

#KEEPINGITREAL ABOUT EQUITY IN ACTIVE TRANSPORTATION



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**WHO IS MISSING FROM YOUR
DEFINITION OF
“FOR ALL?”**

THE 6TH E = EQUITY

“Almost regardless of the specific measures, it seems that social equity is correlated with economic growth and the stronger studies have provided evidence of not just correlation, but probable causation, with improving social equity actually contributing to more rapid economic growth.”

"Buddy, Can You Spare Some Time? Social Inclusion and Sustained Prosperity in America's Metropolitan Regions", Building Resilient Regions Closing Symposium, Talk/Oral Presentation, Washington, DC, Urban Institute

ACTIVE TRANSPORTATION VIA SOCIAL JUSTICE LENS



EQUITY ISSUES

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graph TD; A[EQUITY ISSUES] --- B[Profiling, violence & crime a major factor in hindering physical activity]; A --- C[Unsafe infrastructure ≠ safe transportation choice]; A --- D[Ghost bicyclists/pedestrians]; A --- E[Transportation a major expense for families]; A --- F[Disparity in connections between daily needs & transportation options];
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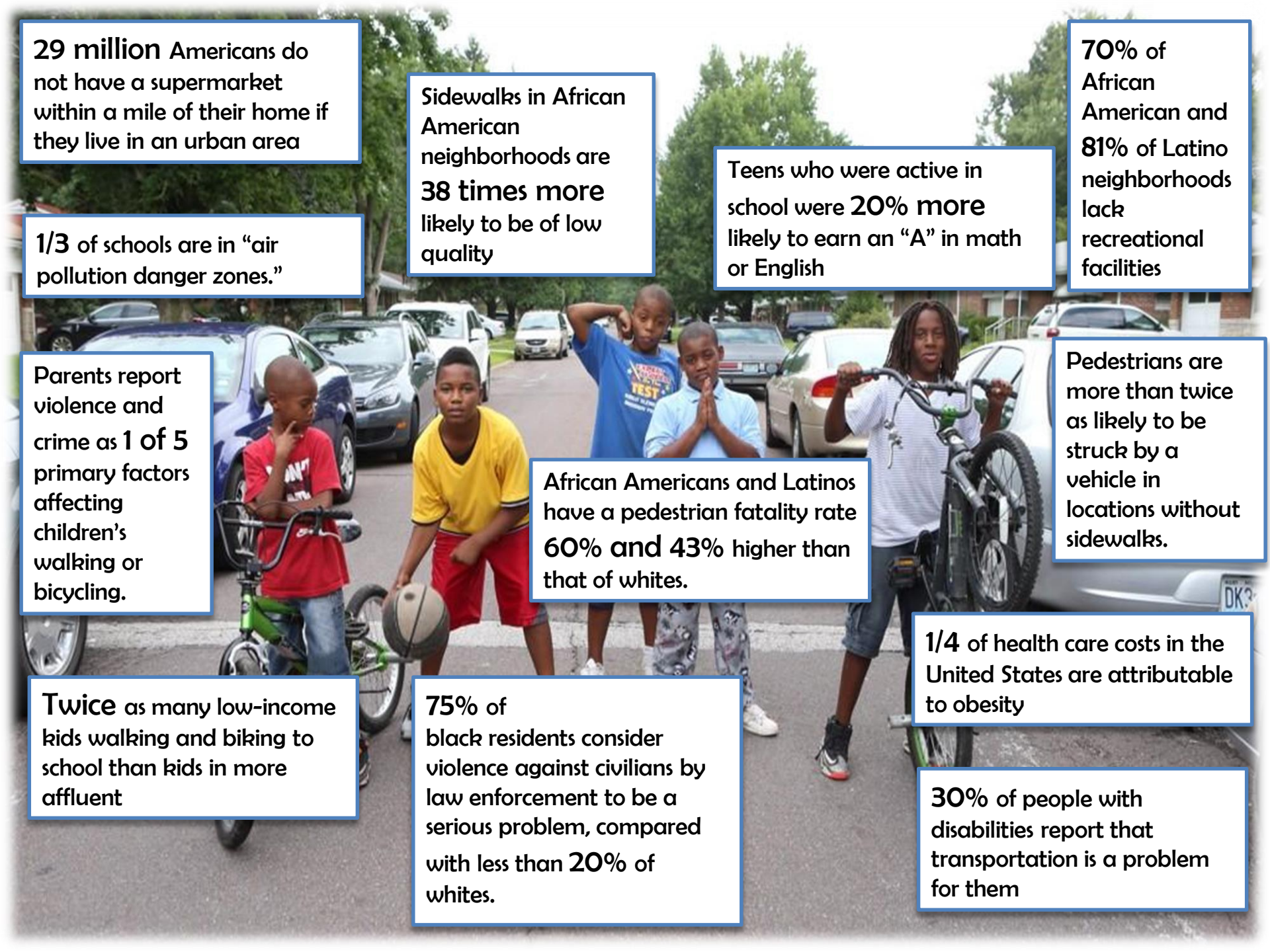
Profiling, violence & crime a major factor in hindering physical activity

