TERMS OF REFERENCE

Mobilizing Justice Research Project

Authored by: Jay Pitter Placemaking, Winter 2022

With minor updates from the Mobilizing Justice Leadership Committee, Summer 2022

Terms of Reference Use and Objectives

The Mobilizing Justice research project1 is a national, five-year project funded by the Social Sciences and Humanities Research Council (SSHRC) of Canada. The research is intended to provide scholars, planning professionals, municipalities, transportation providers, advocates and other stakeholders with critical evidence and tools to better understand and address the needs of individuals living in Canada facing transport poverty. The project is based within the Department of Human Geography at the University of Toronto Scarborough (UTSC) and is collaboratively governed by academic and non-academic participants. These participants recognize the importance of entrenching equity within every aspect of the research and actively practising equity throughout the project's life cycle. This Terms of Reference document builds on a prior version initially authored by Jay Pitter, Principal of Jay Pitter Placemaking, that was co-created with Mobilizing Justice investigators, partners, and community stakeholders. That original document can be found here [link]. Since that time, members of the Mobilizing Justice Partnership and its leadership committee have continued to grow this document as the project itself has grown and changed.

This Terms of Reference:
- ➢ Describes the research background and purpose incorporating an equitable mobility lens;
- ➢ Clarifies roles, responsibilities and accountability in a manner that explicitly acknowledges social location and power imbalances;
- ➢ Details research objectives relayed in the grant proposal and collaborative session including community members;
- ➢ Provides equity-based considerations for internal and external communication;
- ➢ Presents a holistic definition of community engagement and key practice principles;
- ➢ Summarizes the research project governance model;
- ➢ Outlines key evaluation steps related to an evaluation framework, which can be used independently or in concert with this document;

➢ Defines key terms used within both mobility justice and equity-based placemaking conversations and sectors;

➢ Disrupts the dominant framing of transport poverty and broader mobility injustices across both academic and transportation sectors, which also to some extent applies to the Mobilizing Justice Research project itself.

This document strives to build on the exceptional breadth and depth of expertise of academic and non-academic research participants, while encouraging self-reflexivity and courageous conversations to enhance current and future approaches. It is written in plain language as much as possible, while recognizing the importance of discipline, theoretical and practice- specific terminology and concepts. Many sections are intentionally educational and include the insights of scholars and community members with expertise and lived experiences not reflected on the research team. It should be carefully reviewed by, and should guide the work of, all scholars, community partners, community members, students and other stakeholders engaged in the resource project regardless of role, tenure or expertise.

Research Background and Objectives

The Mobilizing Justice proposal was submitted by Dr. Matthew Palm and Prof. Steven Farber in May 2020. It established an excellent foundation for understanding how new mobility technologies could usher in both dystopian and utopian impacts to equity-deserving residents depending on how they are implemented, governed, and financed. The proposal also underscores longstanding challenges faced by historically marginalized communities as well as newcomers.

By highlighting critically important issues—such as the lack of mobility data, lack of human-centred approaches, regional distinctions and the role of technology and the rate of technological change across mobility sectors—the proposal sounded the alarm about a large-scale transport poverty crisis unfolding in Canadian cities.

Over the course of five years, the Mobilizing Justice Partnership will conduct a study to measure and describe the Canadian population living with transport poverty (simultaneous socioeconomic and transport disadvantages). As a coalition of multi-sectoral partners and academic experts—34 academics from six provinces and two states, 14 government agencies, seven industry partners, and seven non-profit organizations—Mobilizing Justice aims to address transportation poverty through evidence-based transportation-equity research and will produce:

➢ An assessment and compilation of community-led transport-equity advocacy work;

➢ A national, large-sample survey documenting the challenges, aspirations and needs of Canadians experiencing transport poverty (n=20,000);

➢ A comprehensive set of validated guidelines and processes for setting and meeting transportation-equity goals within official plans and transportation business cases;

➢ A robust body of empirical evaluations of mobility technology and policy pilots to assess whether these interventions serve the needs of people experiencing transport poverty.

