

Pathways To Mobility Justice

Reimagining Transportation from the Grassroots

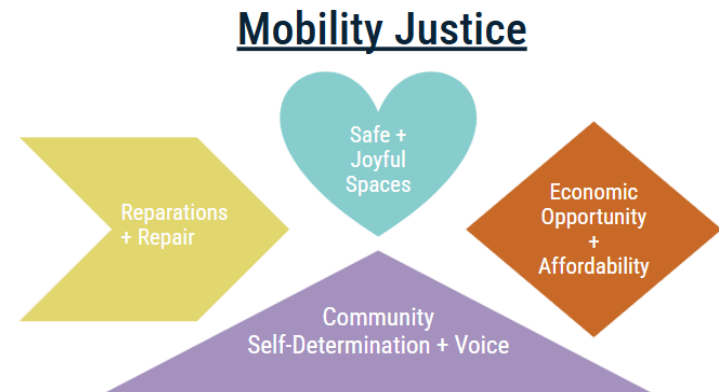
The intention of this document is to define mobility justice and to provide community leaders with a framework for identifying their mobility justice priorities with regard to transportation policy, planning, and projects impacting their communities.

I. What Is Mobility Justice?

Mobility justice is a multiracial and multi-issue movement that envisions historically marginalized communities moving freely. Transportation systems are expected to move people and things; mobility justice highlights how building, maintaining, and operating those systems should include acknowledgment and repair of harm to community and ecology, the joyous preservation and creation of safe places for and by people, and upward economic mobility and affordability.

II. The Pathways

- **Community self-determination and voice:** The foundation for mobility justice; the most impacted residents should have a meaningful role in transportation policy, planning, and projects. Local folks hold knowledge in their bodies and they can tell what's working or not in the following mobility justice focus areas. See examples [here](#).
- **Safe and joyful spaces:** Streets and transit spaces should support positive mobility experiences for all bodies, with abundant arts and culture programming. Systems should make it easy for people to help each other during and after disasters. "Safe streets" should be defined by those most vulnerable to violence, and safety investments should be evaluated for whether they achieve a community's desired goals. See examples [here](#).
- **Reparations and repair:** Addressing the past harms of transportation systems should be a component of all capital projects. Living systems along mobility corridors should be resilient and beautiful. Mobility innovations should solve communities' problems rather than deepen existing divides. Youth must be partners in envisioning mobility futures. See examples [here](#).
- **Economic opportunity and affordability:** Transportation investments should bring quality jobs to residents in the project area. Workforce pipelines should connect youth with transportation careers. Agencies should contract with locally owned businesses and



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design projects that utilize the skills of local folks. Affordable housing near multimodal corridors should match local needs in size and access to homeownership. See examples [here](#).

III. Why Do We Need Mobility Justice?

Here are some examples of conditions that limit opportunities for local communities to benefit from mobility projects and/or cause harm to those communities:

- When planning for mobility projects does not include decision-making roles for affected communities. For example:
 - Planning is led by people who are not members of the affected communities.
 - Transportation agencies hand community engagement to consulting firms that may lack knowledge of local experience and history.
 - Community input is collected in performative ways, allowing residents to believe they have had their voices heard, but without translating their feedback into action.
 - Plans for large-scale, long-range transportation investments move forward whether or not there is input from historically marginalized residents.
- When streets and transit spaces feel neglected and dangerous. For example:
 - Safety strategies are not reducing dangerous driving.
 - Climate-related emergencies disrupt marginalized communities' safe mobility.
 - Streets and transit spaces are not accessible for people of differing physical abilities.
 - People fear being targeted by racial profiling or other discriminatory tactics.
- When transportation systems carry legacies of division and harm. For example:
 - Many roads and corridors were layered over Indigenous infrastructure without compensation or recognition.
 - In the past, transportation infrastructure divided communities and displaced families and businesses, often intentionally targeting immigrant and non-white communities.
- When local residents can't access the economic benefits investments are supposed to bring. For example:
 - Transportation investments do not create quality jobs or other economic benefits for residents in the project area.
 - Landlords raise rents after a train line opens and families have to move further away from transit.

