Ensure staff and appointed board/committee/task force members are representative of vulnerable populations and inclusive of multidisciplinary professions, such as public health, social justice, and housing
- Provide trainings on implicit bias, past and present discriminatory planning practices, the social, environmental, and health impacts of the auto-dependent status quo, and Latino best practices to prioritize accessibility over mobility

ACTION

Revise transportation guidance, standards, manuals, policies and other documents to prioritize accessibility over mobility and to consider health equity.

Governance/Parties



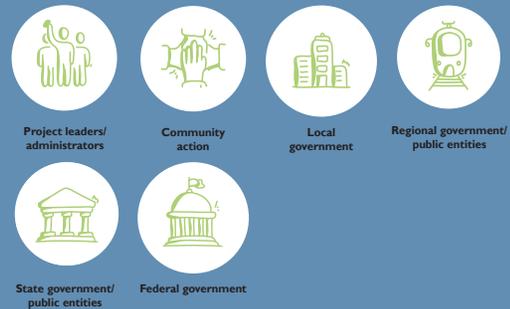
Type of Action



Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Governance/Parties



Type of Action



Key Considerations

- ✓ Inclusive of Latinos needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Existing Resources

The Florida Department of Transportation and Smart Growth America Complete Streets Implementation Plan: https://dotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/completestreets/files/final-csi-implementation-plan.pdf?sfvrsn=96979438_2

Change traffic laws and enforcement patterns to build equity while enhancing safety.

ACTION

Create a universal legal liability standard of care for people driving who hit people walking and biking, and a Last Clear Chance standard.

“Bicyclists occupy a legal gray zone, being classified alternately as vehicles and as pedestrians.”

– Adonia Lugo, Mobility Justice Advocate and author of Bicycle/ Race: Transportation, Culture, and Resistance.

ACTION

Change city ordinances to prioritize people walking and biking over people driving, such as decriminalizing “jaywalking” and disallowing right, red, and permissive left turns.

Governance/Parties



Type of Action



New Policies

Key Considerations

- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Governance/Parties



Type of Action



New Policies

Key Considerations

- ✓ Representative of existing inequities

“Mobility Justice demands an understanding of the relationship between policing and public space, and reject law enforcement – increased ticketing, beat cops on bikes, etc. – as a solution for street safety.”

-Untokening 1.0: The Principles of Mobility Justice

ACTION

Ensure equal and unbiased law enforcement and criminal justice through policies on policing practices and through training, legal system protocols, and sentencing guidelines.

ACTION

Support high-performing traffic control solutions including traffic cameras, red light cameras, speed limit reduction, and other measures.

- Develop policies, laws, and regulations that support high-performing solutions with plans for equitable distribution to improve safety in Latino and low-income neighborhoods and to protect against unintended consequences, such as burdensome fines and fees in low-income communities
- Fight preemptive policies, laws, and regulations that threaten support for high-performing solutions
- Fund high-performing solutions

Governance/Parties



Type of Action



New Policies

Key Considerations

- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities

Governance/Parties



Type of Action



New Policies

Key Considerations

- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities

Existing Resources

NACTO, City Limits: <https://nacto.org/safespeeds/>

ACTION

Prioritize the safety of all road users, particularly those outside of a vehicle.

- Reduce the weight and size of passenger vehicles, particularly trucks and SUVs.

ACTION

Measure total emissions (tailpipe, non-tailpipe, auto manufacturing, roadway construction, etc.) and establish targets to reduce total emissions rather than only tailpipe emissions.

Governance/Parties



Type of Action

Key Considerations



- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities

Governance/Parties



Type of Action

Key Considerations



- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities

Chapter 5: Transit/Transportation Project Prioritization and Performance Metrics

Salud America! IEE Workgroup members found that the ways in which policies, investments, regulations, and land use decisions are measured focus on reducing traffic congestion rather than on building communities and promoting public health. Few project prioritization or performance metrics consider health equity or culturally specific metrics relevant to Latino or low-income communities. As a result, projects are routinely funded and prioritized that harm these communities, further disconnecting them from services and from economic and social benefits.

The Workgroup recommends metrics be developed that better inform prioritization of Latino and low-income health and equity in future land use, transit, and transportation -planning.

Findings

Current metrics:

- Measure success in solving a problem (e.g. traffic congestion), rather than achieving social, health and environmental goals
- Focus on level of service for number of vehicles moved, rather than number of people moved
- Rarely include health, equity or culturally specific metrics
- Do not consider multimodal or active transportation needs
- Do not consider negative impacts or unintended consequences, such as displacement
- Prioritize active transportation projects in primarily white and affluent areas rather than Latino, minority, and/or low-income areas

Outdated metrics are often counterproductive and constrain use of traffic calming tactics and alternative modes of travel

Agencies and policymakers need a better set of metrics to determine impact, establish targets, measure performance, and score and prioritize projects



PERFORMANCE METRICS GOAL 1

Invest in research and data collection about existing inequities and to identify the needs of the community to better inform prioritization criteria and performance metrics.

ACTION

Gather population travel data and analyze transit and active transportation infrastructure and culture.

- Collect travel data that better reflects non-commute trips; disaggregated data by race/ethnicity, income, and gender
- Survey populations about attitudes and perceptions regarding safety, access, comfort, and feasibility
- Gather and disaggregate pedestrian-vehicle and bicycle-vehicle crash, injury, and fatality data by race/ethnicity, income, gender, and age, and analyze in space and time, to identify trends and hot spots
- Explore social and cultural aspects of active transportation in addition to street and community design
- Find out what routes Latinos use to walk/bike to transit and other destinations and analyze the conditions and connectivity
- Conduct walking/biking/transit audits to identify obstacles and challenges
- Explore the lived experiences of Latino and low-income communities to understand the barriers they face, adaptations they have made, and solutions they would like

ACTION

Complete a system-wide analysis of active transportation and transit accessibility and connectivity to identify disadvantaged areas and develop community profiles, and use this to inform trainings, community conversations, and decision-making.