Building on the proposal and the aforementioned specific deliverables, this Terms of Reference document both honours and considers historical grassroots mobility-justice movements including Ikwe Safe Rides, a grassroots response to violence against Indigenous women that provides safe rides for women by women in Winnipeg[1]; the Montgomery, Alabama, Bus Boycott, a political and social campaign against racial segregation in public transport policy; the Accessibility for Ontarians with Disabilities Act (AODA), legislation providing for accessible stops, shelters, stations and platforms, audio and visual announcements and accessible transit information[2]; a Safety Audit of Toronto's subway system and some surface bus routes done by METRAC in 1988 and 1989 to improve women's safety on public transit[3]; and the National Inquiry into Missing

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[1]

[2] Thomson, G. (2018, July 27). Ontario Public Transit: Accessible for Everyone. AODA. https://www.aoda.ca/ ontario-public-transit/

[3] METRAC (2014, May 27). Statement on Importance of Transparent Bus Shelters for Women's Safety.

and Murdered Indigenous Women and Girls (MMIWG), that supports the idea that a national, reliable and affordable bus system is critical to prevent deaths and disappearances of Indigenous women, girls and 2Spirit people[4]. Long before mobility justice became a popular research topic individuals facing restrictions and oppression were on the front lines of mobility- justice movements.

Recognizing these and other grassroots movements and actors will establish good ground for a meaning-making process meant to advance transportation equity in Canada. Meaning-making is supported through interactions and exploration of thoughts, actions, and acknowledgement. Also, meaning-making processes honour the complexity of people's lives and experiences[5], complexities that must be considered to effectively address mobility barriers and transport poverty.

Grassroots organizations are essential because they provide a bottom-up perspective that comes directly from the affected user groups or communities. Grassroots innovations are not driven by traditional market forces, but rather seek to find a solution to social problems and power imbalances[6]. In short, efforts to address transport poverty and broader mobility injustices are motivated by the belief that access to unrestricted, safe and joyful mobility is a human right.

The following Mobilizing Justice Research objectives are derived from the original grant proposal:

- Document, describe and assess the causes, scale and effects of transport poverty in Canada;

- Develop and empirically validate transportation-equity standards and equitable-planning processes to be used by transport planners, decision- makers, and community advocates;

- Evaluate solutions to address transport poverty by conducting field experiments. and socioeconomic evaluations of smart mobility and transportation policy pilots across Canada;

- Provide community advocates and transportation policymakers with the knowledge and tools they seek to ensure that unmet transportation needs do not burden Canada's vulnerable residents;

A subsequent facilitated session with investigators, partners, and community stakeholders yielded the following additional objectives:

- Help government and community stakeholders ensure that future transportation

METRAC. https://www.metrac.org/statement-on-importance-of-transparent-bus-shelters-for-womens-safety/?doing_wp_ cron=1643403803.1850419044494628906250

4 Pedwell, T. (2018, October 31). Feds say they'll help remote, Indigenous communities left without buses. CT- VNews. https://www.ctvnews.ca/politics/feds-say-they-ll-help-remote-indigenous-communities-left-without-bus- es-1.4157182

5 Black, A. L. (2014). Reconceptualising meaning-making and embracing disruptive inquiry. https://www. researchgate.net/publication/260189223_Reconceptualising_meaning-making_and_embracing_disruptive_in- quiry

6 Ross, T., Mitchell, V. A., & May A. J. (2012). Bottom-up grassroots innovation in transport: motivations, barri- ers and enablers. Transportation Planning and Technology, 35(4). 469-489. DOI: https://www.tandfonline.com/ doi/full/10.1080/03081060.2012.680820

advocacy, planning, decision-making, and implementation meets the needs of all people in Canada;

➢ Design research in a way that matters to the community members (reflect on long-term impact);

➢ Ensure that no groups are left behind and all priorities and needs for transportation are met (everyone has a voice that deserves to be heard);

➢ Learn how to make research matter; how to inform, drive policies; learn how to support others who can use the research to lead change;

➢ Recognize the legacies of racism and discrimination that have caused negative outcomes.

Equitable Community Engagement

The Centre for Disease Control proposes an unusually comprehensive and progressive definition of community engagement, defining it as a "process of working collaboratively with and through groups of people affiliated by geographic proximity, special interest, or similar situations to address issues affecting the well-being of those people. It is a powerful vehicle for bringing about environmental and behavioral changes that will improve the health of the community and its members. It often involves partnerships and coalitions that help mobilize resources and influence systems, change relationships among partners, and serve as catalysts for changing policies, programs, and practices." A significant aspect of addressing these aspects of community engagement goals is "realizing the role of race, power and injustice." According to Kip Holley, an Ohio State University researcher and civic engagement expert, when community members ignore injustices experienced by their neighbours, they risk alienating those whose lives have been shaped by those injustices. Important knowledge and wisdom that can help solve problems may be lost as a result. It is important to address the history of racism, classism, and unjust abuses of power. Power dynamics strongly influence the experiences in a community. For this reason, it is often impossible to change the power dynamic without disrupting it through different practices of equitable engagement, some of which are described below. Moreover, some people, no matter how well-meaning, rarely give up their power without resistance. It is important, therefore, that civic engagement honestly addresses resistance from traditionally powerful community members and organizations[7]. The following equitable community-engagement principles consider the comprehensive definition of community engagement, power imbalances, social location and histories of harm and exclusion.