Unsafe infrastructure
≠
safe transportation choice

Ghost bicyclists/pedestrians

Transportation a major expense for families

Disparity in connections between daily needs & transportation options



29 million Americans do not have a supermarket within a mile of their home if they live in an urban area

1/3 of schools are in “air pollution danger zones.”

Parents report violence and crime as **1 of 5** primary factors affecting children’s walking or bicycling.

Twice as many low-income kids walking and biking to school than kids in more affluent

Sidewalks in African American neighborhoods are **38 times more** likely to be of low quality

African Americans and Latinos have a pedestrian fatality rate **60% and 43%** higher than that of whites.

75% of black residents consider violence against civilians by law enforcement to be a serious problem, compared with less than **20%** of whites.

Teens who were active in school were **20% more** likely to earn an “A” in math or English

70% of African American and **81%** of Latino neighborhoods lack recreational facilities

Pedestrians are more than twice as likely to be struck by a vehicle in locations without sidewalks.

1/4 of health care costs in the United States are attributable to obesity

30% of people with disabilities report that transportation is a problem for them

REAL TALK ON BUILDING EQUITABLE COMMUNITIES



- Intentionally break down silos through coalition building
- Take strategic account of the assets within your coalition(s)- “you ain’t got the answers”
- Check for existing community builders before stepping into a community
- Empower non-transportation oriented organizations to take the movement to their constituents
- Every collaborative effort doesn’t need your organization in the front of the picture
- Policy wins don’t guarantee equitable implementation
- Don’t be intimidated by the inhibiting factors a community is facing
- Just because YOU don’t see the work doesn’t mean it isn’t happening



Intentionally break down silos through coalition building:

National Active Transportation Diversity Task force



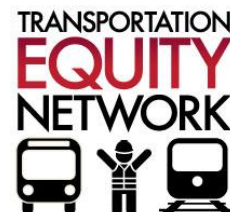
LIVING CITIES
INNOVATE ► INVEST ► LEAD



THE
TRUST
for
PUBLIC
LAND



TEXAS SOUTHERN UNIVERSITY



Alan M. Voorhees Transportation Center
VTC

Salud America!

The RWJF Research Network to Prevent Obesity Among Latino Children



Take strategic account of the assets within your coalition(s)