- Analyze the entire pedestrian, bicycle, and transit network to determine gaps in connectivity and accessibility for Latino and low-income residents
- Find out what routes Latinos use to walk/bike to transit and other destinations and analyze the conditions and connectivity
- Analyze and report gaps in where affordable housing and active transportation coexist, particularly among Latinos and low-income populations
- Assess housing and transportation costs relative to neighborhood opportunity
- Measure and combine housing and transportation costs as a proportion of household budgets, particularly in Latino neighborhoods
- Assess gaps between low-income housing and low-wage job access to frequent, 24-hour transit service
- Use findings to inform decision-maker trainings and comprehensive and long-range planning
- Consider planning best practices from Latin American cities, to include cultural and social aspects of active transportation and transit in addition to street and community design

Governance/Parties



Project leaders/
administrators



Community
action



Local
government



State government/
public entities



Regional government/
public entities



Federal government

Type of Action



Research/Collect Data



New Resources

Key Considerations

- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities

Existing Resources

The Centre for Active Transportation, Improving Active Transportation and Public Transit Integration: A Guidebook for Policy and Planning: <https://www.tcat.ca/wp-content/uploads/2019/06/Active-Transportation-and-Public-Transit-Integration-web-3.pdf>

Governance/Parties



Project leaders/
administrators



Community
action



Local
government



Regional government/
public entities

Type of Action



Research/Collect Data



New Resources

Key Considerations

- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities

Existing Resources

The Centre for Active Transportation, Improving Active Transportation and Public Transit Integration: A Guidebook for Policy and Planning: <https://www.tcat.ca/wp-content/uploads/2019/06/Active-Transportation-and-Public-Transit-Integration-web-3.pdf>

Greenling Institute, Mobility Equity Framework: How to Make Transportation Work for People: <http://greenlining.org/publications/2018/mobility-equity-framework/>

Transportation for America, The Congestion Con: How More Lanes and More Money Equals More Congestion: <http://t4america.org/maps-tools/congestion-con/>

ACTION

Define, profile, and map communities of concern/equity target areas relevant to existing inequities and Latino needs.

ACTION

Measure total emissions (tailpipe, non-tailpipe, auto manufacturing, roadway construction, etc.).

Governance/Parties



Project leaders/
administrators



Community
action



Local
government



Regional government/
public entities

Type of Action

Key Considerations



Research/Collect Data



New Resources

- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities

Existing Resources

Center for Transportation Equity Decisions and Dollars, Integrating Equity into MPO Project Prioritization: https://ctedd.uta.edu/wp-content/uploads/2020/01/kris_final.pdf

Governance/Parties



Local
government



State government/
public entities



Regional government/
public entities



Federal government

Type of Action

Key Considerations



Research/Collect Data

- ✓ Representative of existing inequities

“Safety is more than protection from cars.”

-Untokening 1.0: Principles of Mobility Justice

ACTION

Explore best practices to better assess potential effects of transportation actions and whether projects and investments are meeting the needs of all residents.

- Compile academic research and best practices to update performance measures and the community impact assessment process in alignment with broader community goals.
 - Prioritize accessibility over mobility
 - Consider multiple local needs and goals related to social, economic, and environmental issues
 - Reduce displacement and other unintended consequences on vulnerable populations
- Consider diverse outcomes, such as:
 - Safety for all transportation system users
 - Environmental sustainability
 - Physical activity and chronic disease
 - Access to economic opportunity
 - Household spending on housing and transportation
 - Quality of life
 - Community economic vitality
- Consider how to integrate methods to better analyze negative externalities that affect equity, health, safety, and the environment in transportation and land use performance metrics
- Consider how to de-emphasize evaluating vehicle capacity and vehicle speed

Governance/Parties



Type of Action



Key Considerations

- ✓ Representative of existing inequities



Research/Collect Data

Existing Resources

The Florida Department of Transportation and Smart Growth America, Complete Streets Implementation Plan: https://dotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/completestreets/files/final-csi-implementation-plan.pdf?sfvrsn=96979438_2

The Florida Department of Transportation, A National Synthesis of Transit and Complete Streets Practices: https://dotwww.blob.core.windows.net/sitefinity/docs/default-source/content/transit/documents/fdotco_nationalsynthesisoftransitcompletestreets_finalreport_20180508.pdf?sfvrsn=3d2a381f_0

Center for Transportation Equity Decisions and Dollars, Integrating Equity into MPO Project Prioritization: https://ctedd.uta.edu/wp-content/uploads/2020/01/kris_final.pdf

“The process to select transportation projects for funding should account for a project’s capacity to improve health and accessibility. In addition, funding should be awarded to projects that improve access for all modes, especially in underinvested communities.”

-Smart Growth America, The State of Transportation and Health Equity

PERFORMANCE METRICS GOAL 2

Based on the needs of the community, modify metrics used to determine benefits and impacts of projects and investments.

ACTION

Develop a comprehensive and holistic approach to analyze community impacts and evaluate projects.

- Map areas with communities of concern/equity target areas and overlay projects to qualitatively evaluate projects through the lens of equity, accessibility, and connectivity
- Quantitatively evaluate projects using scoring and weighting with health and equity criteria
- Prioritize the integration of transit and active transportation
- Better analyze and measure negative externalities that affect equity, public health, safety, and the environment

ACTION

Modify success measures for transportation and land use projects and investments.

