



Gender Equity in Mobility Planning: Learnings from the Gender and Mobility Initiative

María de la Luz Lobos Martínez—Universidad de Chile + Renca's
Communal Planning Secretariat (Chile)
Rebecca Shakespeare PhD—Tufts University

Friday, October 28 | 1:30 PM - 2:45 PM

Gender equity in mobility planning: Learnings from the Gender and Mobility Initiative

María de la Luz Lobos Martínez (she/her/hers/ella), Independent researcher

Rebecca Marie Shakespeare (she/her/hers), Tufts University

Who are we?



Luli Lobos

(María de la Luz)

Lecturer, Universidad de Chile
Architect, Renca's SECPLAN

(she/her/ella)



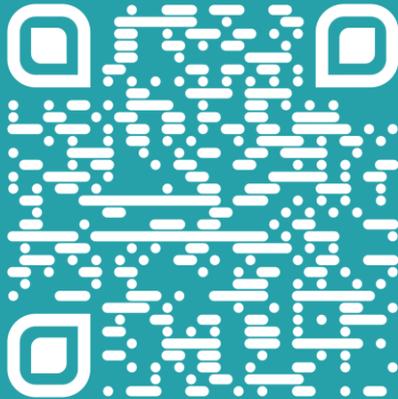
Rebecca Shakespeare

(Rebecca Marie)

Lecturer,
Tufts University

(she/her/hers)

Have you ever felt that your gender defines your mobility?



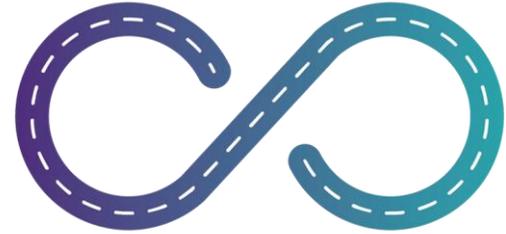
Go so [slido.com](https://www.slido.com) to respond! Code: #2023111

Advocating for equity

Research context

Partnership

- University-funded project with non-profit research partner
- How can gender-disaggregated data can pinpoint mobility and design necessities un-addressed by traditional planning processes?
- Specifically for this talk: Street infrastructure



Gender + Mobility Initiative

LivableStreets
Connecting People + Places

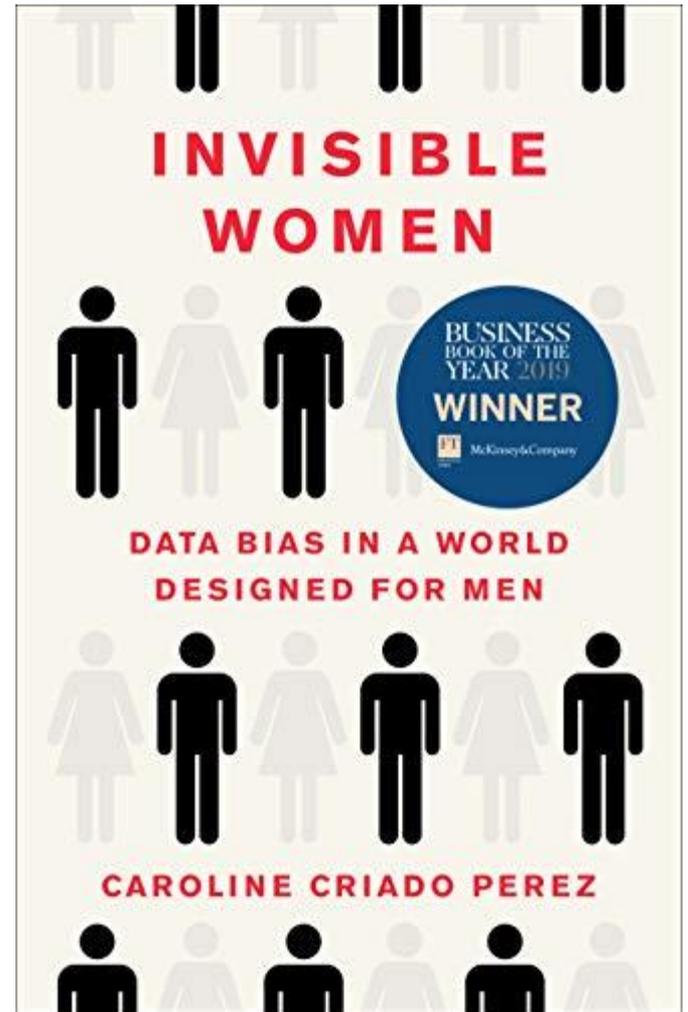
Tufts
UNIVERSITY

Jonathan M. Tisch
College of Civic Life

Research context

Gendered Urban Planning

- Though public spaces are intended for use by people of all gender identities, current approaches to assessing livability reflect a marginalizing perspective on urban planning (Beebeejaun, 2017).
- Perceptions of spaces traversed impacts if, when, and how women will travel (Fenster, 2005).



Research context

Gendered Urban Planning



- Want to understand how gender plays a role in the experience of mobility.
- Every person's mobility experience is unique.
- However, streets have not been designed with gender or intersectional identities in mind.

When we talk about equity, we need to tackle all aspects of it, including gender.

GENDER AND MOBILITY INITIATIVE

CLOSING THE GENDER DATA GAP
TOWARDS EQUITABLE URBAN SPACES

CALL FOR RESEARCH
PARTICIPANTS

Gender

Basic concepts

Sex assigned at birth

Biological traits/chromosomes that people are born with.

Gender identity

Self-identification that reflects your internal and individual experience in society.

Gender expression

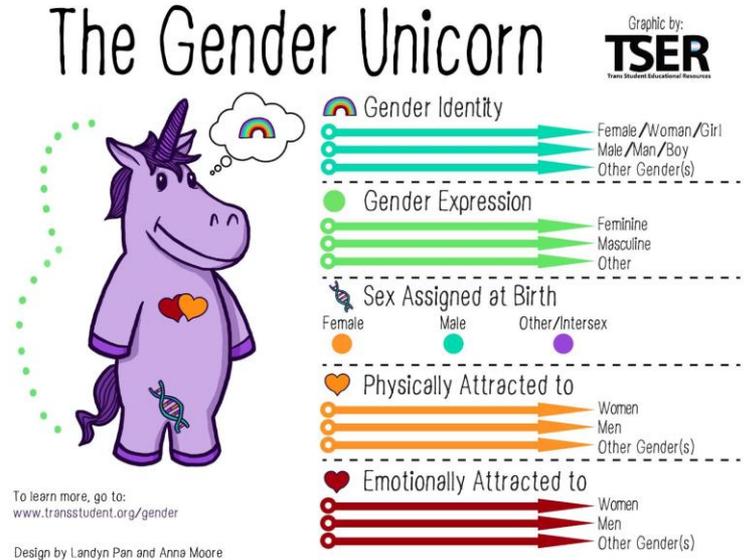
How you choose to express yourself in public.

Gender presentation

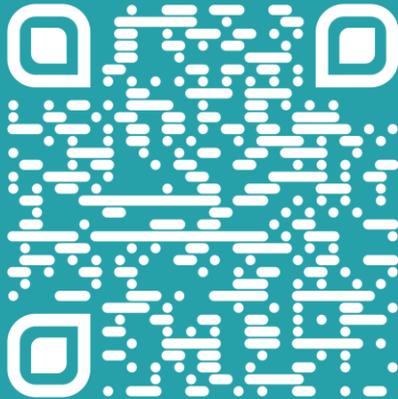
How others sees and understands your gender.

Gender roles

Activities that society commonly associate with a specific gender.



How does your gender affect the way you move through the city?