Communicating The Community's Scope of Influence

[7] Organizing Engagement (n.d.). Six Principles for Equitable and Inclusive Civic Engagement. https://organizin- gengagement.org/models/six-principles-for-equitable-and-inclusive-civic-engagement/

Within the context of institutional place-based projects, often laden with invisible regulations, budgetary restrictions and bureaucracy, it is important to clearly define and communicate the community's scope of influence. Inviting community members to "blue sky" or invest in an aspect of an initiative that they won't ultimately co-shape or meaningfully inform is professionally irresponsible and a form of harm and betrayal. To avoid these outcomes, MJ members must reflect on and convey the limits of their abilities, in terms of both research scope and the ability to influence policy and practice, at the outset of any community engagement process. This may involve identifying aspects of the research design, spatial scope, and budget expenditures that are "on the table" for community voices to shape or change, versus those that are "off the table" due to other project constraints.

Earning Trust vs. Gaining Buy-In

Many planning professionals strive to quickly gain community buy-in rather than earning trust. However, community engagement is not a marketing exercise. Focusing on gaining buy- in is wrong-headed and a clear indication of a lack of an equitable and relational approach.

Earning trust—not to be conflated with building trust—takes a long time and requires close collaboration with individuals with lived experience of the issue and geographic, race, and/or class proximity. However, this is the only way forward when initiating community-engagement processes. To achieve this, MJ members will strive to demonstrate to the community how engagement has reshaped our research agendas, questions, and methods, as well as how it has altered our engagement with policy and practice. MJ members will also report back to community groups and members the preliminary results of research so that community knowledge can help contextualize results and ensure that research advances community wellbeing. Finally, MJ members will report back to the community on the extent to which our commitments to the community were kept, and how research products have influenced policy and practice.

Ownership is Largely A Colonial Construct

It is important to recognize that "ownership" is a construct largely perpetuated by colonial worldviews and conquests. Many Indigenous peoples' living within Canadian borders and in numerous nations across the world see themselves as stewards of the land, not owners. This interrogation extends to place-based research. For example, the First Nations Principles of Ownership, Control, Access and Possession, commonly known as OCAP®, state that First Nations have control over data-collection processes and that First Nations determine how information can be used[8]. Indigenous peoples, like all people, are not a monolith, however. When engaging Indigenous peoples and other communities, it is important to clarify expectations pertaining to ownership and intellectual property. To begin to address this, MJ has revised its Data Policy to require adherence to OCAP principles when MJ members are conducting research involving First Nations.

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[8] FNIGC (2021). The First Nations Principles of OCAP®. https://fnigc.ca/ocap-training

Positionality and Reflexivity

Prior to making contact with community stakeholders—especially those from equity-deserving and sovereignty deserving groups—it is essential to consider the positionality of the field. Failing to consider colonially, conditioned or concretized differences in research risks ignoring how knowledge is already racialized, gendered, and sexualized through research interpretation[9]. As such, it is imperative to continually assess personal implicit biases, privileges and contributions to uneven power relations. As well, responding to feedback in these areas in an open-hearted and non-defensive manner is also paramount. To achieve this, MJ members will regularly reflect on how they have implemented feedback from community and are encouraged to share these reflections back to community and the partnership at large.

Storytelling and Orality

An over-reliance on the written form creates barriers to community engagement   . For this reason, storying and orality are methods deemed to be particularly equitable within research and community- engagement contexts. Researchers argue that "storying as method" does not imply a rejection of Western science. Rather, it can be seen as a "decolonizing research practice" that strives to "re-cover, re-cognize, re-create, re-present [...] our own ontological and epistemological constructs[10]." Thus, the inclusion of qualitative methods is intended to facilitate community- based and community-centred research. MJ will incorporate non-written means of outreach into community engagement processes and will provide non-written research outputs such as interactive maps or visuals, as well as audio and video outputs. Non-written community engagement can include community members uploading audio or video files of their lived experiences, along with other visual creations (for example, drawings of inaccessible spaces for a study on transit station accessibility).