- Consider outcomes that support health, safety, equity, and environmental goals
- Consider social and cultural needs in addition to infrastructure needs
- Consider household transportation expenses
- Consider total emissions (tailpipe, non-tailpipe, auto manufacturing, roadway construction, etc.)
- Consider poverty, income inequality, and wealth accumulation
- Consider physical activity, obesity, diabetes, heart disease, depression, Alzheimer's, and premature death
- Consider negative externalities, such as induced demand and displacement
- Prioritize safety of all road users over merely safety of people inside the vehicle
- Prioritize improved connectivity of people to destinations over vehicle speed
- Prioritize trip reduction, shortening, or avoidance over capacity
- Prioritize active transportation, transit, and carpool/rideshare over single-occupancy vehicles, particularly the integration of transit and active transportation
- Prioritize number of person-trips, vehicle miles traveled (VMT), and multimodal level of service (MMLOS) over level of service (LOS)

Governance/Parties



Type of Action



Key Considerations

- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured



New Resources

Existing Resources

Center for Transportation Equity Decisions and Dollars, Integrating Equity into MPO Project Prioritization: https://ctedd.uta.edu/wp-content/uploads/2020/01/kris_final.pdf

Forthcoming Resource:

Center for Transportation Equity Dollars and Design, Transportation Equity Scorecard and Toolkit

Governance/Parties



Type of Action



New Performance Metrics

Key Considerations

- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Existing Resources

Center for Transportation Equity Decisions and Dollars, Integrating Equity into MPO Project Prioritization: https://ctedd.uta.edu/wp-content/uploads/2020/01/kris_final.pdf

ChangeLab Solutions, How Measuring Vehicle Miles Traveled Can Promote Health Equity: <https://www.changelabsolutions.org/product/measuring-vmt-promotes-health-equity>

Transportation for America, The Congestion Con: How More Lanes and More Money Equals More Congestion: <http://t4america.org/maps-tools/congestion-con/>

Smart Growth America, The State of Transportation and Health Equity: <https://smartgrowthamerica.org/resources/the-state-of-transportation-and-health-equity/>

Greening Institute, Mobility Equity Framework: How to Make Transportation Work for People: <http://greening.org/publications/2018/mobility-equity-framework/>

Forthcoming Resource:

Center for Transportation Equity Dollars and Design, Transportation Equity Scorecard and Toolkit

ACTION

Modify MPO scoring and weighting criteria to include health and equity performance measures and targets.

- Consider weighting more heavily for projects/investments that:
 - Prioritize trip reduction, shortening, or avoidance
 - Improve transit, sidewalks, bike lanes, and trails in communities of concern
 - Connect transit, sidewalks, bike lanes, and trails in communities of concern
 - Are located within community redevelopment areas, brownfields, enterprise zones, or other locally established special district
 - Increase physical activity and access to affordable housing, senior housing, employment, education, healthy food, and healthcare
 - Decrease chronic disease, poverty, social isolation, traffic fatalities and injuries, spatial mismatch, housing- and transportation-cost burden
 - Prevent/reduce displacement, particularly within communities of concern

Governance/Parties



Project leaders/
administrators



Community
action



Regional government/
public entities

Type of Action



New Performance
Metrics

Key Considerations

- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Existing Resources

Center for Transportation Equity Decisions and Dollars, Integrating Equity into MPO Project Prioritization: https://ctedd.uta.edu/wp-content/uploads/2020/01/kris_final.pdf

ChangeLab Solutions, How Measuring Vehicle Miles Traveled Can Promote Health Equity: <https://www.changelabsolutions.org/product/measuring-vmt-promotes-health-equity>

Forthcoming Resource:

Center for Transportation Equity Dollars and Design, Transportation Equity Scorecard and Toolkit

“[Vehicle miles traveled] VMT reduction strategies yield a variety of health and equity benefits: increased safety; improved environmental quality; increased physical activity and improved health; improved mental health, reduced stress, and increased community cohesion; increased opportunities for healthy development; increased economic opportunity and equity.”

“Articulating the health and equity benefits of measuring VMT instead of LOS to decisionmakers and stakeholders can help build support for making the transition.”

--ChangeLab Solutions, How Measuring Vehicle Miles Traveled Can Promote Health Equity

PERFORMANCE METRICS GOAL 3

Raise awareness about best practices to prioritize equity, safety, and health in metrics used to determine impacts, establish targets, measure performance, and score and prioritize projects.

ACTION

Develop resources and workshops based on best practices to inform planners, engineers, and elected officials to improve health and reduce traffic fatalities and total emissions while increasing accessibility.

- Develop resources for updating various metrics to:
 - Improve equity, safety, and health
 - Prioritize accessibility over mobility
 - Consider multiple local needs and goals related to social, economic, and environmental issues
 - Reduce displacement and other unintended consequences on vulnerable populations
- Develop trainings based on existing inequities and best practices to inform elected/appointed officials, department/agency leaders, planners, engineers and other policymakers about the harms of auto-centric planning and importance of addressing health, equity, traffic injuries/fatalities, and total emissions in transportation and land use performance metrics
- Guide planners, engineers, and decisionmakers in modifying metrics used to determine impacts, establish targets, measure performance, and score and prioritize projects.

ACTION

Create and sustain a platform for ongoing conversations among elected/appointed officials, department/agency leaders, planners, engineers and other policymakers to discuss advancing health equity goals and avoiding auto-centric goals.

- Convene public health, transportation, transit, land use, housing, legal, developers and various policymakers
- Address misinformation and disagreements about what is mandated/permissible/prohibited regarding determining impacts, measuring performance, scoring projects, etc.
- Address if existing metrics limit the ability of decisionmakers, planners, and engineers to respond effectively to local needs, such as traffic crash hot spots and health/climate goals, and to prioritize accessibility over mobility
- Address if existing metrics limit the ability of decisionmakers, planners, and engineers to design for people throughput and safer speeds

“Measuring accessibility instead of delay would lead us to prioritize investments that make travel more efficient in real terms instead of investments that simply encourage more driving.”