Go so slido.com to respond! Code: #2023111

Relevance of disaggregated data

What is disaggregated data?

Processes aren't even asking people's genders

- Census data provides Male and Female options only to sex question.
- Boston in context summary doesn't provide Male/Female information.
- Without this information, we can't tackle different needs and **gendered experiences**.

People's different identities affect the experience of moving through public space.

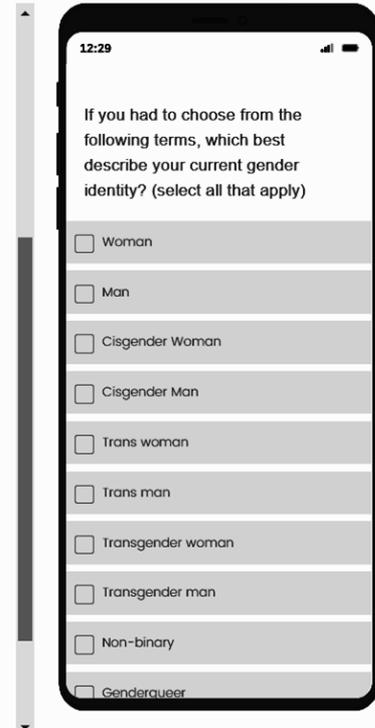
How to get disaggregated data?

Ask about gender identity!

- Provide several different gender identities option, including an open field.
- Allow for multiple answers.
- Acknowledge that there are infinite genders.

If you had to choose from the following terms, which best describe your current gender identity? (select all that apply)

- Woman
- Man
- Cisgender Woman
- Cisgender Man
- Trans woman
- Trans man
- Transgender woman
- Transgender man
- Non-binary
- Genderqueer
- Prefer not to answer



12:29

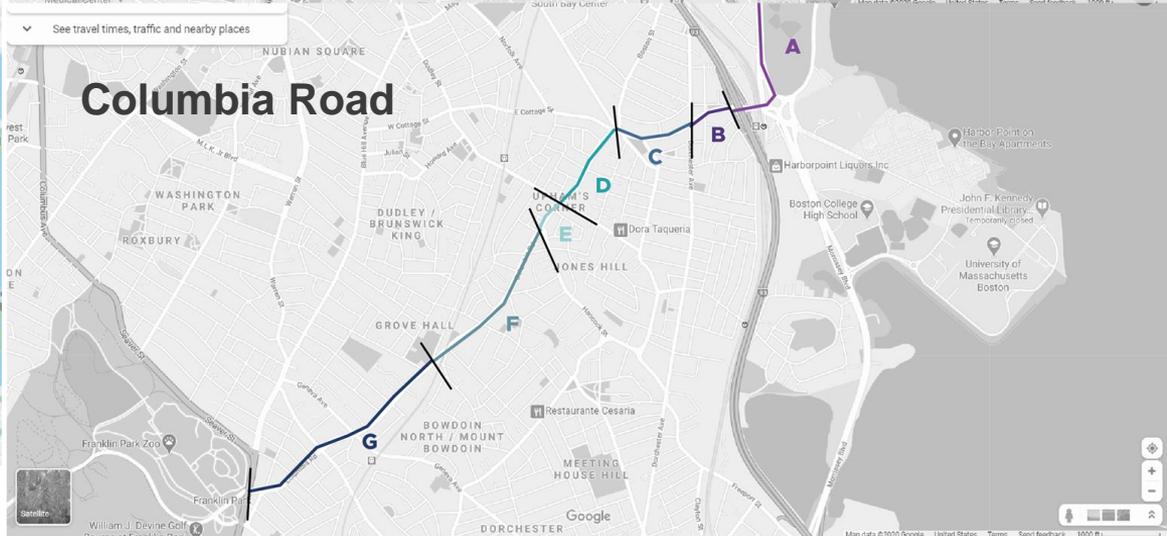
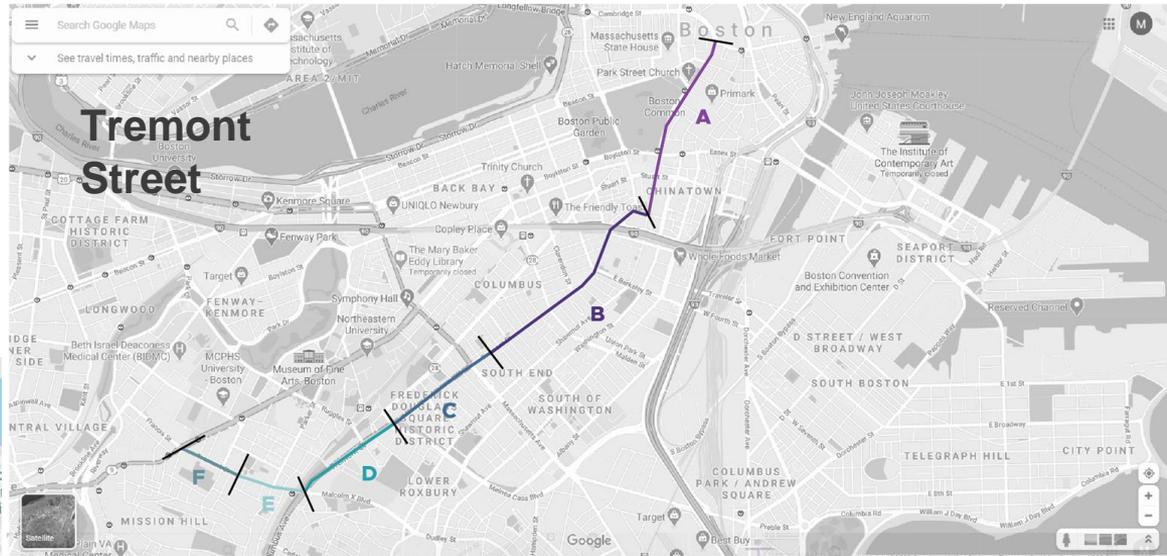
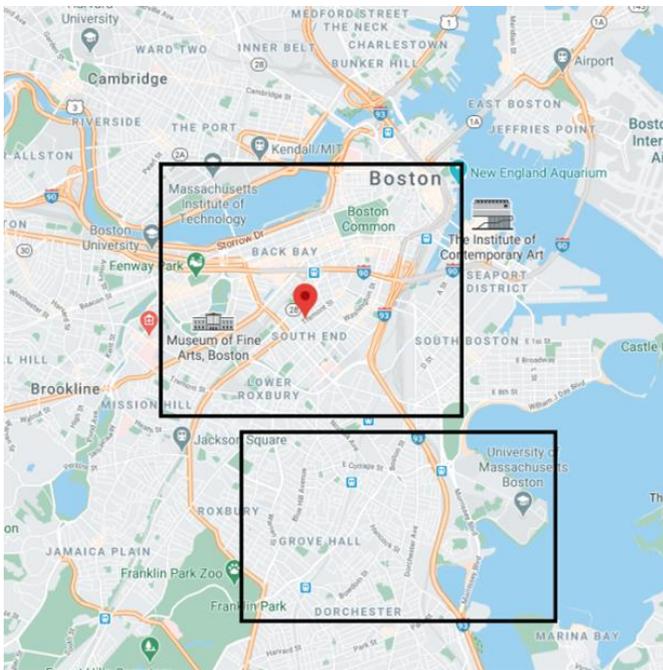
If you had to choose from the following terms, which best describe your current gender identity? (select all that apply)

- Woman
- Man
- Cisgender Woman
- Cisgender Man
- Trans woman
- Trans man
- Transgender woman
- Transgender man
- Non-binary
- Genderqueer

Our research

Case studies

Boston area



Research methods

How have we collected data?

