

Recommended Engagement Activity	Function	Description	Example	Focus Area	Priority
Workshopping Alternatives to Enforcement	Organizing	Reducing dependency on policing will be essential to ensuring a dignified transportation planning and implementation process. Often, planning efforts and development projects happen in a vacuum and residents experience the negative outcomes associated with the lack of coordination among agencies. Excessive enforcement is usually the result of an unmet need to adjust the design concept to fit the diverse needs of residents accessing the project area. The workshop should be led by system-impacted people (ideally those from the project area) and technical staff should be empowered to develop a root cause analysis and to conceptualize project features that would reduce police encounters resulting from the project itself.	This workshop can result in community agreements, inter-agency agreements, and design alternatives.	Decarceration	HIGH
Pen Pal/Phone-Based Design Sprints	Participatory Research	This remote activity has a dual-directional impact. Project team staff, local decarceration partners, public safety advocates, and volunteers write letters (or make calls) that will go directly to those who are in some way physically not able to directly interact with the engagement effort. This could be people who are house-ridden, people who are institutionalized, or people who've already been displaced from the community. These letters should address root causes of transportation barriers and public safety issues and speak to the ways the project could help improve those dynamics. Additionally, local residents and those who are institutionalized will be encouraged to write letters to project staff to convey their visions for safety in their community.	The letters will be helpful to all project functions working to develop strategies for addressing public safety and transportation safety priorities.	Decarceration	HIGH
Re-Entry Resourcing	Capacity Building	Transportation planning is an opportunity to support those returning home from incarceration in their efforts to adjust back into society without the social degradation associated with having been criminalized. System impacted residents are least likely to be civically engaged about transportation projects because they have been alienated from society. A re-entry resourcing effort that centers mobility and access to key destinations for system impacted people should involve service providers that are on standby to triage, refer, and address immediate needs. This activity should serve the dual purpose of connecting residents with resources they need in the immediate time frame while also providing practitioners with important context for equity gaps that could be filled or exacerbated by their projects.	This type of event is an effective supplement for attendance at working group meetings and promotes civic engagement outside of intimidating environments that may not take into account the unique needs of system-impacted people.	Decarceration	HIGH
Post-Implementation Feedback Session	Dialogue	A post-Implementation feedback session with people who are system impacted is important to ensure those who could encounter additional police as a result of the project are adequately prepared to navigate the new conditions in the project area. Practitioners should be mindful to document feedback that suggests enforcement is happening in ways that are misaligned with the intentions of the project.	Findings from the evaluation phase should be referenced in future plans and subsequent cross-agency discourse regarding the project.	Decarceration	HIGH
Community-Led Practitioner Inservices	Capacity Building	Planners, engineers, and technical staff arrive at a project with the presumption of expertise. While their technical knowledge is essential to the success of the project, their professional training and experience rarely includes frameworks that encourage equitable outcomes and social justice perspectives. At community-led practitioner in-services, practitioners can hear and learn directly from impacted people (in this case people with disabilities) so that practitioners can incorporate alternative, equity-centered frameworks in their technical scope of work. CBOs can help work with resident leaders to develop agendas and training materials.	The learning outcomes from this event will assist the technical project staff with developing strategies to address priorities for people with disabilities.	Disability Justice	HIGH