Transparency and Accountability

In the context of racial-equity work, accountability refers to how individuals set their goals and recognize the values and groups to which they are accountable. To be accountable, a transparent project process is required[11]. From a community consultation perspective, it is important to consider who is being included in the research; whether impacted stakeholders are being consulted; whether stakeholders understand why they are being consulted (aim of the research project); whether the research provides clear benefit to the community or stakeholders (avoid top-down observatory approaches); and how stakeholders participate in the research process, either through direct project work

[9] Eve, T., & Yang, W. (2014). 12 R-Words: Refusing Research." In Humanizing Research: Decolonizing Quali- tative Inquiry with Youth and Communities, edited by Django Paris and Maisha T. Winn. 1 Oliver's Yard, 55 City Road London EC1Y 1SP: SAGE Publications, Inc. https://doi.org/10.4135/9781544329611.

[10] Smith, L. T., Archibald, JA., & Lee-Morgan, J. (2019). Decolonizing Research: Indigenous Storywork as Meth- odology. London: ZED Books LTD. (p.6).

[11] Racial Equity Tools (n.d.). Racial Equity Tools Glossary: Accountability. https://www.racialequitytools.org/ glossary

(e.g., research/analysis), consultation etc. To achieve this, MJ has taken multiple steps, including:

- ➢ requiring Pilot leads to conduct engagement with impacted communities before and during an evaluation;

- ➢ forming a Community Equity and Advisory Table (CEAT) whose members will review research work plans and community engagement plans, as well as follow ups from researchers reporting on changes made in response to CEAT feedback and lessons learned;

- ➢ embracing consensus-based decision making and transparent communication both internally and externally (see Decision-Making and Communication, below).

Valuing Lived Experience

Individuals most impacted by an issue or phenomenon, who navigate it in an embodied manner naturally possess important knowledge and perspectives pertaining to both adverse impacts and potential positive interventions. Many of these individuals may not use technical or theoretical terminology but their insights are no less valid. By centering their voices and, in some instances, compensating individuals with lived experiences for their expertise, key initiative assumptions and approaches can be validated, gaps can be identified and equitable collaboration can be catalyzed.

Decision-Making

By definition and design, consensus is an equitable approach intended to prevent decisions that contravene the will, wellness and interests of individuals and/or historically oppressed groups. As with all equitable processes, power-sharing, deep listening and compassion are required for what is often referred to as "win-win" decisions. However, the process is as important as the "win-win" outcome. The following key steps are critical when seeking consensus:

Define the issue using background information, evidence, stakes, precedents/ case studies and lived experiences;

➢ Encourage everyone to respond to the defined issue without proposing a decision;

➢ Brainstorm at least three potential pathways forward, clearly identifying how each option addresses the key concerns raised in the aforementioned definition and responses phases of the conversation;

➢ Co-create a proposal for a "win-win: decision, which is not to be conflated with entirely addressing each individual's needs and desires; rather, the proposal should address the most substantive needs, risks and vulnerabilities;

➢ Collectively review the proposal and assess if any important ideas from earlier proposals would enhance or add nuance to the preferred proposal;

➢ Invite a few individuals to state the proposal in their own words to validate shared understanding;

➢ Provide an opportunity for individuals to voice lingering concerns and ask questions;

➢ If possible, allow each individual to reflect on the "win-win" proposal for one to two weeks;

➢ Assign one to three individuals to develop an implementation plan for the group's review and approval.

In some instances, the proposal may need to be substantively revised but this is rare in instances when the comprehensive process outlined above is followed.

Decision making should align with other Mobilizing Justice policies, such as the Authorship Guidelines, Data Policy, and Map and Blogs.

If conflicts arise within a working group, they will be resolved by the working group leads, in consultation with the Project Director and Leadership Committee if necessary. Conflicts arising between partner organizations, or conflicts at the leadership level, will be mediated by the Project Director in consultation with 2 neutral members of the Leadership Committee or Advisory Panel. Learn more about these groups in the Roles, Responsibilities and Governance section below.

Communications

Equity-based communications tactics are added beneath summaries of internal and external communications guidelines taken from the Mobilizing Justice Governance Byl aws document.