Finished

On the Street interviews

Purpose: General experiences of focal streets in situ; concepts of inclusive space

Online Participatory Mapping

Purpose: Awareness of locations of gendered street experiences

Ongoing

Survey

Purpose: Reported street experiences & values

Upcoming

Phone / Zoom Interview

Purpose: Identify specific locations, experiences, and perspectives

Let's see your responses!

Preliminary findings

Participatory Map

- Geolocalized information
- Fear
- Parenthood

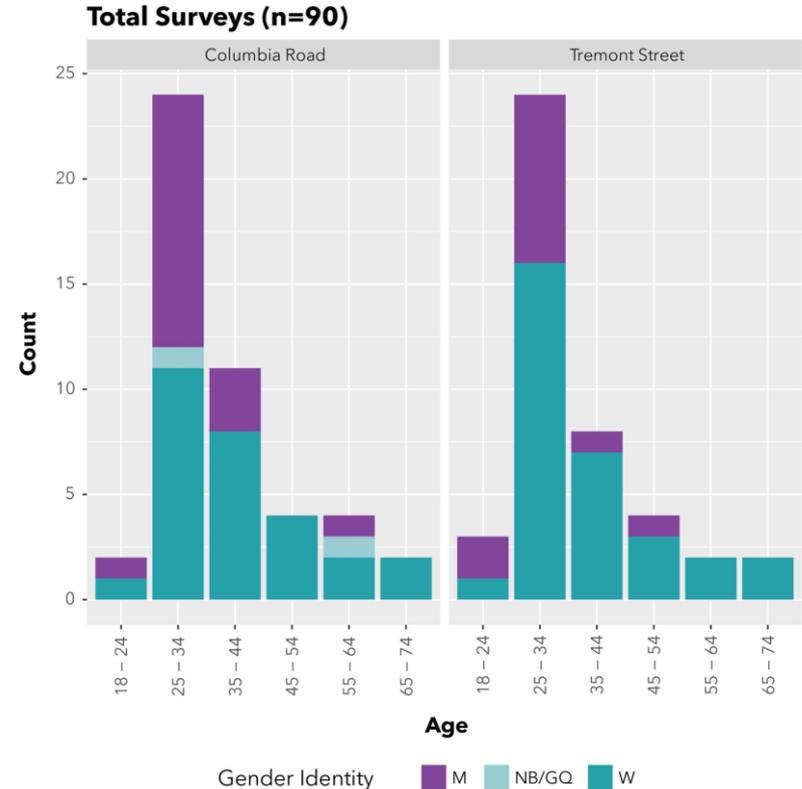


Online Survey Demographics

- 90 Respondents indicating gender identity (not all complete)
- Subset responding to Street Change questions:
 - Men: 22
 - Women: 50
 - NB/GQ (only): 2

Included:

Men, Trans Men, Non-binary GenderQueer Folks, Women, Trans Women, GenderQueer Women, Non-Binary Women

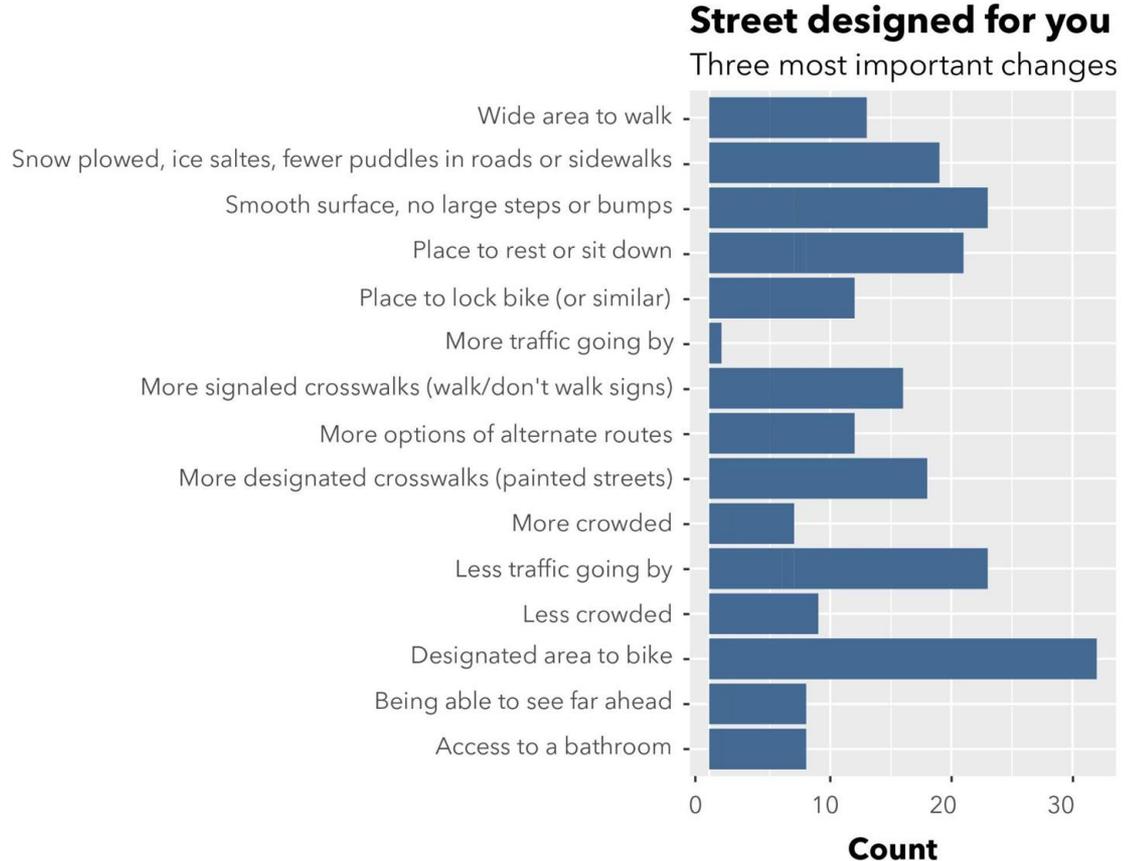


Online Survey

Overall responses

● If [this street] were to change, which of the following would make the street feel more like it was designed for you? Pick the three that are most important to you.

Feature



Online Survey

Gender disaggregated

● If [this street] were to change, which of the following would make the street feel more like it was designed for you? Pick the three that are most important to you.