- The Congestion Con from Transportation for America

Governance/Parties



Individual residents and advocates | Project leaders/administrators | Community action | Local government



Regional government/public entities | State government/public entities

Type of Action



Education/Training | New Performance Metrics

Key Considerations

- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Existing Resources

Center for Transportation Equity Decisions and Dollars, Integrating Equity into MPO Project Prioritization: https://ctedd.uta.edu/wp-content/uploads/2020/01/kris_final.pdf
 NACTO, City Limits: <https://nacto.org/safespeeds/>
 Greenling Institute, Mobility Equity Framework: How to Make Transportation Work for People: <http://greenling.org/publications/2018/mobility-equity-framework/>

Governance/Parties



Individual residents and advocates | Project leaders/administrators | Community action | Local government



Regional government/public entities | State government/public entities

Type of Action



Education/Training | New Performance Metrics

Key Considerations

- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Existing Resources

Center for Transportation Equity Decisions and Dollars, Integrating Equity into MPO Project Prioritization: https://ctedd.uta.edu/wp-content/uploads/2020/01/kris_final.pdf

Chapter 6: Transit/Transportation Funding and Investment

Salud America! IEE Workgroup members found that disproportionate investment in highways, roads, and auto-centric infrastructure compromises safe walking and biking infrastructure and transit service coverage and frequency. Further, transit and active transportation funding is more aligned with white collar workers, reducing expenditures in Latino and low-income communities where riders may work non-traditional hours or multiple jobs. This reinforces costly auto-dependence in many Latino and low-income communities, which further erodes their economic health.

The Workgroup recommends increased investment in transit and active transportation, removing/fighting restrictive funding, and considering non-traditional investments, like social impact bonds.

Findings

Current transportation funding and investment:

- Lacks vision
- Subsidizes driving, with disproportionate negative impact on people cannot or chose not to drive
- Is policy-driven with disproportionate investment in highways, roads, and auto-centric infrastructure to move vehicles at high speeds and high volumes
- Does nothing to reduce driving demand
- Does nothing to hold state and regional governments accountable for maintaining existing infrastructure
- Does nothing to hold state and regional governments accountable for traffic fatalities
- Burdens property owners with sidewalk maintenance, which increases disparities in poor quality sidewalks
- Compromises equity, safety and service needs in order to get projects funded

- Does not adequately address active transportation projects, resulting in advocates and agencies fighting between bus and bike projects
- Has not been overhauled in almost 70 years, since the inception of the interstate highway system

Transit service funding/investment:

- Prioritizes peak transit services aligned with white-collar workers
- Often fails to provide adequate coverage and frequency for workers with non-traditional hours
- Often fails to define and prioritize communities of concern/equity target areas
- Is lacking safety investments in Latino and low-income communities
- Loud NIMBYs can derail projects that are good for entire region



FUNDING AND INVESTMENT GOAL 1

Funding and resources should put people first.

ACTION

Develop capital spending and program requirements that prioritize safety, equity, public health, maintenance, and access.

- Require transportation agencies to improve safety and reduce traffic fatalities and serious injuries
- Require transportation agencies to focus on maintaining existing roadways before investing in non-maintenance projects
- Transportation funding should be connected to how well projects connect people, not vehicles, to jobs and other essential destinations

ACTION

Require transportation agencies to direct funding to infrastructure safety improvements for non-motorized users to influence system change, rather than education and enforcement programs to influence individual behavior.

Governance/Parties



Type of Action

Key Considerations



- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Existing Resources

NACTO, City Limits: <https://nacto.org/safespeeds/>

Governance/Parties



Federal government

Type of Action

Key Considerations



New Policies

Funding/Investment

- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Existing Resources

Transportation for America, The Congestion Con: How More Lanes and More Money Equals More Congestion: <http://tdamerica.org/maps-tools/congestion-con/>

Smart Growth America, The State of Transportation and Health Equity: <https://smartgrowthamerica.org/resources/the-state-of-transportation-and-health-equity/>

ACTION

Create a new competitive program within the federal transportation program for non-maintenance projects that reduce driving demand and make alternatives convenient.

Governance/Parties



Federal government

Type of Action



New Policies



Funding/Investment

Key Considerations

- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Existing Resources

Transportation for America, The Congestion Con: How More Lanes and More Money Equals More Congestion: <http://t4america.org/maps-tools/congestion-con/>

“At all levels of government, transportation resources continue to support projects that prioritize car travel over getting people where they need to go in a safe, convenient, accessible, and affordable way. Improvements must be made at the federal, state, and local levels to ensure that funding and resources advance a multimodal system that puts people first.”

-Smart Growth America, The State of Transportation and Health Equity

FUNDING AND INVESTMENT GOAL 2

Increase and target investments in transit and active transportation that improve equity, health, and environmental outcomes while preventing displacement in Latino and low-income communities.

ACTION

Increase investment in transit, protected sidewalks, and protected bike lanes.

- Identify and expand federal, state and local funding streams for transit and active transportation
- Increase investment in compact, mixed-use and transit-oriented development
- Fight counterproductive spending and policies
- Reduce spending on new road projects and increase spending on maintenance projects for streets, sidewalks, bike lanes, and bus lanes

ACTION

Remove existing and/or fight against proposed restrictive funding and preemptive policies that threaten transit, active transportation, and safety improvements.

- Remove restrictions on road pricing.

Governance/Parties



Type of Action

Key Considerations



- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Governance/Parties



Type of Action

Key Considerations



- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured



“Transportation is one of many investments that shape a community’s ability to prosper. Any transportation investment should consider the large economic impact on its most disenfranchised communities and take action to build shared prosperity amongst residents.”

- Smart Growth America from The State of Transportation and Health Equity.

ACTION

Consider non-traditional investments, like social impact bonds and pay for success models, as well as investments in human infrastructure and social capital to improve socioeconomic outcomes for disadvantaged populations.

- Partner with private and non-profit funders to implement evidence-based interventions to improve social, health, and economic outcomes for a vulnerable population or to reduce energy-dependence
- Apply for federal grant funds for social service programs achieving measurable results under Social Impact Partnerships to Pay for Results Act (SIPRA)
- Address social and cultural issues beyond street design to build social cohesion

“We should instead be orienting transportation funding to prioritize and reward localities that seek more efficient ways of moving people—by bringing destinations closer together through land use decisions, managing driving demand, and making it easier to travel by other modes.”