Internal communications refers to the processes, platforms and guidelines governing effective communication among a group of individuals within the same organization or participating in the same project. To ensure equity-based communication within the team and internal project stakeholders, the following tactics/approaches should be considered:

➢ Encourage all research participants and partners to bring forward practice approaches, stories, qualitative data and other types of knowledge to inform internal conversations;

➢ Validate qualitative and quantitative data collected within the research project;

➢ Critically reflect on citations and intentionally cite a diverse range of scholars— avoid extensive self-citation and citation of scholars from dominant social identities/locations;

➢ Whenever possible, use person-first language and underscore structural challenges rather than the shortcomings of individuals;

➢ Respond to divergent communication styles and recognize listeners.

External communication refers to processes, platforms and guidelines governing effective communication with external stakeholders. To ensure equity-based communication within the team and external project stakeholders, the following tactics/approaches should be considered:

➢ While making the case for change, underscore the strengths, agency, power, and resilience of equity-deserving and sovereignty-deserving groups disproportionately impacted by transport poverty and broader mobility justice issues;

➢ Whenever possible, use person-first language and underscore structural challenges rather than the shortcomings of individuals;

➢ Use plain language that all individuals can understand and define theoretical, practice and technical terms;

➢ Utilize visuals such as photos, infographics and easy-to-understand maps in reports and other research documents;

➢ Instead of referencing the work of an individual from an equity-deserving group or sovereignty deserving group, create space for that individual to share their insights directly. This can include reaching out to individuals for a quote or reflection, or inviting them to co-author an output;

➢ Translate research findings into special articles, report summaries, online roundtables geared towards equity-deserving groups and sovereignty deserving

groups;

➢ Develop a regular newsletter with community updates, community profiles and community opportunities for engagement.

Roles, Responsibilities and Governance

Mobilizing Justice is divided into six working groups. Three are organized around achieving specific research tasks while the other three are focused on applying specific conceptual lenses to project data and outputs. The working groups are as follows:

T1 Working Group: Prioritizing Populations

T1WG will identify which populations are most at risk of transport-related social exclusion and will provide guidance about who in Canada needs to be prioritized within an equitable transportation-planning practice. This includes recommending new standards for transportation data collection, developing a national dataset of transport poverty indicators, and conducting mixed-method case studies documenting the travel experiences, barriers, and aspirations of equity-deserving and sovereignty-deserving communities.

T2 Working Group: Transportation Modes

T2WG is documenting the barriers Canadians face in using different modes of transportation (e.g., walk, bike, transit, car), and how people adapt to overcome them. The broad objectives of T2WG are: 1) to understand the experiences of people, especially those experiencing transport poverty, across different modes; 2) to evaluate how geographic accessibility varies across travel modes and contexts (supporting the equity standards work led by Activity 2); 3) to evaluate transportation technology and policy pilots across Canada (supporting the pilot work led by Activity 3); and 4) to develop and implement an outreach and engagement strategy for involving local and national organizations, assisted by The Centre for Active Transportation (TCAT).

T3 Working Group: Equitable Community Planning and Engagement

T3WG will use collaborative research methods to understand how the activities of community groups, planners, and decision-makers can better support equitable planning processes. It will develop case studies highlighting the types of advocacy work already being done across Canada. It will also ensure that research conducted across the partnership is informed by community-based knowledge and shared within and across regions, thus offering reciprocal benefits to our partners and the community.

A1 Working Group: National Survey on Transport Poverty

A1WG will create and implement a state-of-the-art-survey on transport poverty and transport- related social exclusion. The results will yield important information about the scale, causes, and effects of transportation inequities across Canada, including novel information such as the trips that people do not take because of the transport barriers they face. The survey will be archived with Statistics Canada for future use, and the survey instruments developed will be made publicly available for others to use when gathering data in their communities.