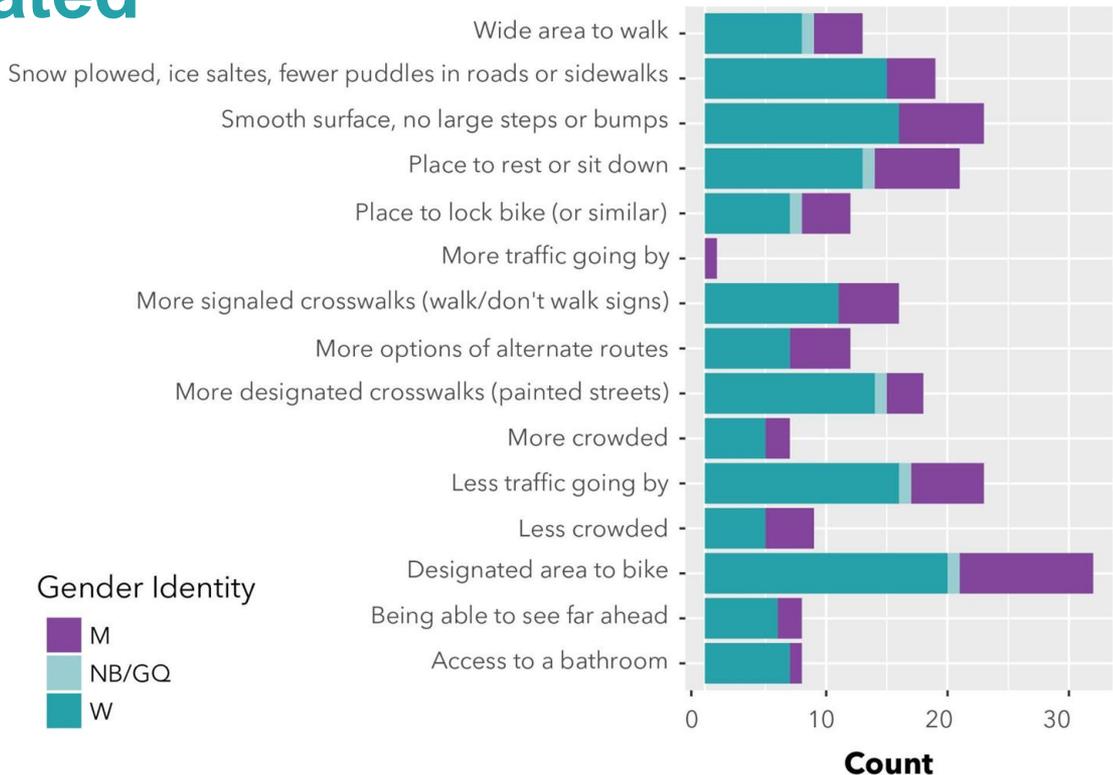
Feature

Gender Identity



Street designed for you

Three most important changes



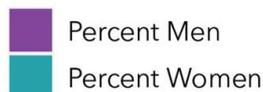
Online Survey

Percent of Total

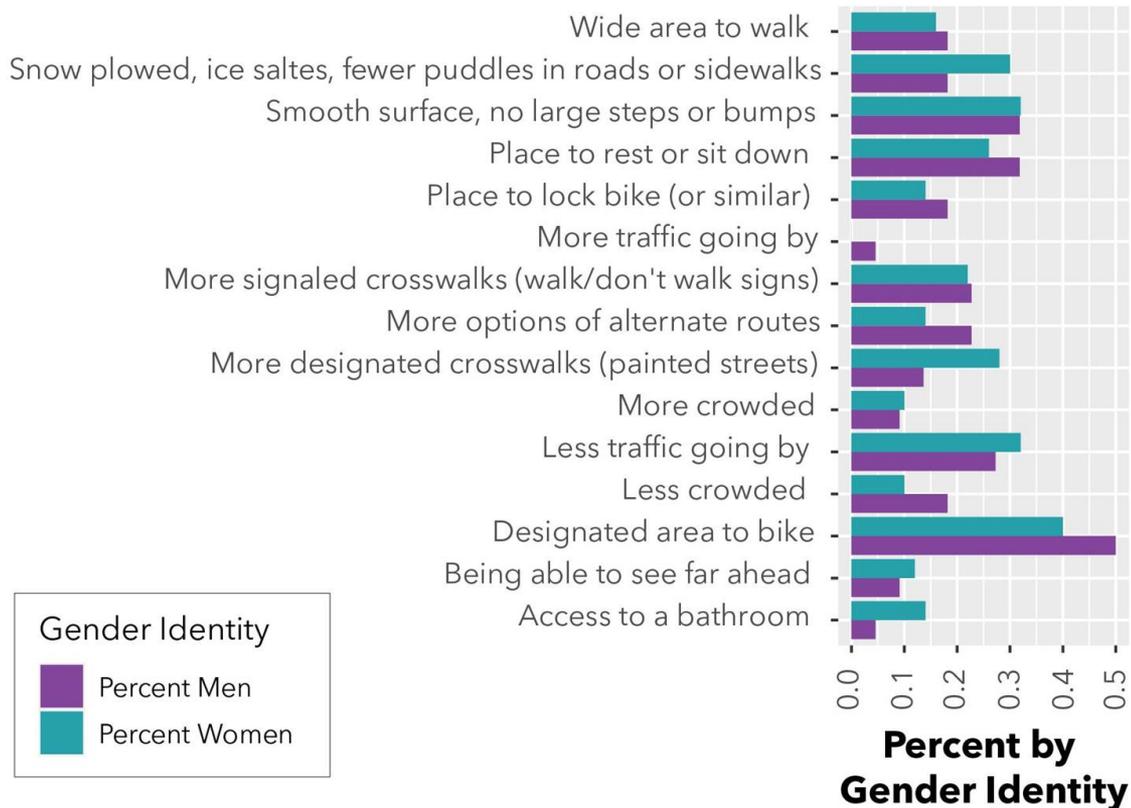
● If [this street] were to change, which of the following would make the street feel more like it was designed for you? Pick the three that are most important to you.

Feature

Gender Identity



Street designed for you Three most important changes



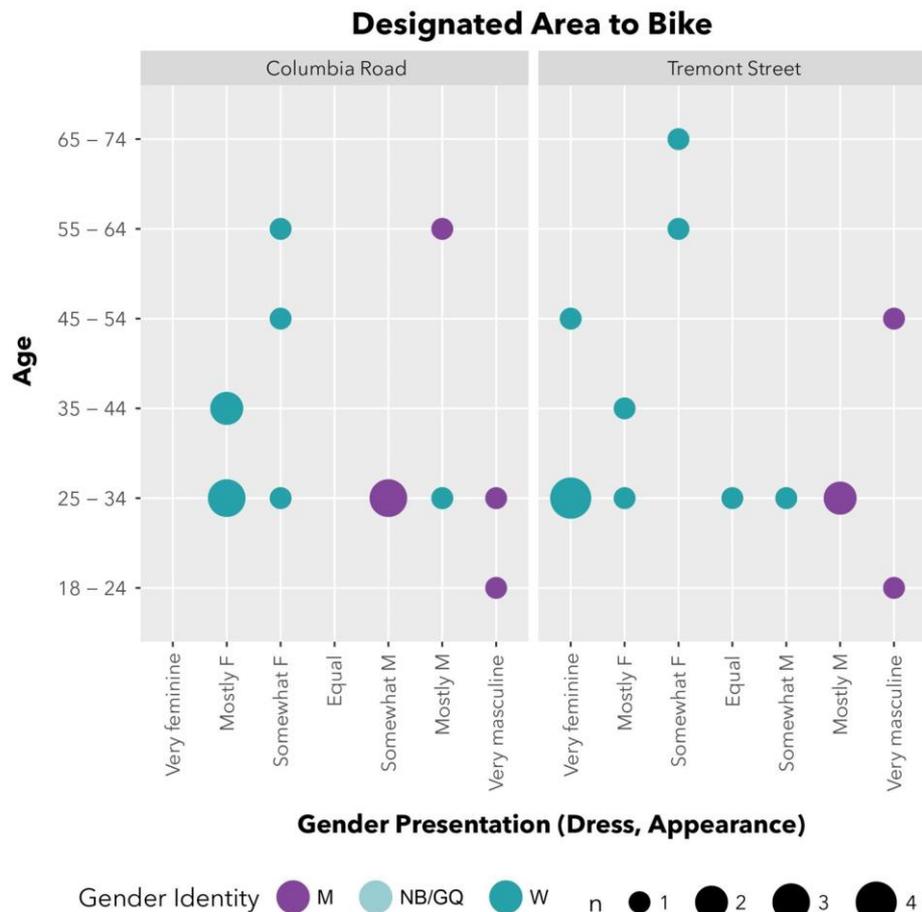
Online Survey

Biking

- 50% of Men / 40% of Women / 50% NonBinary/GenderQueer
- Balanced across gender presentations