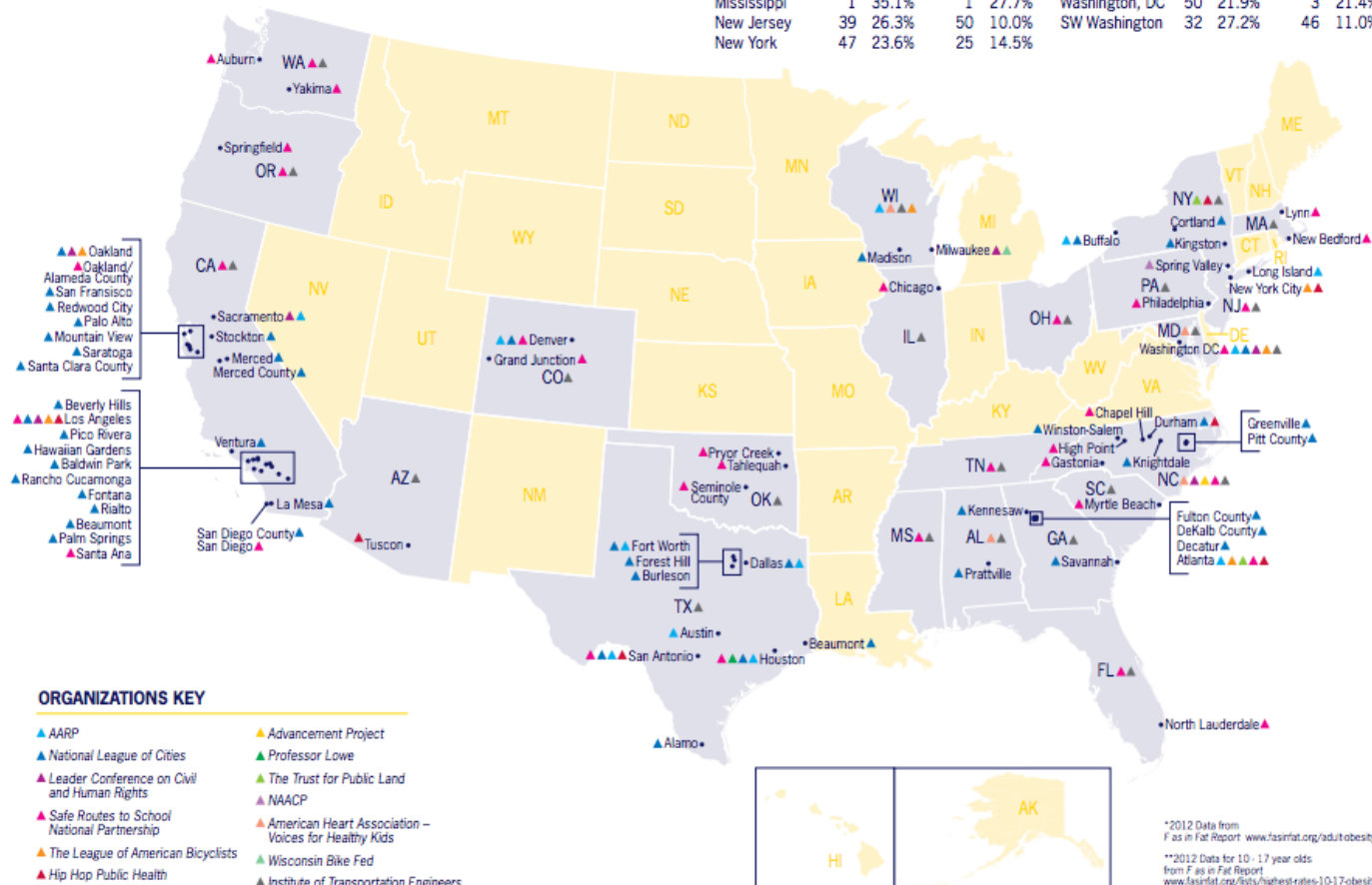
NATIONAL ACTIVE TRANSPORTATION DIVERSITY TASK FORCE

Equity Asset Map

Safe Routes to School National Partnership
in collaboration with the NAACP

TASK FORCE WORK OPPORTUNITY DENSITY: STATE OBESITY RANKINGS AND RATES

	ADULT*	RATE	YOUTH**	RATE		ADULT*	RATE	YOUTH**	RATE
Alabama	5	33.0%	11	18.6%	North Carolina	17	29.6%	18	16.1%
California	41	25.0%	21	15.1%	Ohio	16	30.4%	14	17.4%
Colorado	51	21.3%	47	10.9%	Oregon	36	26.5%	51	9.9%
Florida	37	26.4%	38	13.4%	Tennessee	4	33.7%	5	20.5%
Georgia	20	29.1%	17	16.5%	Texas	19	29.2%	10	19.1%
Maryland	26	27.6%	21	15.1%	Wisconsin	15	29.7%	38	13.4%
Mississippi	1	35.1%	1	27.7%	Washington, DC	50	21.9%	3	21.4%
New Jersey	39	26.3%	50	10.0%	SW Washington	32	27.2%	46	11.0%
New York	47	23.6%	25	14.5%					



Check for existing community builders before stepping into a community



Oboi Reed Co-Founder of Slow Roll Chicago, and 2015 White House Transportation Champion for Change, is a Voices for Healthy Kids incubator grantee to work in South/West Chicago

