

# Pedaling Towards Equity: Advancing Bicycling in Underserved Communities

September 23, 2015  
Sacramento, CA

*An anthropologist's view*

**Bicycling happens.**







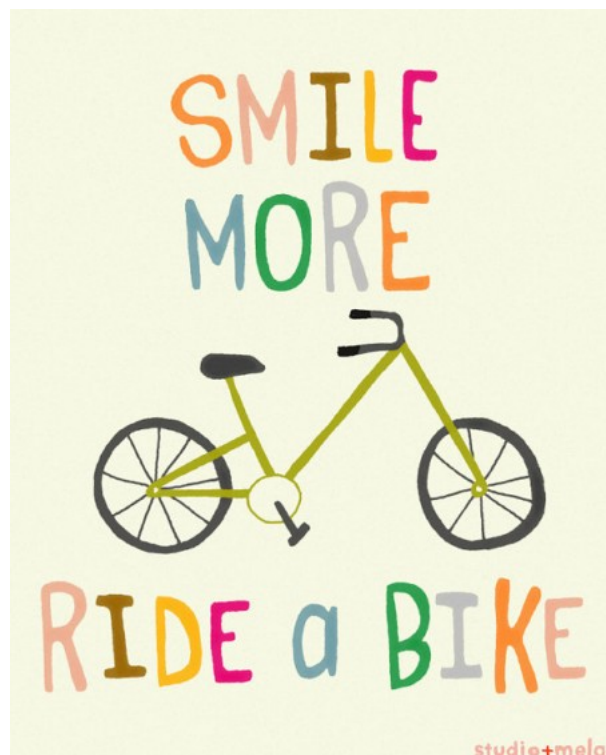






*An advocate's view*

**Bicycling should happen more.**



Results from  
Google image  
search for “smiling  
bike”