Total

- Men: 22
- NB/GQ: 2
- Women: 50



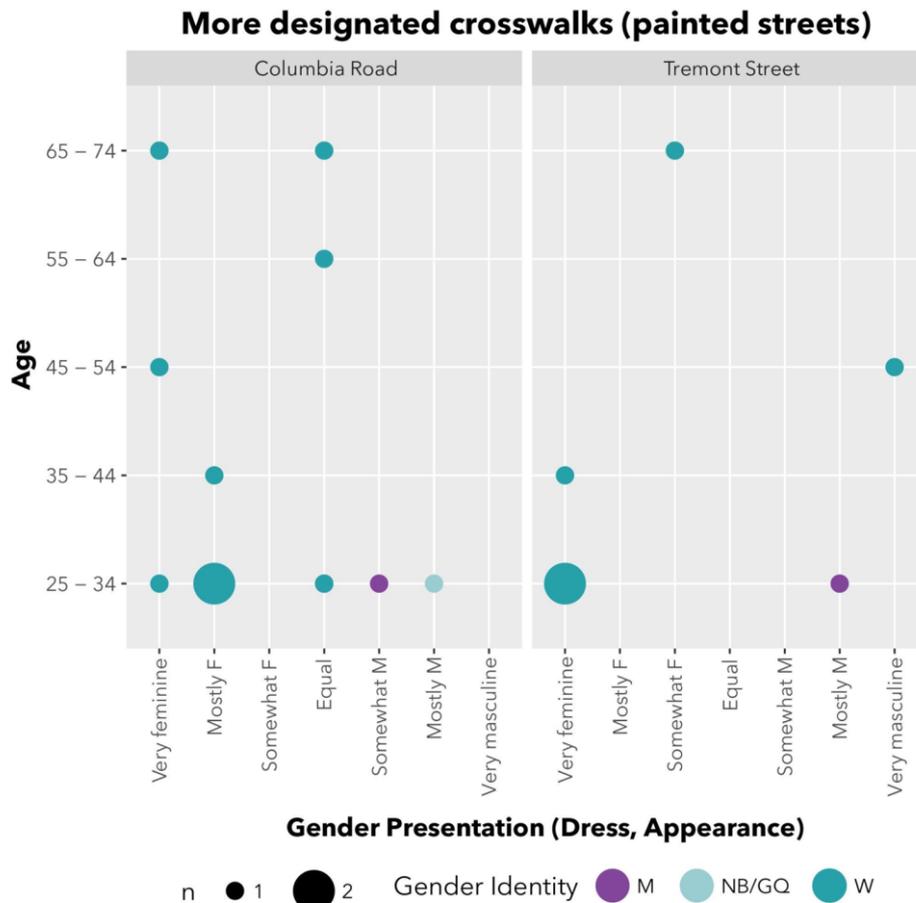
Online Survey

Designated crosswalk

- 14% of Men / 28% of Women
50% NonBinary/GenderQueer
- Unbalanced across gender presentations

Total

- Men: 22
- NB/GQ: 2
- Women: 50



On-the-street Questionnaire

What makes a street comfortable to you?

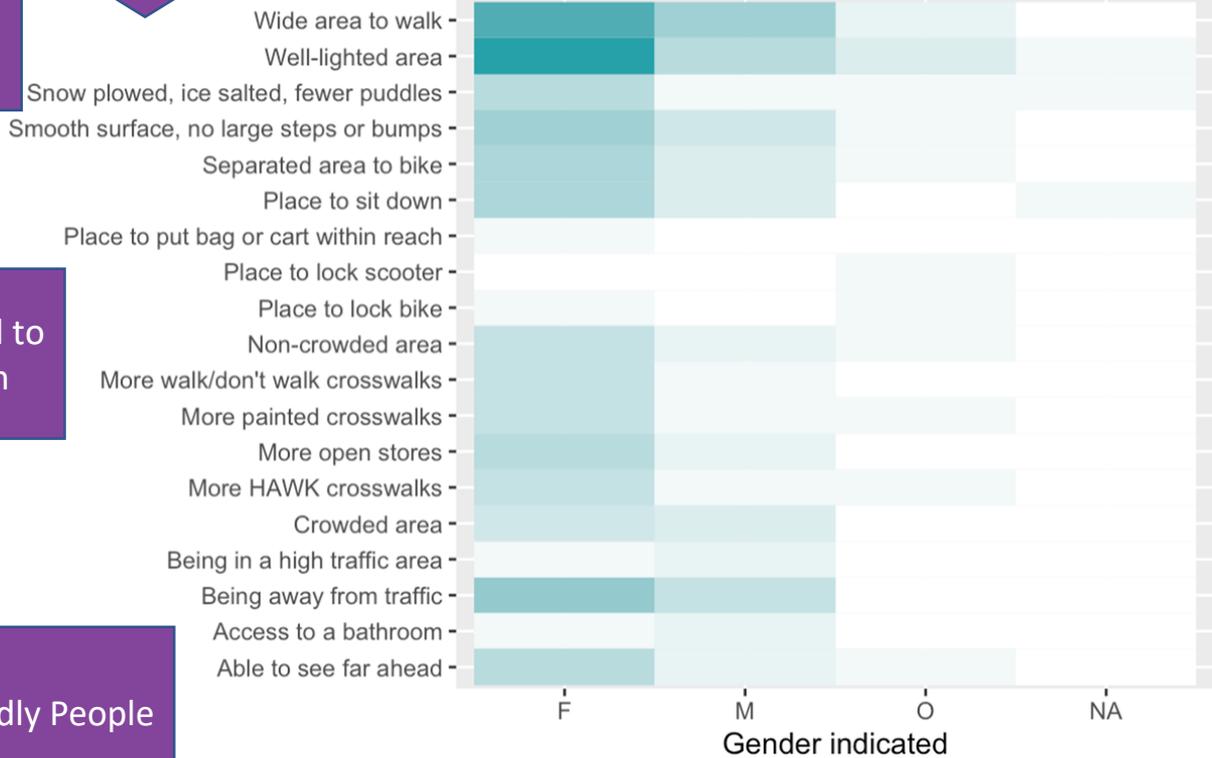


“More Light”

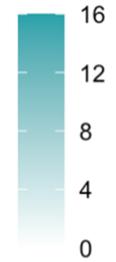
“As a guy, I feel very comfortable”

Local Art

Features that make a street comfortable for you Individually reported elements



Total



Comfortable travelling in familiar areas

Drivers need to slow down

Friendly People

Not much crime

On the street questionnaire

What makes a street comfortable?

Thinking about YOUR gender

Women

- Visibility: Well-lit area; Able to see far ahead
- Space: Wide area to walk; Place to Sit
- People: Crowded area
- Maintenance: Few puddles, snow