- The Congestion Con from Transportation for America

ACTION

Create criteria in grant cycles that will benefit Latino and low-income communities

Governance/Parties



Type of Action



Key Considerations

- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities
- ✓ Responsibly evaluated/measured

Existing Resources

Urban Institute Pay for Success <https://pfs.urban.org/>

Governance/Parties



Type of Action



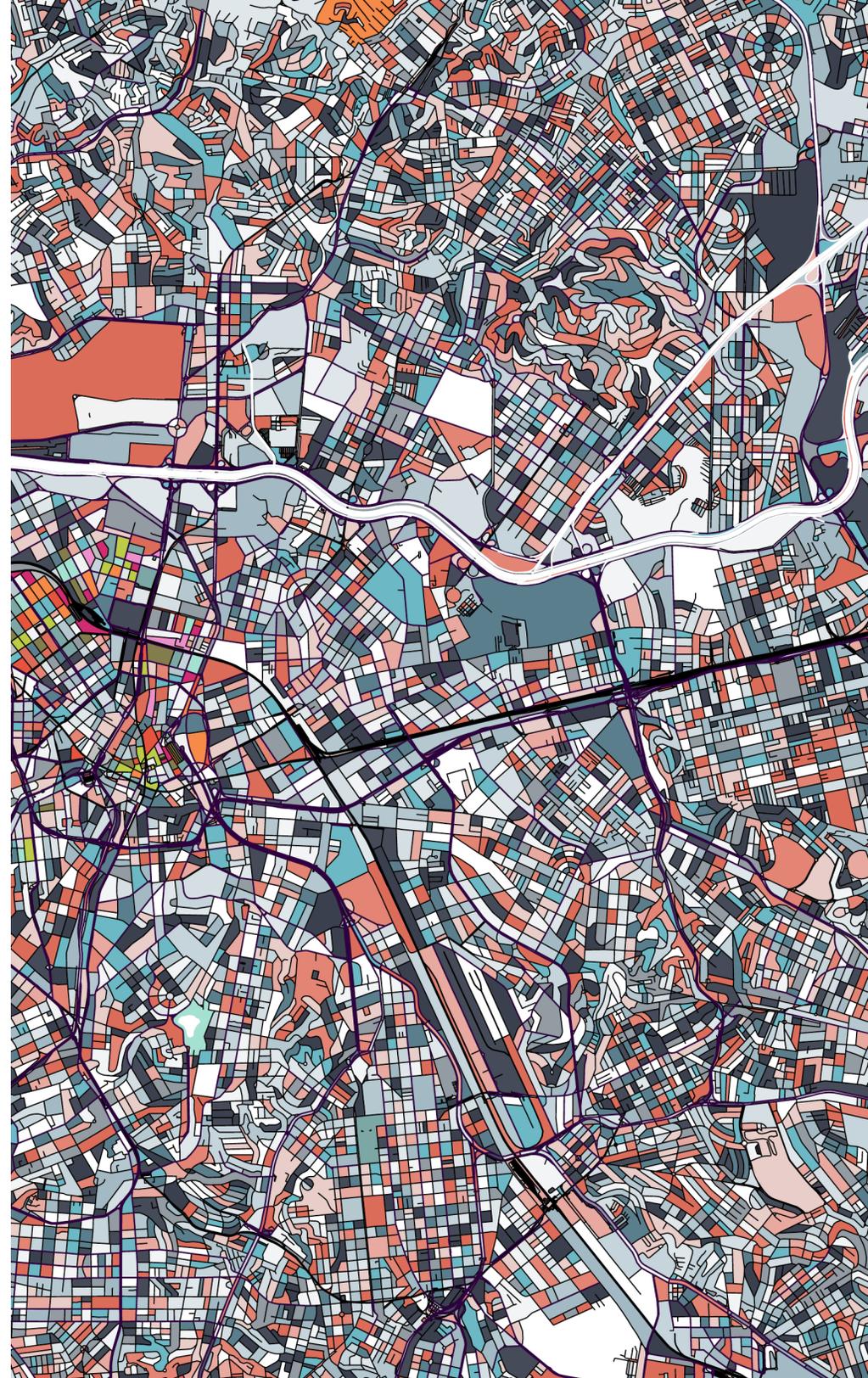
Key Considerations

- ✓ Inclusive of Latino needs
- ✓ Representative of existing inequities
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Conclusion

Current land use codes, standards manuals, planning decisions, and transportation prioritization and performance metrics perpetuate white affluence and racial exclusion. To that end, policymakers and planners have sustained an auto-centric model of movement that has racial inequality and spatial injustice. Auto-centric development and investment exacerbates racial inequality and spatial injustice. It is both a consequence of and a contributor to white advantage and racial disadvantage.

In many cases, purported solutions perpetuate the problem. Transit/transportation investments that are intended to provide an alternative to automobiles often do not meet the specific needs nor match the ridership requirements of Latino and low-income populations. These projects can intensify inequity by relying on European models that are not applicable to the culturally diverse communities that are large part of many cities in the United States and by disproportionately supporting infrastructure and service for more affluent, white-collar workers. The unfair distribution of resources benefits already supported communities, drawing limited resources away from those communities that need transit and active transportation investment the most.



The Salud America! IEE Workgroup recommends a twofold action plan:

Diversify Personnel and Perspectives in Land Use and Transportation Professions

First, an intentional push to grow professional diversity and diversity of perspectives within the land use and transportation professions with obvious and intentional moves, such as mentorship and outreach programs, combined with training and education for existing professionals highlighting the socioeconomic impacts of planning and land use decisions on Latino and low-income communities. With diversity of workforce comes new perspectives and a more organic consideration of culturally diverse needs.