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Appendix: Examples of Pathways in Action (*MUN Examples)

	Program	Project	Advocacy & Policy	Resources
Community Self-Determination & Voice	* Resident Leadership Academy , Urban Collaborative Project, Southeast San Diego, CA: A 9-week training program led by UPC at least once a year that utilizes the highly effective Community Health Improvement Partners framework to build the capacity and skills of local residents to identify and effectively participate in local planning processes with the intention of addressing and resolving their neighborhood's issues together. An effective tool in the design and development of Community Improvement Projects (CIPs).	* MemFix , BLDG Memphis, Memphis, TN: A temporary community-led revitalization effort that showcases what a dynamic, walkable neighborhood could look like with pop-up shops, activated storefronts, vibrant public spaces, bicycle and pedestrian-friendly streets, and engaging activities for visitors.	* All-in-Cincinnati , Cincinnati Report, Cincinnati, OH: A report about how the multi-sector coalition is transforming systems that serve people by starting where the needs are greatest and lifting solutions that benefit everyone. Over the past five years, they've delivered and tracked measurable results in health, housing, economic mobility, education, and justice – centering lived experience, data, and collective action.	* GAVA's Principles of Practice The Jemez Principles for Democratic Organizing California Mobility Justice Advocates Guiding Principles Mobility Equity Framework , Greenlining Institute, Oakland, CA The Black Hive : The Movement for Black Lives' climate action platform led by Black climate and environmental justice experts

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Safe & Joyful Spaces	*FUGA Rides, Tuscon, AZ: Community building and organizing rides and events in predominately Latino and Spanish speaking neighborhoods with families. *People for Mobility Justice Rides, Los Angeles, CA: Community building and organizing rides and events with diverse working class people and families CicLAvia, Los Angeles, CA (one of many ciclovías/open streets events world-wide): Community-led program that opens streets to people walking, biking and rolling, connecting them with communities and places in a safe, healthy and joyful manner.	*Intertribal Cultural Corridor. Indigenous Roots, St. Paul, Minnesota: Over 60 unique artworks brighten building halls and street blocks of East Saint Paul. Indigenous Roots, together with artists, residents, and partners, are creating the 7th Street Cultural Corridor and Intercultural (Intertribal) Mural Corridor on Dakota land in Kap'óža (Dayton's Bluff) with art, reclaiming space and sharing stories and narratives. Community Mobility Hubs, Seattle, WA: Folks around the country are experimenting with brick and mortar places where there can be mobility education, vehicle charging, programming, and connection to services.	*Advocacy, Policy, and Systems Change, Partnership for Disaster Strategies, National: Advocacy campaigns that center the experiences of disabled disaster survivors, lessons learned and promising practices from partners, and the systemic barriers disabled people encounter throughout disasters to advocate for policy and systems change. Aligned with providing safe and inclusive strategies in place via policy for people living with disabilities. The Freedom to Walk Act, CA: California assembly bill (AB 2147 Ting) that alters vehicle code to allow pedestrians crossing the street outside of an intersection when it's safe to do so. It also limits when officers	"Art is Healing", Intertribal Cultural Corridor featuring participating local artists, St. Paul, MN Arrested Mobility, Charles T. Brown (author) "Region In Crisis" Report, CCAEJ, Inland Empire, CA: This grassroots environmental justice organization's report spotlights the public health and safety impacts of warehousing and freight truck traffic in their communities. Decriminalizing Transportation and Movement: A Vision for Antiracist Approaches to Safety, PolicyLink's Transportation Equity Caucus Perspectives on Community Safety from Black America, Movement for Black Lives
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			can stop a pedestrian for jaywalking to situations where there is an immediate danger of a collision.	
Reparations & Repair	*Mundo Gardens, National City, CA: Arts and gardening classes/programming led with local indigenous and Latino gardening and stewardship knowledge, teaching local community members how to grow food for nutrition, health and also to help heal neighbors, the neighborhood, the land and local ecology from the harm caused by highway infrastructure.	*Reconnect Rondo, St. Paul, MN: An effort to revitalize the Rondo community with a land bridge that reconnects Rondo and reignites a vibrant African American cultural enterprise district in Saint Paul. “The Porch”, Atlanta City Studio, Office of City Planning in partnership with local oral historical archivist Nedra Deadwylr: An archival project of oral histories, capturing the voices of Atlanta's legacy residents. By sharing these stories—which hold both cherished and painful memories—the project intends to create space for healing and inspire reconnection among people and communities who lived	*Cumulative Risk Burden (CURB) Pollution Act, Duwamish River Valley Coalition (in partnership with Front-and-Centered Coalition), Seattle, WA: Policy to change Washington's permitting process to include Frontline communities and environmental justice concerns. By amending the permitting process, CURB would require a new or existing project impacting the land, water, or air to complete an Environmental Justice Impact Assessment and consult with community. This process would happen when a permit resides in a Frontline community based on the WA Health Disparities	*People for Mobility Justice's 5 Ds, Los Angeles, CA: In response to the “4 Es” (including law enforcement) of the Vision Zero street safety model, PMJ created these 5 principles of community-centered street safety. Indigenous Principles for Just Transition