Men

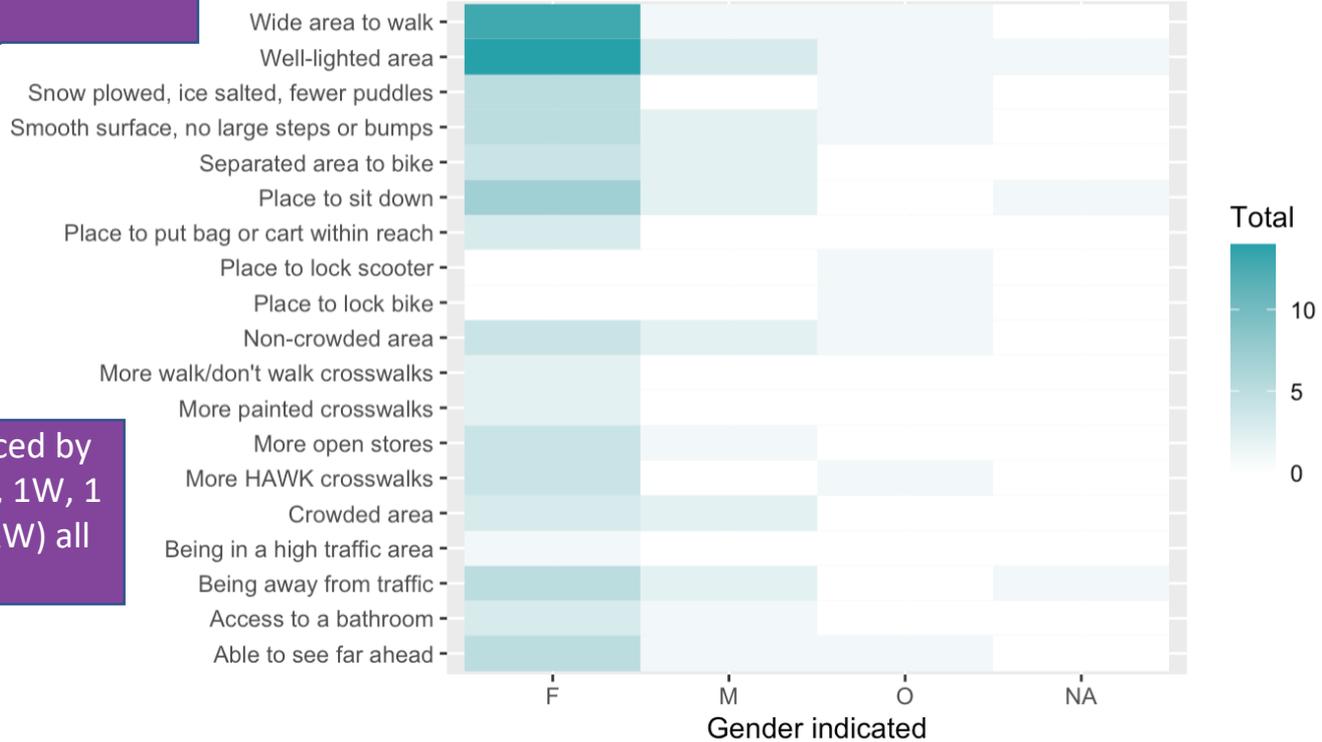
- Space: Wide area to walk
- People: Crowded area
- Reported FEWER things than when gender was not prompted

It's the Same (3 M,
5 W; 7 cis, 1 trans)

Features that make a street comfortable for you based on Individually reported elements

feature

Not influenced by
Gender (6M, 1W, 1
couple (M&W) all
cis



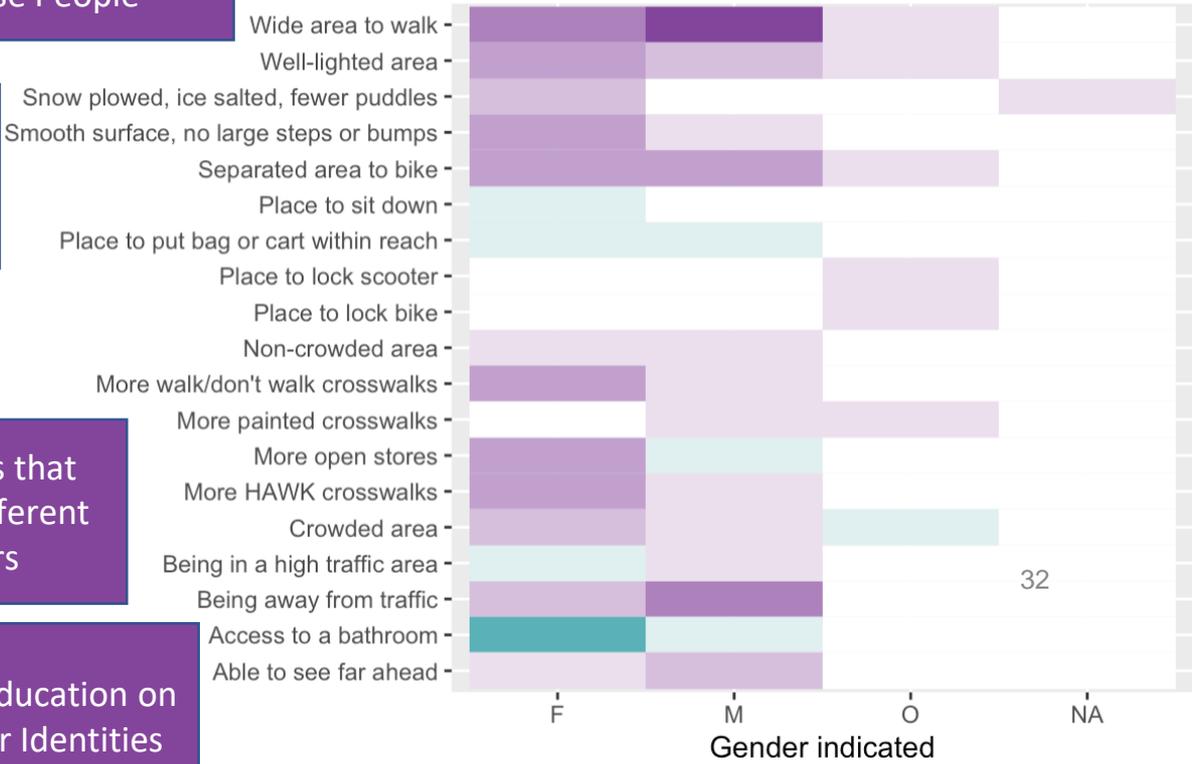
On-the-street Questionnaire

What would make this street gender inclusive?



Features that make a street comfortable for all genders

Change from self to 'for all genders'



Seeing representation from all walks of life; Diverse People

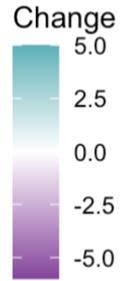
Hate-free, no mean or scary people

feature

Businesses that support different genders

More education on Gender Identities

PRIDE support (flags, crosswalks)



"Not about gender, traffic is too crazy and you can't cross"

32

Practical applications

Inclusive street-level features

What makes a place inclusive of gendered bodies, identities, and experiences?

In order to

- Identify specific interventions to make streets more traversable by folks of all gender identities and expressions.

What elements of street design and active transportation (including getting to and from public transportation) impact perceived gender inclusivity?

In order to:

- Understand whether planning and design outreach includes the right people.
- Identify marginalizing contexts and design factors along two streets.

Design and planning references

Public amenities

Any gender bathroom

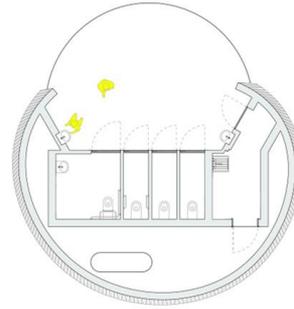
Project: Dandenong Public City Park Amenities

By: BKK

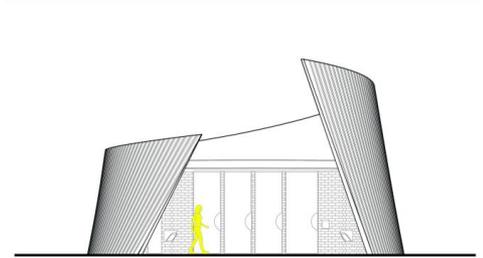
Location: Dandenong, Victoria, Australia

Year: 2019

Pictures source: <https://b-k-k.com.au/projects/dandenong-public-city-park-amenities>