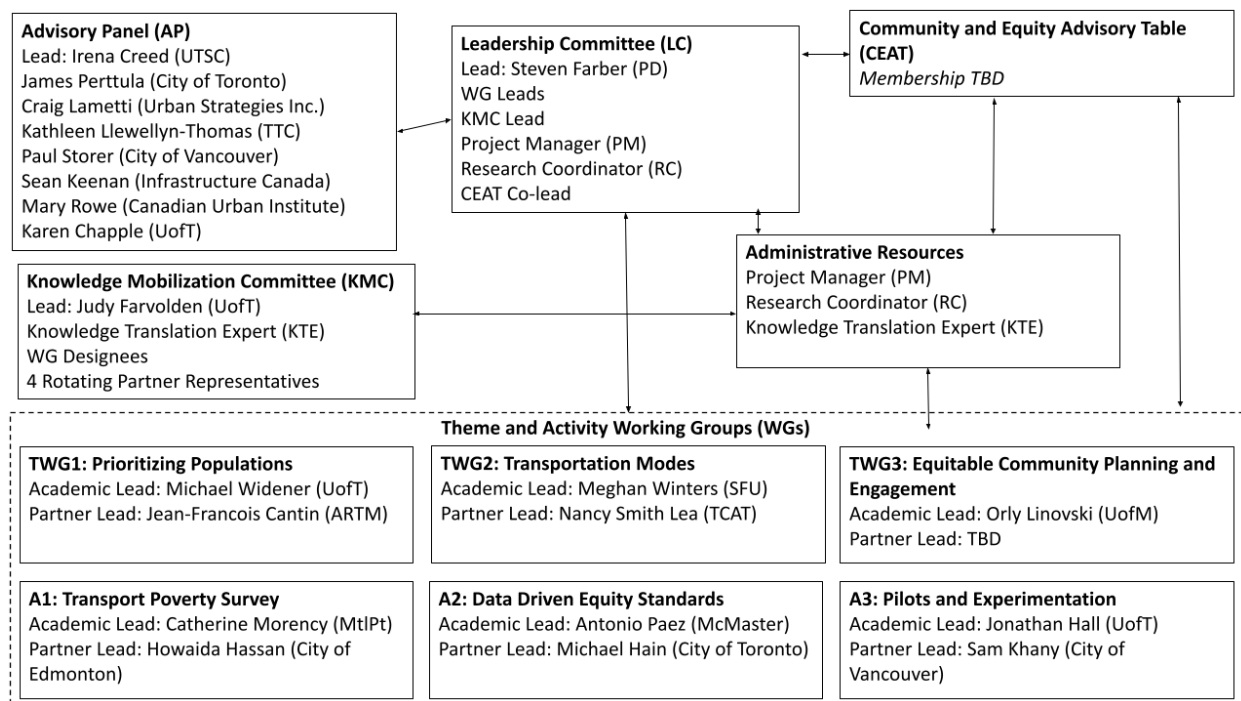### A2 Working Group: Data-Driven Equity Standards

A2WG will develop, analyze, and compare equity standards for use in regional planning

and business case analysis. The standards will be co-created with partner agencies and municipalities by testing the relationships between transport provision (supply and performance) and revealed-activity participation, social and economic outcomes, self-stated levels of well-being, and suppressed demand for travel. The results will add to the evidence base on the social, economic, and health benefits of equitable transportation, and will translate into more concrete and actionable equity goals within planning practice.

A3 Working Group: Pilots and Experimentation

A3WG will experiment with and document how innovative policy pilots (e.g., congestion pricing, bus-only lanes) and emerging technologies (e.g., on-demand bus service, ride-hailing, e-bike sharing systems) can be used to support the needs of people experiencing transport poverty. The results will clarify behavioural responses to changes in the transportation system and provide much-needed evidentiary support for planners and decision-makers grappling with how best to apply new technologies to solve transportation problems equitably.

The framework below, provides an overview of communication channels and the governance of project stakeholders:

Advisory Panel (AP)
Lead: Irena Creed (UTSC)
James Perttula (City of Toronto)
Craig Lametti (Urban Strategies Inc.)
Kathleen Llewellyn-Thomas (TTC)
Paul Storer (City of Vancouver)
Sean Keenan (Infrastructure Canada)
Mary Rowe (Canadian Urban Institute)
Karen Chapple (UofT)

Leadership Committee (LC)
Lead: Steven Farber (PD)
WG Leads
KMC Lead
Project Manager (PM)
Research Coordinator (RC)
CEAT Co-lead

Community and Equity Advisory Table (CEAT)
Membership TBD

Knowledge Mobilization Committee (KMC)
Lead: Judy Farvolden (UofT)
Knowledge Translation Expert (KTE)
WG Designees
4 Rotating Partner Representatives

Administrative Resources
Project Manager (PM)
Research Coordinator (RC)
Knowledge Translation Expert (KTE)

Theme and Activity Working Groups (WGs)

TWG1: Prioritizing Populations
Academic Lead: Michael Widener (UofT)
Partner Lead: Jean-Francois Cantin (ARTM)

TWG2: Transportation Modes
Academic Lead: Meghan Winters (SFU)
Partner Lead: Nancy Smith Lea (TCAT)

TWG3: Equitable Community Planning and Engagement
Academic Lead: Orly Linovski (UofM)
Partner Lead: TBD

A1: Transport Poverty Survey
Academic Lead: Catherine Morency (MtlPt)
Partner Lead: Howaida Hassan (City of Edmonton)

A2: Data Driven Equity Standards
Academic Lead: Antonio Paez (McMaster)
Partner Lead: Michael Hain (City of Toronto)

A3: Pilots and Experimentation
Academic Lead: Jonathan Hall (UofT)
Partner Lead: Sam Khany (City of Vancouver)

Note: Please see the "governance bylaws-detailed" document for complete overview of responsibilities and governance.