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		through destructive highway development.	Map. Landback or Land Rematriation policies: i.e. City of Oakland to Sogorea Te' Land Trust, the East Bay Ohlone tribe and the Confederated Villages of Lisjan Nation. Land rematriation discussions began in 2018 and an easement of 5 acres of land was rematriated to indigenous communities for cultural uses. This movement is expanding with other tribal lands.	
Economic Opportunity & Affordability	* “Just Energy” , “Just Growth” , “Just Health” & “Just Opportunity” , Partnership for Southern Equity, Atlanta, GA: All four programs include capacity-building and leadership development, organizing and coalition-based "circles" for the various areas, and developing campaigns for advocacy and policy change, some also include small business accelerator to	*The Open Buffalo Urban Ecology Campus & Climate Resilience Hub (Eco Campus), Open Buffalo, Buffalo NY: A one-of-its-kind indoor/outdoor anchor facility that will develop neighborhood-level climate resilience strategies, prepare communities of color for new green sector jobs, spark wealth	* Neighborhood Stability , GAVA, Austin, TX; Coalition-based organizing work for anti-displacement, community investment, and strong, relational networks that support neighborhood stability, upward mobility, and climate justice. * Fare-free Transit , FUGA,	A Strategy Framework for Just Transition Bus Fleet Electrification Campaign , Transport Workers Union (TWU), national: A national campaign to electrify all bus fleets for the health of the environment, and with the creation of jobs and training to do that work with TWU and the

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	support black and brown business in each of the program areas. Miocar, San Joaquin Valley, CA: EV carshare program that is sited at affordable housing complexes in low-income communities in central California.	building, and utilize asset-based community building strategies that create more just and joyful neighborhoods, in particular, approximately 93,000 residents of the East Side of Buffalo. It will be a space for collaboration between nonprofit, academic, philanthropic, and government sectors. It will be a hub that houses: a green sector workforce development center, community space, shared nonprofit offices and services, and a cutting-edge ecological education institute.	Tucson, AZ: Coalition-based advocacy campaign to keep fare-free transit available for families. Customers Delivering Justice, Los Deliverista Unidos, New York City, NY: Campaign by Los Deliveristas Unidos, who organizes and advocates for app-based delivery workers, that aims to build a partnership between New Yorkers who use delivery apps like DoorDash, Uber Eats and GrubHub and the workers who deliver for them to secure a responsible and ethical way to order in.	communities that bus riders and drivers live and work in.
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