GROUND FLOOR PLAN



NORTH ELEVATION



Lighting in public spaces

Lighted underpasses

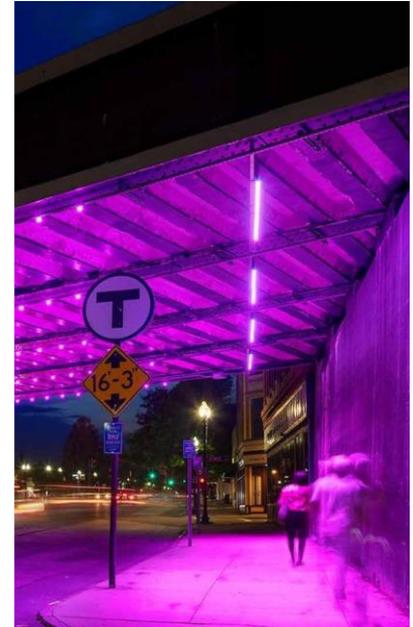
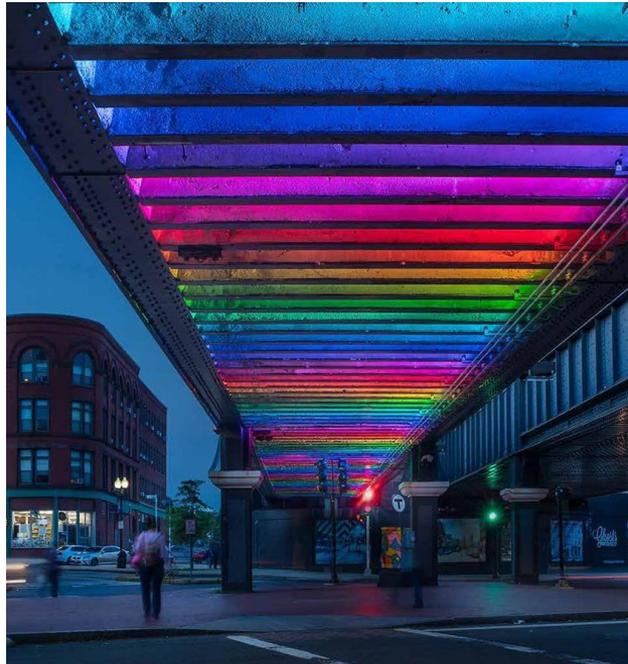
Project: Lynn Lights

By: Beyond Walls

Location: Market Street,
Washington Street, and Central
Square Underpasses, Lynn,
MA

Year: 2018

Pictures source: <https://www.payette.com/cool-stuff/lighting-it-up-in-lynn-ma/>https://www.archdaily.com/930601/beyond-walls-payette-lights-up-lynn-with-pro-bono-display/5dfbbca53312fd6396000129-beyond-walls-payette-lights-up-lynn-with-pro-bono-display-photo?next_project=no



Gendered public transportation

Reserved spaces

Project: Pink carriage

Location: Nuevo León, Mexico
(present in several cities in the world).



Picture source:
<https://abcnoticias.mx/local/2022/3/7/replantean-programa-vagon-rosa-158199.html>

Activated public spaces

Design by and for women

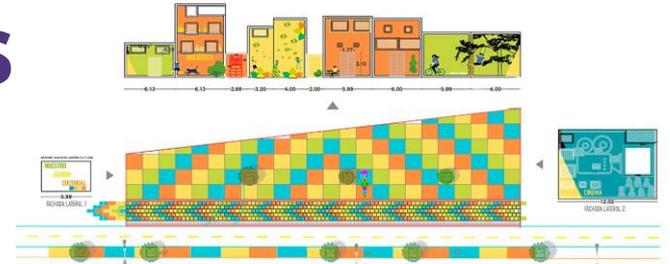
Project: *Nuestro Jardín Cultural* (Our Cultural Garden)

By: Bicistema

Location: Bogotá, Colombia

Year: 2019

Pictures source:
https://www.archdaily.cl/cl/933210/renovacion-y-regeneracion-de-espacio-publico-mediante-urbanismo-tactico-con-enfoque-de-genero-en-bogota?ad_medium=gallery





Piloto de Urbanismo Táctico Me Nuevo Segura

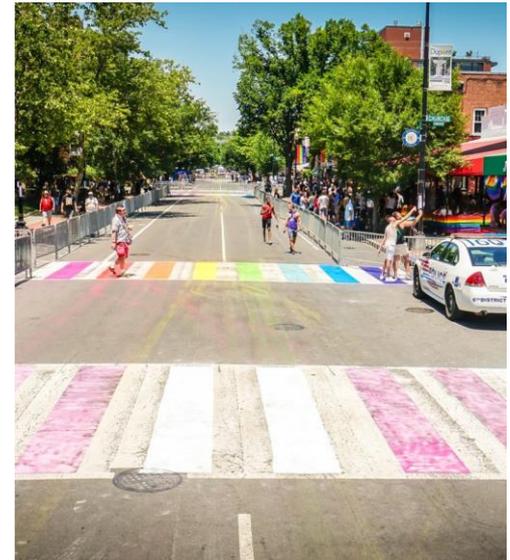


More painted crosswalks

Colorful streets

Location: Vienna,
Washington DC (present in
several cities across the
world)

Pictures source:
Rebecca Shakespeare
<https://www.archdaily.com/986297/how-gender-inclusion-is-influencing-urban-design>



Bigger walking space

Painted 'panot' paving stones: extended sidewalk

Project by: Ajuntament de Barcelona

Location: Pelai Street, Barcelona

Year: 2021

Pictures source:
<https://www.lavanguardia.com/local/barcelona/20210327/6611662/barcelona-estrena-nuevo-carrer-pelai-con-1-500-metros-quadratdos-mes-para-los-peatones.html>



Conclusions

Community impact

Perception vs structural gender issues

- Community members still see gender as theory and have a hard time separating these concepts.
- However, responses show that people of different genders experience mobility in different ways.

Picture source:
huffingtonpost.com



On the research prompts

Is this even a question?

Questioning the premise: Nothing, I have ever associated travel with gender inclusiveness or affirmation. In fact, practically nobody makes such an association. You are trying to solve a problem that doesn't exist.

Unsolvable: I'm not sure. As a woman, you get a lot of attention walking down the street, I don't think there is any way to change this.

Validating: I think the places in this section of Tremont Street in the downtown Boston/Theater District area are generally alright in terms of gender inclusivity/affirmation. I do get the feeling that the adjacent Back Bay area does an even better job of these things. Maybe it's because it's even safer, more well-off, and (not sure but maybe even more liberal?)

Gender Inclusive Outreach

Guidelines

- When referring to gender, remember to include ALL genders.
- Disaggregated data can help us to create gender affirming and inclusive urban spaces.

Check our booklet online

- Available both in English and Spanish

**Gender
affirming
and inclusive
community
engagement
strategies**

**Estrategias de
participación
comunitaria
con inclusión y
afirmación de
género**

Taking action

Urban design + mobility policies

- Wide sidewalks
- Lighting in the public space
- Tactical urbanism
- Create vibrant, active spaces
- Include gender perspective in city planning processes
- Transportation and mobility options that not only work during rush hours
- Gender trainings for public transit drivers

Mobility choices for all

Let's have a city where we all can move freely

People need to feel comfortable in their surroundings to be present as their authentic selves