Note: A corresponding equitable evaluation framework, Mobilizing Justice Equitable Evaluation Framework has been developed to be used in conjunction with this terms of reference document.

Appendix A
Glossary of Terms

Accessibility: A concept that promotes the full participation of all members of society to benefit from every aspect of community, civic, and urban life—regardless of race, ability, religion, gender identity, gender expression, or creed. It often refers specifically to the design of products, devices, services, or environments for people who experience disabilities. It can also refer to the ease with which people can reach meaningful destinations provided by transportation systems.

Accommodations: Changes or direct actions that aim to remove barriers to accessibility or the advancement of initiatives, ideas, and projects.

Accountability: The obligation to accept responsibility for your actions and any associated outcomes. When being accountable, you are committed to generating positive results or taking "ownership" of your own actions, including any consequences that may ensue.

Active Travel or Active Transportation: refers to the movement of people or goods powered by human activity for the purpose of making everyday trips, including walking, cycling, skateboarding, rollerblading, kick scooters, or using a mobility aid.

Anti-Colonial: A term used to define resistance against regimes and forces of colonial movements and ideologies. Anti-colonial is often used within the context of addressing inequities and imbalances of power within society, and the collective struggle that persists within communities that are occupied, colonized, and exploited.

Asset-Based Lens: A level of analysis focusing on seeking out the current strengths and resources that exist within a community. This involves collaborating to identify a framework of assets that will be used to support community strength and resilience. Examples of community assets include the talents, skills, capabilities and knowledge of community members, as well as the community-based organizations and services and local institutions in the community. This lens is foregrounded based on the belief that communities know best what they require to grow, thrive, and lead.

Ceding Space: An action to yield, grant, or return land, a position, or authority from one party to another, commonly as a result of political pressure or treaty.

Co-creation: A form of collaborative innovation wherein ideas are shared and improved together, rather than kept to oneself.

Co-Leading: A commitment involving two or more people who have shared influence and control over an initiative's direction and its outcomes. Co-leading entails a collaborative partnership where those involved share responsibilities and are accountable for the work and managing all partners involved.

Collaboration: A practice where two or more people work together to achieve a defined and common goal.

Community Development Language: A cluster of knowledge focused on the convening, mobilization, and activation of community members to create actionable, systemic, and meaningful change within society. Community development language is greatly influenced by social development trends, and supports planners and policy-makers in developing a comprehensive understanding of the current state of community life.

Critical Self-Interrogation: The process of identifying, questioning, and assessing our

internally-held assumptions about our identities, knowledge, and experiences, which entails that we critically analyze and question ourselves to understand and create new meaning from our own lived experiences.

Decolonized: A term used to describe the reversal of colonial processes, and reclaiming practices, traditions, and teachings that have been erased, forgotten, or suppressed. Decolonized approaches to learning include observing Indigenous oral traditions and storytelling, preserving Indigenous ways of doing, and disconnecting ourselves from Western colonial norms.

Dignified Design: A practice that ensures all individuals, including those from equity-deserving groups, can access spaces that are intentionally designed and located in geographically appropriate areas. Dignified design ensures that spaces are vibrant, welcoming, and responsive to community interests and needs.

Equity-Deserving: An overarching term referring to communities that experience barriers and marginalization as a result of discrimination that includes race, religion, age, ability, immigration, sexual orientation, economic means, gender identity, and gender expression. These manifestations of oppression against equity-deserving groups are rooted in historical legacies of discrimination that are reflected in every aspect of contemporary urban life.

Healing: An active process that involves a commitment to improve one's own mental, physical, and/or emotional well-being. In various cultures, religions, and ethnic groups, healing is considered a journey that involves challenges, new relationships, and the creation of new paths in one's life. Spaces of healing attempt to connect the mind, body, and spirit. However, they can become increasingly difficult to create and sustain within urban spaces that are governed by systems and processes rooted and reinforced in racist and colonial ideologies.

Humility: A process of self-interrogation to understand one's role and biases as part of a larger journey of self-development and interpersonal growth, which entails the idea that one must develop and maintain a respectful relationship with oneself and others based on compassion, fairness, and mutual trust.