Legislative and policymaking bodies must also diversify the range of voices considered when making land use, transit, and transportation-oriented decisions. Engagement processes need to be retooled to welcome a diversity of voices, accounting for the culturally distinct preferences, concerns, and needs of Latino and low-income populations relative to engaging in public discourse.

“The focus of planners, scholars, and public discourse on the “dysfunctions” of communities of color, notably poverty, high levels of segregation, and isolation, diverts attention from the structural systems that produce and reproduce the advantages of affluent and White neighborhoods.” *Whiteness and Urban Planning* by Edward g. Goetz, Rashad A. Williams, and Anthony Damiano.

Create New Success Measures for Community Development and Transit/Transportation Project

Second, new measures of success are needed to assess community development and transit/transportation project impacts on residents to avoid displacement or isolation of communities, and to increase access to transportation options for traditionally disadvantaged populations. With new success metrics, the viability equation of projects will be reoriented toward more equitable distribution of investments and away from the disproportionately adverse impact of projects on previously “silent” communities.

Laws, policies, and metrics that drive investments and define successful performance outcomes need to be reevaluated to consider the health and socioeconomic impacts of land use and transit/transportation decisions and projects on Latino and low-income communities. Upon review, they should be reconceived to prioritize a human-centric model of community-building and access that supports equity, cultural relevancy, environmental justice, public health, and Latino and low-income community needs. Human-oriented policies and metrics should also be used to change planning and engineering standards as well as project approvals and evaluations, making possible a variety of strategies that support more effective multimodal and active transportation options, as well as safer, more equitable, and more inclusive community environments.

Global and lasting change is possible. New tools and practices are needed by developers, communities, regions, and society. The solutions to transportation inequity are within reach through intentional and holistic change in how decisions advantage white neighborhoods and disadvantage Latino neighborhoods. Together, we can improve health equity in Latino and low-income communities.





Appendix 1: IEE Workgroup Members

Name, title, agency	Bio
<p>James Sinclair Project Coordinator II Alan M. Voorhees Transportation Center Rutgers, The State University of New Jersey</p>	<p>James Sinclair is a Research Manager at the Bicycle and Pedestrian Resource Center. His work includes developing Complete Streets Implementation Plans, analyzing solutions to address distracted driving in New Jersey, and evaluating the New Brunswick Ciclovía.</p> <p>James is a recent graduate from the Master of City and Regional Planning program at the Edward J. Bloustein School of Planning and Public Policy at Rutgers University. While there, he focused on transportation and urban design, with a special emphasis on bicycle and pedestrian planning. With his undergraduate degree in business administration from Boston University, he was previously involved in bringing a bike share system to the Boston region. That experience solidified his interest in planning for sustainable transportation.</p>
<p>Allie Blazosky, AICP Regional Transportation Planner Alamo Area MPO</p>	<p>As AAMPO's Regional Transportation Planner, Allie is part of the team planning for the safe and efficient movement of people and goods in the Alamo Area. Her work focuses on air quality and freight planning, the congestion management process, and traffic safety information. Allie joined AAMPO in June 2013 and previously served as the Active Transportation Planner. She is a member of the American Planning Association and the Women's Transportation Seminar (WTS) San Antonio Region. She holds a Master's of Urban Planning from Texas A&M University and a Bachelor of Arts in English from Trinity University.</p>
<p>John Osten Planning Coordinator City of San Antonio Development Services Department</p>	<p>John is a Senior Planner at the Development Services Department (DSD) of the City of San Antonio (COSA). He has lectured regionally on a wide range of topics from New Urbanist Planning, Creation of Healthy Communities, Livability and Sustainability. His involvement with planning projects varies from Zoning, Land Use and Comprehensive planning to Transportation/Complete Streets initiatives. He represents COSA on San Antonio/Bexar County Metropolitan Planning Organization's Bicycle Mobility Advisory Committee and is a member of San Antonio's Active Living Council.</p> <p>Mr. Osten has a graduate degree in Business Administration from the University of the Incarnate Word in San Antonio, TX, and a Bachelors degree in Urban and Regional Planning from the Middle East Technical University in Ankara, Turkey. He is a native of Turkey, growing up in highly walkable environments, and has carried forward a keen interest in walking and biking. He is a member of American Planning Association.</p>
<p>Jovanna Lopez Farmer The People's Nite Market</p>	<p>Jovanna Lopez is a farmer, farmers market producer and a community food activist. She is a native of San Antonio, Texas. Granddaughter of migrating farm workers, she grew up helping her Abuelo grow vegetables and raise chickens on an empty lot on the Westside of San Antonio where they sold or bartered with community members. She served on City Year-New York Americorps, where she served underprivileged and marginalized communities.</p> <p>She received a scholarship from Americorps and chose to stay in New York City, attended and graduated from SUNY-Fashion Institute of Technology where she studied Textile Development and International Trade. She moved back to San Antonio after college, struggled finding work in her field and noticed her community was lacking in healthy food options and accessibility.</p>