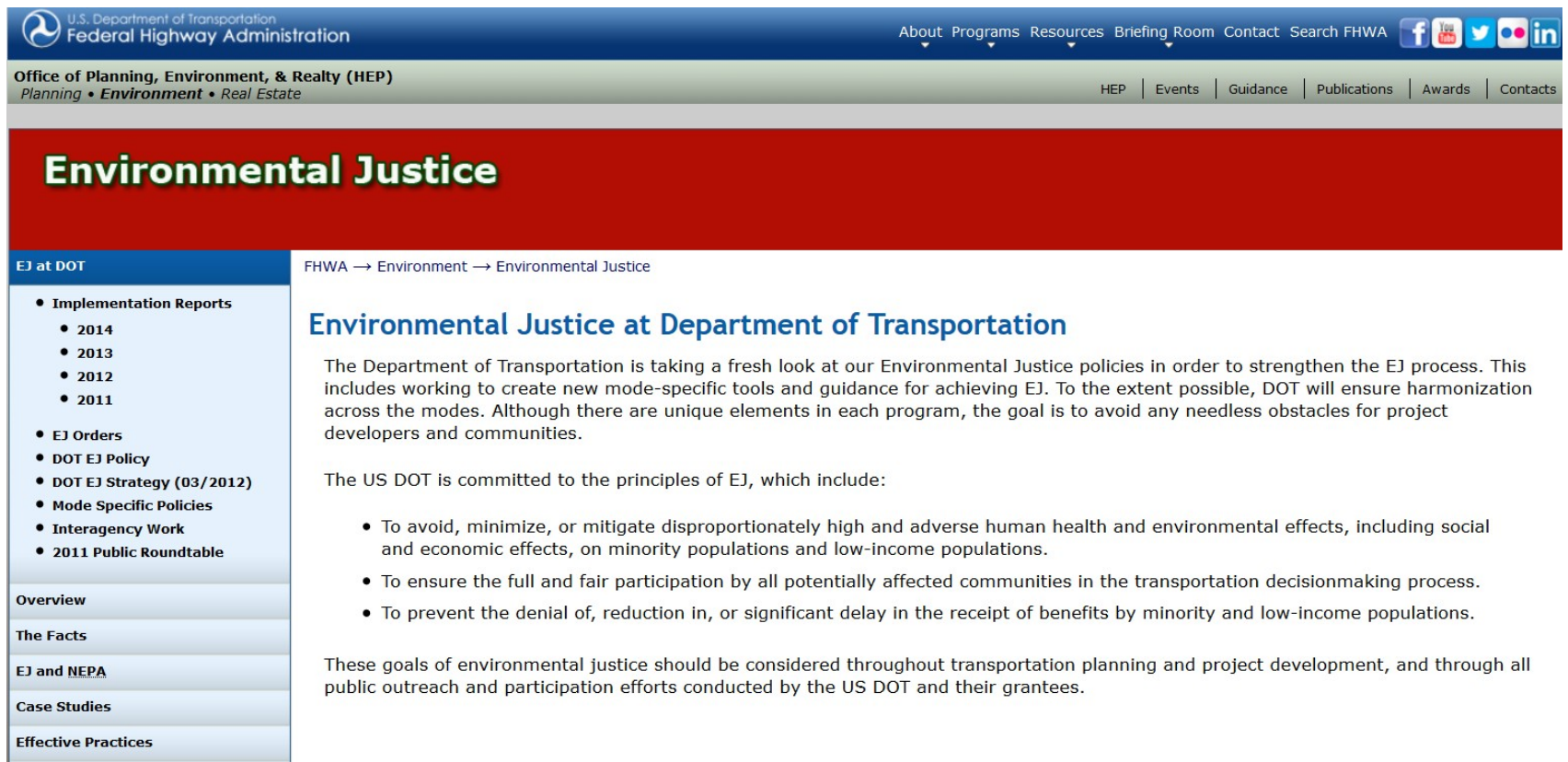


*A planner's task*

**Serve communities equitably**



# To make bicycling equitable, follow environmental justice commitment made by USDOT



The screenshot shows the official website of the Federal Highway Administration (FHWA) under the U.S. Department of Transportation. The page is titled "Environmental Justice" and is part of the "EJ at DOT" section. The header includes the FHWA logo and navigation links such as "About", "Programs", "Resources", "Briefing Room", "Contact", and "Search FHWA". Below the header, there is a red banner with the text "Environmental Justice". The main content area is divided into a left sidebar and a main body. The sidebar lists various resources including "Implementation Reports" (2014, 2013, 2012, 2011), "EJ Orders", "DOT EJ Policy", "DOT EJ Strategy (03/2012)", "Mode Specific Policies", "Interagency Work", and "2011 Public Roundtable". The main body features the title "Environmental Justice at Department of Transportation" and a paragraph explaining the DOT's commitment to strengthening the EJ process. It also lists three principles of EJ: to avoid/minimize/mitigate adverse effects, to ensure full and fair participation, and to prevent denial of benefits. The page concludes with a statement about considering environmental justice goals throughout transportation planning and project development.

U.S. Department of Transportation  
Federal Highway Administration

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## Environmental Justice

EJ at DOT

FHWA → Environment → Environmental Justice

### Environmental Justice at Department of Transportation

The Department of Transportation is taking a fresh look at our Environmental Justice policies in order to strengthen the EJ process. This includes working to create new mode-specific tools and guidance for achieving EJ. To the extent possible, DOT will ensure harmonization across the modes. Although there are unique elements in each program, the goal is to avoid any needless obstacles for project developers and communities.

The US DOT is committed to the principles of EJ, which include:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decisionmaking process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

These goals of environmental justice should be considered throughout transportation planning and project development, and through all public outreach and participation efforts conducted by the US DOT and their grantees.

Implementation Reports

- 2014
- 2013
- 2012
- 2011

EJ Orders

- DOT EJ Policy
- DOT EJ Strategy (03/2012)
- Mode Specific Policies
- Interagency Work
- 2011 Public Roundtable

Overview

The Facts

EJ and NEPA

Case Studies

Effective Practices

[http://www.fhwa.dot.gov/environment/environmental\\_justice/ej\\_at\\_dot/](http://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/)

Bike professionals participate in our own networks that shape our ideas about bicycling.

*Many of us are bike advocates.*



# Learn about who is biking outside the box in order to meet their needs.



Figure 4. Survey location at the Kmart parking lot on Stockton Boulevard.

## Results

Several respondents shared details of their bicycling experiences in South Sacramento beyond the survey questions. Most cyclists had many opinions about their community's 'bikability' and were proud to be using their bicycle as a primary means of transportation. Many bicycle out of necessity, and would like to see improvements to their commute to feel safer and enjoy their ride.

The demographics data collected in this survey revealed that bicyclists in South Sacramento are predominantly male (84%), 44% Black, 34% White, 22% Hispanic. The majority (67%) of respondents selected \$0-\$10,000 as their annual income. Many use their bicycle as a primary means of transportation (80%), and are able to readily identify barriers to safety while cycling on Stockton and the RTD station as the most important feature of streets that contribute to feeling

From "South Sacramento Bicycle Survey: Community Health and Professionals Together Advocacy Project"

## *Goal*

Recommendations that serve existing bicycle users *and* diverse future users.



## *Solution*

### Build bike cultures!

Facilitate opportunities for more people to develop a personal relationship with bicycling through community programs, events, and social spaces.







# Thanks!

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