Empower non-transportation oriented organizations to take the movement to their constituents



**NOBEL-Women Conference 2014
resolution passage**



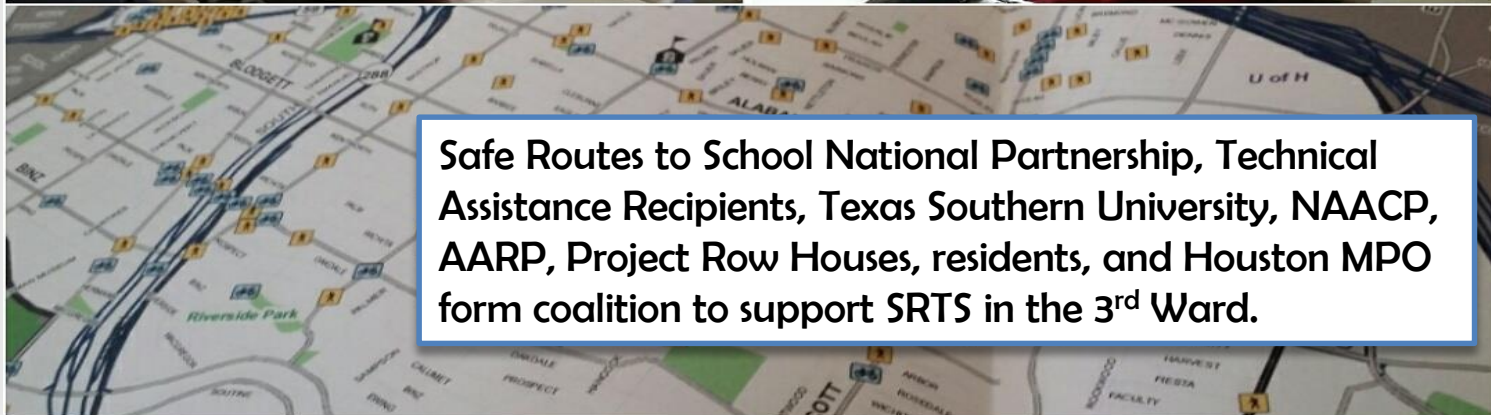
**NAACP Convention 2014
resolution passage**

Every collaborative effort doesn't need your organization in the front of the picture



Safe Routes to School National Partnership, Technical Assistance Recipient, BikeKnox passes Complete Streets Policy October 14, 2014

Policy wins don't guarantee equitable implementation



Safe Routes to School National Partnership, Technical Assistance Recipients, Texas Southern University, NAACP, AARP, Project Row Houses, residents, and Houston MPO form coalition to support SRTS in the 3rd Ward.

Don't be intimidated by the inhibiting factors a community is facing



Supported Baltimore United on the ground for food distribution post the murder of Freddie Gray and worked with The FoodTrust to provide technical assistance connecting the community leaders with food access initiatives, funding and support

Just because YOU don't see the work doesn't mean it isn't happening

Safe Routes to School National Partnership,
Technical Assistance Recipient, Bicycle
Coalition of Greater Philadelphia working
with 4th District Councilman Curtis Jones Jr, and
cohort on pushing PENNDOT to release 19
million in unspent SRTS dollars





Safe Routes
to School
**National
Partnership**



Resources

- ❖ [How to use SRTS to combat the threat of violence in communities](#)
- ❖ [At the Intersection of Active Transportation and Equity Joining Forces to Make Communities Healthier and Fairer](#)
- ❖ [Taking Back the Streets and Sidewalks How Safe Routes to School and Community Safety Initiatives Can Overcome Violence and Crime](#)
- ❖ [Using the Transportation Alternatives Program of MAP-21 to Impact your Local Community](#)
- ❖ [Safe Routes to School: Helping Communities Save Lives and Dollars](#)
- ❖ [Overcoming Obstacles in Underserved Communities](#)
- ❖ [Fighting For Equitable Transportation: Why It Matters](#)
- ❖ [Personal Safety In Safe Routes to School: Addressing Violence and Crime in Your Community](#)
- ❖ [Rural Communities: Making Safe Routes Work](#)



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