	<p>She became a Community Health Worker with the City of San Antonio. She is the co-founder of many community gardens, an urban farm and markets. One of her biggest projects, "The People's Nite Market", sells produce at cost to underserved communities, which is now it's 5th season and serving the Westside of San Antonio, expanding to the Eastside of San Antonio as well as marginalized communities in Los Angeles. The market ensures it accepts EBT benefits so that the most vulnerable in her community has access. In addition, She has teamed up with a group of women farmers to cultivate 4.2 acres of former housing property, on the Eastside of San Antonio to build a community farm, Garcia Street Farm.</p>
<p>James Rojas Urban planner, community activist and artist Founder of Latino Urban Forum</p>	<p>James Rojas is an urban planner, community activist, and artist. He has developed an innovative public-engagement and community-visioning method that uses art-making as its medium. Through this method he has engaged thousands of people by facilitating over four hundred workshops and building over fifty interactive models around the world.</p> <p>Rojas is also one of the few nationally recognized urban planners to examine U.S. Latino cultural influences on urban design and sustainability. He has written and lectured extensively on how culture and immigration are transforming the American front yard and landscape. He is the founder of the Latino Urban Forum, an advocacy group dedicated to increasing awareness around planning and design issues facing low-income Latinos.</p>
<p>Jay Blazek Crossley Executive Director Farm and City</p>	<p>Jay Blazek Crossley was born in Whitney, grew up in Montrose, came to Austin for ten years to get two degrees from the University of Texas, moved back to Houston for ten years to work for Houston Tomorrow, and moved back to Austin in 2016 with his wife and young son to change the paradigm of transportation and urban planning in Texas. He holds a Masters in Public Affairs from the LBJ School at UT-Austin and the LINE Certificate from the Leadership Institute for Nonprofit Executives at Rice University.</p> <p>Crossley serves on the City of Austin Pedestrian Advisory Council, the City of Austin / Capital Metro Multimodal Community Advisory Committee, the Texas Strategic Highway Safety Plan Stakeholder Committee and several emphasis area teams, and as a member of the Board of Directors of Vision Zero ATX.</p> <p>In the past, Crossley has served as a member of Houston Mayor Sylvester Turner Transportation Transition Team, Chair of the Houston – Galveston Area Council Pedestrian and Bicyclist Subcommittee, Member of the Mayor’s PlanHouston Implementation Advisory Committee, Member of the Houston Bicycle Advisory Committee, Stennis Congressional Intern 2004 in the US Congress, Team Leader of the US Census Bureau for the Census 2000 count, PlanHouston Indicators Committee, Member of the LISC-Houston Programs Committee, Co-Chair of the Houston Coalition for Complete Streets, Founder, Chair, and Treasurer of the Houston Access to Urban Sustainability Project, Board Member of Jane’s Due Process, College Houses Inc., Community Housing Expansion of Austin, and the Great Society Fund. Co-Chair of the Houston Food Policy Workgroup and member of the Texas Food Systems Workgroup. After school tutor to middle school students at the Austin Area Urban League, and as a member of the Houston – Galveston Area Council Our Great Region 2040 Regional Sustainability Plan By-Laws Subcommittee.</p>
<p>Alva Carrasco Transit and Rail Regional Manager WSP Latinos in Transit Board Vice President (APTA)</p>	<p>Ms. Alva Carrasco is the Transit and Rail Region Market Lead for Northern California and Zero Emission Bus Projects. Alva is responsible for business development and project management. Alva has over 25 years of experience working in the public transit sector. She began her career in public transit at an entry level position and has worked her way up to various leadership and executive positions. She has dedicated her time in public transit to providing communities clean alternative modes of transportation, reducing congestion, excellent customer care, improving efficiencies, and promoting workforce development in what she considers a “green collar” industry.</p>

	<p>Alva is a transit industry veteran with expertise and skills in managing capital projects and providing leadership to large workforce groups responsible for safely transporting passengers at multiple agencies such as LA Metro, VIA Metropolitan Transit in San Antonio, and Sacramento Regional Transit. She has a Master in Science in Transportation Management from San Jose State University/Mineta Transportation Institute (MTI.) Alva is a member of several committees and work groups including the APTA Diversity & Inclusion Counsel and is the Vice President of the Board of Directors of Latinos In Transit (non-profit.)</p>
<p>Lisa LaMantia, AICP Senior Project Manager Central Ohio Transit Authority</p>	<p>Lisa Rivera-LaMantia, AICP, is Senior Project Manager for the Central Ohio Transit Authority in Columbus, Ohio. She holds a master’s degree in City and Regional Planning from the Ohio State University and is currently pursuing a master’s degree in Infrastructure Planning and Management from the University of Washington focusing on technology and transportation integrative solutions. She is passionate about public transit and its advocacy as well as planning for equitable mobility options. In her spare time, she volunteers with the Girl Scouts of Ohio’s Heartland and as a Science Olympiad coach to promote the STEM field to young girls. She resides in Columbus with her husband, 11-year old daughter, and dog.</p>
<p>Lynda Lopez Writer Streetsblog Chicago</p>	<p>Lynda Lopez is a writer and transportation advocate in Chicago. She currently writes for Streetsblog Chicago focusing on equity issues around housing displacement, biking, and transportation in communities of color. Lynda is also the Fair Fares organizer with the Active Transportation Alliance, which is a campaign advocating for 50% discounted fares for low-income Chicagoans on regional transit. As an avid bike advocate, she is the southwest side representative for the Mayor’s Bike Advisory Council.</p> <p>In 2018, the Active Transportation Alliance named Lynda the Advocate of the Year for her work around transit and bike equity in Chicago. On the national level, Lynda is a core organizer with the Untokening, a multiracial collective centering the lived experiences of marginalized communities to address mobility justice and equity. Earlier this year, Transit Center selected Lynda to be part of the inaugural Women Changing Transit Mentorship Program.</p>
<p>Tara Goddard Assistant Professor Urban and Regional Planning Texas A&M University</p>	<p>Tara Goddard is an Assistant Professor in the Department of Landscape Architecture and Urban Planning at Texas A&M University. Dr. Goddard earned her PhD in Urban Studies from the Nohad A. Toulan School of Urban Studies and Planning at Portland State University. She holds a Masters in Civil Engineering from the University of California, Davis, and served from 2007 through 2011 as the Bicycle/Pedestrian Coordinator for the City of Davis, CA. Tara's research interests include all things transportation safety-related, but in particular, the interactions of transportation and social psychology and their influence on differential experiences and safety outcomes for vulnerable road users.</p>
<p>Flora Castillo President Pivot Strategies</p>	<p>She has more than 20 years of managed care and public transportation experience, specializing in marketing, communications, advocacy, business development, policy and governance. Flora has served almost two decades as a senior policymaker and member of the Board of Directors at the New Jersey Transit Corporation. In 1999, she was recognized for her community and civic work and was appointed to the board by New Jersey Governor Christine Todd Whitman – making her the first Latina and the youngest member.</p>
<p>Mario Pena Partner and Principal Able City</p>	<p>Mario, founding partner, is a certified planner and registered Architect in Texas and Florida. Prior to founding Able City, in 2008, Mario took the lead as Principal of Hickey Pena Architects – one of our predecessor firms with over 40 years of history.</p> <p>Mario is focused on promoting and enabling people-centric urbanism as a basis for improving community, health, and ensuring opportunity for everyone. As a planner with diverse architectural professional experience including civic, religious, educational, residential, industrial, regional retail projects, and construction management, he has a deep understanding of how architecture</p>