Indigeneity: A term used in relation to the significance, meaning, and connection to space or a site for Indigenous communities.

Intentionality: A term that means pursuing a cause, task, or plan of action with meaning, care, and deep consideration for whom it will impact, and for whom it applies.

Intersectionality: A theory and analytic framework coined by African American scholar Kimberlé Crenshaw. It helps us understand how various aspects of our identities—such as race, class and gender—overlap, creating interconnected forms of discrimination. This scholarship is increasingly applied to restorative justice, health care and city-building as it enables professionals to mitigate systemic and spatial barriers.

Land-Back: A term that addresses the land dispossession against Indigenous communities and advocates for the return of stolen land to Indigenous peoples. Indigenous-owned lands have been recognized by many court decisions (including the Supreme Court of Canada). However, presiding governments have constantly refused to uphold and respect these decisions.

Mobility: A way of having access to, and engaging with, reliable transportation options that would connect people to various destinations within and outside their region. Affordable and safe transportation options are essential for mobility to exist in one's environment. Improving people's access should be one of the key goals of any transportation project.

Mobility Equity: A concept that focuses on the equitable and just distribution of transportation services, policies, and infrastructure, and explores the ways in which transport systems can systematically exclude, limit, and suppress people based on age, ability, income, immigration, geography, race, gender, gender identity, sexual orientation, and economic means. Mobility equity is further strengthened when embedded in transportation policy, land-use planning frameworks, and community consultations with diverse stakeholders.

Mobility Injustice: A result of mobility services, infrastructure, or systems that restrict some people's full participation in everyday life. Mobility injustices further disrupt and create challenges for communities and individuals (i.e., people with disabilities and those experiencing lower income) who have limited mobility options available. These injustices are enabled by transportation practices and policies that fail to address the lived experiences of equity-deserving groups.

Placemaking: This is conventionally defined as a collaborative approach to the design, programming and policy of public and semi-public spaces. It brings community knowledge and vision to the forefront of public realm design processes, historically going beyond the urbanism status quo and hierarchy.

Policy-Making: A process used to create authoritative key reference documents that set out objectives and methods for how land-use planning and urban infrastructure is regulated and governed. Policy-making is typically informed by strategic directions set forth by governmental forces and interests. Equitable policy-making is informed by public engagement and evidence- based research from communities that the policy will most greatly impact. Power-Sharing: The distribution of power among two or more individuals or groups within an organized structure or as part of an initiative. It helps achieve stability and decentralize control and authority from a single individual or group.

Reciprocity: The process of exchanging ideas, knowledge, and support with other individuals and/or groups to gain a mutual benefit. By reciprocating, we ensure through our actions, words, and agreements that others will receive support and validation from us when needed and, in turn, we will receive an equitable   level of support.

Sovereignty-Deserving: A term used to recognize the distinct status of Indigenous peoples among other racialized groups. Implicit in this term is the understanding that we are living and working on Indigenous lands and that many Indigenous peoples view themselves as independent from the Canadian state.

Structural/Systemic: A term that means something that impacts the entirety of a system. It is rooted in its earliest forms and perpetuates ideas and cultures that establish and maintain systemic barriers, disproportionate treatment towards equity-deserving groups, and inequitable outcomes that stem from a legacy of colonial practices and policies.

Transit-Oriented Displacement: A term that describes the relationship between gentrification and discriminatory transportation-planning practices. Transit-oriented displacement is reaffirmed by transportation systems that create barriers in accessing desirable communities that are within proximity to various services, facilities, institutional lands, and central business districts. This particular form of displacement creates an unequal and divided reality for equity- deserving groups and households experiencing lower incomes.

Transportation: A term that focuses on the movement of people and goods across destinations and through a diverse range of modalities. High-quality transportation supports the health, safety, and well-being of communities.

Transport Poverty: This occurs when inequitable transportation impedes one's ability to access employment, services, educational opportunities, food, open space, and other destinations. Transport poverty is further compounded by deficient transportation infrastructure and low-quality public transportation systems. These impacts can be further exacerbated for those who have disabilities, who experience economic marginalization, and who don't have access to a personal vehicle.

Trauma-Informed Community Engagement: Place-based community trauma is often caused by divestment, displacement and neighbourhood-based stigma. It impacts social groups and entire neighbourhoods subjected to other forms of systemic inequities such as historical oppression and poverty. The goal of the trauma-informed community-building and engagement model is to contribute to the social fabric, health and agency of the community.