References

- Beebejaun, Y. (2017). Gender, urban space, and the right to everyday life. *Journal of Urban Affairs* 39 (3): 323-334, DOI: 10.1080/07352166.2016.1255526
- Doan, Petra L. 2010. "The Tyranny of Gendered Spaces – Reflections from beyond the Gender Dichotomy." *Gender, Place & Culture* 17 (5): 635–54. <https://doi.org/10.1080/0966369X.2010.503121>.
- Fenster, T. (2005). The Right to the Gendered City: Different Formations of Belonging in Everyday Life. *Journal of Gender Studies* 14 (3): 217-231. DOI: 10.1080/09589230500264109
- Gargiulo, Irene, Xavier Garcia, Marta Benages-Albert, Javier Martinez, Karin Pfeffer, and Pere Vall-Casas. 2020. "Women's Safety Perception Assessment in an Urban Stream Corridor: Developing a Safety Map Based on Qualitative GIS." *LANDSCAPE AND URBAN PLANNING* 198 (June). <https://doi.org/10.1016/j.landurbplan.2020.103779>.
- Gauvin L., Tizzoni, M, Piaggese, S., Young, A., Adler, N., Verhulst, S., Ferres, L., & Cattuto, C. (2019). Gender gaps in urban mobility. arXiv:1906.09092 [physics.soc-ph]: 1:20. Retrieved from https://www.researchgate.net/publication/333971494_Gender_gaps_in_urban_mobility
- Johnston, L. 2019. "Transforming Gender, Sex, and Place: Gender Variant Geographies." *TRANSFORMING GENDER, SEX, AND PLACE: GENDER VARIANT GEOGRAPHIES*. Gender Space and Society. GOWER HOUSE, CROFT ROAD, ALDERSHOT GU11 3HR, ENGLAND: ASHGATE PUBLISHING LTD.
- Kern, Leslie. 2007. "Reshaping the Boundaries of Public and Private Life: Gender, Condominium Development, and the Neoliberalization of Urban Living." *Urban Geography* 28 (7): 657–81. <https://doi.org/10.2747/0272-3638.28.7.657>.
- Kwan, Mei-Po. 1999. "Gender, the Home-Work Link, and Space-Time Patterns of Nonemployment Activities." *Economic Geography* 75 (4): 370–94.
- Kwan, Mei-Po. 2000. "Interactive Geovisualization of Activity-Travel Patterns Using Three-Dimensional Geographical Information Systems: A Methodological Exploration with a Large Data Set." *Transportation Research Part C* 8: 185–203.
- Maciejewska, Monica, Sara McLafferty, and Valerie Preston. 2019. "Women's changing commutes: the work trips of single mothers in the New York region, 2000–2010" *Built Environment*, 45(4)544-562. 10.2148/benv.45.4.544.
- Tulumello, Simone. 2015. "Fear and Urban Planning in Ordinary Cities: From Theory to Practice." *Planning Practice and Research* 30 (5): 477–96. <https://doi.org/10.1080/02697459.2015.1025677>.

Thanks!

If you want to participate on the survey or interview, go to our project website

www.gendermobility.com

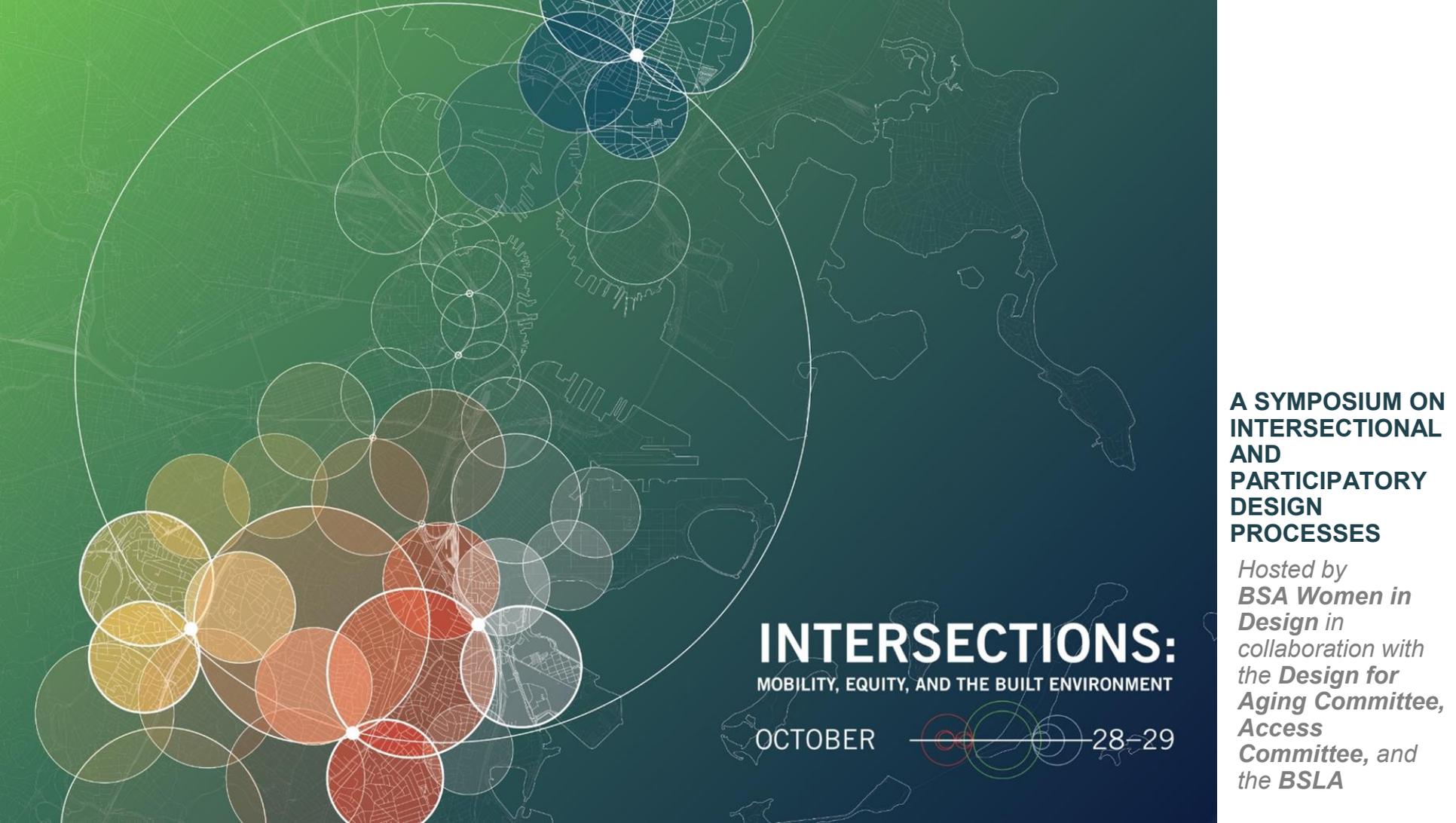


Discussion session

1. How do we include a gender perspective in the design work that we do now?

2. What ideas from this session should inspire best practices? What else do you want to know?

3. How do our intersectional identities shape our everyday mobility choices?



**A SYMPOSIUM ON
INTERSECTIONAL
AND
PARTICIPATORY
DESIGN
PROCESSES**

*Hosted by
BSA Women in
Design in
collaboration with
the Design for
Aging Committee,
Access
Committee, and
the BSLA*

INTERSECTIONS:

MOBILITY, EQUITY, AND THE BUILT ENVIRONMENT

OCTOBER



28-29

A SYMPOSIUM BY



IN PARTNERSHIP WITH

ACCESS COMMITTEE

**DESIGN FOR AGING
COMMITTEE**



GOLD

SASAKI



SILVER

Perkins&Will

DIMELLA
SHAFFER



BRONZE

FINE GOLD
ALEXANDER
ARCHITECTS

landscapeforms®

SUPPORTER

utile



UP NEXT

Design for Aging in Historic Spaces

Genevieve Frank, AIA LEED AP BD+C— ICON Architecture

Alisa Augenstein—The Public Archaeology Laboratory, Inc.

Wendy Cohen—New Seasons Development

Bethany Moody AIA—ICON Architecture

Ilene Vogel—Director North Shore CDC

Friday, October 28 | 3:00 PM—4:30 PM