	<p>must support the urban environment and how codes and public policies must enable and promote both fields if our cities are to be sustainable, walkable, equitable, enjoyable places.</p>
<p>Marisa Jones Healthy Communities Senior Manager Safe Routes National Partnership</p>	<p>Marisa Jones is the Healthy Communities Senior Manager for the Safe Routes Partnership. In this role, she works to improve active transportation connections to places that help people lead healthy lives, including schools, grocery stores, and parks. Marisa leads the Safe Routes Partnership's work on Safe Routes to Healthy Food, Safe Routes to Parks, state and local active transportation financing, and the relationship between new mobility and active transportation advocacy. She provides technical assistance to coalitions across the country to pass policies that make it easier and safer for people to walk and bike.</p> <p>Prior to joining the Safe Routes Partnership, Marisa worked at the Institute for Public Health Innovation, where she led the Healthy Eating Active Living (HEAL) Cities and Towns Campaign for the Mid-Atlantic, supporting local governments to adopt policies that improve healthy food access and opportunities for physical activity. Prior to IPHI, Marisa worked at the University of Pennsylvania School of Medicine conducting research on racial disparities in breast cancer prediction models and interned at The White House during the Obama Administration, where she specialized in a portfolio of casework related to immigration, housing, personal finance, and education.</p> <p>Marisa completed a Bachelor of Arts in Community Health and Political Science at Tufts University and a Master of Science in Social Policy at the University of Pennsylvania, focusing on the relationship between geography and health. At Penn, Marisa co-founded the Hispanic/Latino Alliance for Change and Equity (HACE) and was awarded the Wilson-Spigner Award for Social Policy Excellence. Marisa is bilingual in Spanish and English.</p>
<p>Steve Yaffe Proprietor Yaffe Mobility Consulting</p>	<p>Steve Yaffe, proprietor of Yaffe Mobility Consulting LLC, recently retired as the Transit Services Manager for the Arlington County Department of Environmental Services – Transportation Division. He oversaw planning and operations for Arlington Transit (ART) fixed-route transit as well as STAR, Specialized Transit for Arlington Residents. STAR is the local paratransit alternative to MetroAccess, the DC metropolitan area ADA paratransit service. He has prior paratransit experience with WMATA's MetroAccess service and FASTRAN – Fairfax County's consolidated human service transportation provider - as well as fixed route experience with RT Metro in Sacramento and Houston Metro and is a past member of the Transportation Research Board Paratransit Committee, the Fairfax Area Long Term Care Coordinating Council and the board of the ENDependence Center of Northern Virginia.</p> <p>Steve co-chaired the 2019 Transportation Research Board International Conference on Demand Responsive Transportation, which was held in Baltimore. He is a contractor for Easterseals and a grants manager for the National Aging and Disability Transportation Center www.nadtc.org. Yaffe Mobility Consulting LLC focuses on enabling stakeholders to forge sustainable and accessible paratransit/fixed route collaborations that enhance access to work, support services, and activities of daily living.</p>
<p>Mauricio Hernandez Livability Planner City of Fort Lauderdale</p>	<p>Mauricio is a transportation planner with over 10 years of experience focusing on active transportation, bike share implementation, and transit access. He has a background working in tactical urbanism and open streets projects, safe routes to school, multimodal transportation, data analysis, and program implementation. Originally from Bogotá Colombia, Mauricio has led numerous bicycle and pedestrian master plans at the city, regional and state scales. As a native Spanish speaker and daily bicyclist, he has incorporated bilingual public involvement strategies to the transportation planning process.</p>

	<p>Mauricio has also been involved in all aspects of micro-mobility including feasibility, implementation, and evaluation projects in cities such as Birmingham, AL, Philadelphia, PA, Baton Rouge, LA, Raleigh, NC, and Howard County, MD. Mauricio was also the lead researcher and author of research projects related to bike share implementation and evaluation for the Federal Highway Administration and the TCRP Synthesis Program</p>
<p>Paulina Baeza Senior Planner Small Area Planning Tusla Planning Office</p>	<p>Paulina Baeza is an Architect from Puebla, Mexico, with Master’s degrees in Planning from Barcelona, Spain, and Urban Design in the USA. She is a Senior Planner at the Tulsa Planning Office in Tulsa, Oklahoma, where she focuses on strategic planning and small area plans. She also works in the development of policy and design proposals, public participation strategies, placemaking and initiatives for inclusive communities. Paulina is a former Transportation Planner, and currently lectures at The University of Oklahoma Urban Design Studio, served at the Hispanic Affairs Commission of the City of Tulsa, and is a Board member of national nonprofit America Walks.</p>
<p>Mae Hanzlik Program Manager Smart Growth America</p>	<p>Mae is a Program Manager at Smart Growth America. She coordinates and contributes to projects for Transportation for America and the National Complete Streets Coalition. Prior joining Smart Growth America, Mae served at the Bicycle Alliance of Minnesota where she collaborated with rural and suburban communities around bikeability. She also worked for the Metropolitan Council on their worksite wellness initiatives. Mae holds a Bachelor of Individualized Studies in Public Health, Management and Global Studies from the University of Minnesota.</p>