Interactive Route Planning	Connecting Community	Transportation project teams should partner with entities that routinely offer direct services and advocacy for people with disabilities. Careful consideration should go into ensuring the selected partners serve a diverse array of people with disabilities (including those who are LGBTQIA+). Temporary design stations should show up adjacent to quality of life locations and provide a quick opportunity for residents with disabilities to move through an experience (could use virtual tools) and provide immediate feedback about preferences and considerations based on the information being presented. Virtual components give residents an opportunity to see realistic representations of the project's potential elements.	The findings derived from interactive route planning should directly inform the design of project alternatives.	Disability Justice	HIGH
Mobile Town Halls	Connecting Community	Project area statistics and socio-economic profiles often fail to accurately capture the experiences of people with disabilities. The mobile town hall will function as a combination of street intercepts, door-to-door canvassing, and pop-up tabling to share easy to access tools and information regarding how to navigate the project area with specific types of disabilities. The project team can partner with local interventionists and social services partners to couple this intention with actual distribution of resources. These mobile events should be festive while also affording residents an opportunity to request the features and services that are most important to them.	Feedback collected during the mobile town hall should inform a specific set of disability justice project features/components.	Disability Justice	HIGH
Pop-up Accessibility Concepts	Direct Service	As a follow-up to discussions that took place during the issue identification phase, the implementation phase of a project should include a real-time/life demonstration of accessibility concepts that are being considered for the project. Special emphasis should be placed on highlighting the ways the project plans to directly benefit those with physical and cognitive disabilities.	Technical and programmatic staff should document discussion points that add an expanded equity lens to transportation planning and strategies to expand success metrics.	Disability Justice	HIGH
In-Progress Presentations	Capacity Building	People with disabilities will need accurate and timely updates in order to adjust to the ongoing changes within the community. Project staff should set up a communication protocol whereby the disability community is routinely updated regarding the project. Where updates result in new findings regarding impacts to people with disabilities, efforts to make adjustments should be prioritized and resourced.	Implementation activities should primarily intend to mitigate inconvenience and mobility barriers for communities in the project area.	Disability Justice	HIGH
Inclusive Construction Planning and Scheduling	Dialogue	People with disabilities can experience extremely negative impacts to accessibility when extensive transportation projects are underway nearby. Because of this, during the Implementation phase it is important that project staff maintain an open and flexible line of communication with the disability community in the project area. In addition to this, construction plans and construction timelines should consider ways to prevent impacts to people with disabilities (cognitive and physical).	Implementation activities should primarily intend to mitigate inconvenience and mobility barriers for communities in the project area.	Disability Justice	HIGH

Phone Banking Resource Fair	Direct Service	Phone banking can serve as an efficient way to garner resident perspectives and convey information that is typically shared in a meeting. Frequently, residents are unable to be civically engaged about transportation projects because they are experiencing dire quality of life and economic constraints. A direct service phone banking effort should involve service providers that are on standby to triage, refer, and address immediate needs. While this activity could effectively happen as a robocall, a live phone call will likely encourage an intimate opportunity for residents who can't attend meetings to share their insights and to receive pertinent information. All project partners and adjacent project teams should be invited to participate in this activity, with a goal of reaching 80% of residents living in the immediate project area. These phone calls should serve the dual purpose of connecting residents with resources they need in the immediate time frame while also providing practitioners with important context for economic justice gaps that could be filled or exacerbated by their projects.	This type of event is an effective supplement for attendance at working group meetings.	Economic Justice	HIGH
Pop-up Market Place Demonstrations	Connecting Community	Transportation projects can take many years to reach completion. By providing materials and teaching residents ways to prepare for the long term process, pop-up markets can ensure residents have temporary solutions to their mobility and connectivity challenges. By focusing on the economic sustainability of communities, pop-up markets can pilot project elements being considered while affording residents a chance to earn extra income.	The pop-up market place will inform practitioners of project elements that are less favorable to the community or less feasible than alternatives.	Economic Justice	HIGH
Underground Economy Engagement	Dialogue	Underground economies form the backbone of vitality in many communities that have had to find ways to adapt to declining access to work and increased displacement pressures stemming from rapid community redevelopment. Transportation projects have played a major role in these dynamics. Examples of underground economies include peer childcare, unlicensed service provision (like hair and nails), street vending, and sex work. By engaging people who rely on underground economy, practitioners can ensure their projects don't disrupt vital streams of income and they can also ensure the incorporation of project features/agreements that support on-ramping those working in underground economy into formal economic pathways (if they choose to).	Outreach and decision making opportunities for those engaged in the underground economy should feed into the development of project features/alternatives.	Economic Justice	HIGH
Cross-Disciplinary Roundtable	Capacity Building	Transportation planning is frequently, and understandably, perceived by communities as posing inevitably negative impacts. This assertion should be explored through a root cause analysis and collective strategy development to ensure these outcomes are improved and not exacerbated by development in the community. The roundtable should invite experts from the various disciplines and service providers who are familiar with past trauma encountered by the community in the project area. The roundtable should incorporate a balance between so-called experts and community leaders. While this convening can be broadcasted via the internet, it is advised that the group size be manageable to an extent that fruitful discourse and meaningful action items can derive from the conversation in a three-hour timespan. Practitioners directly associated with the project should attend for capacity-building purposes and should not be direct participants in the roundtable.	The roundtable is an intimate community engagement effort that will help narrow priorities and issues that can inform the development of a project scope of design concept.	Trauma-informed planning	HIGH

Mobile Visioning Sessions (Youth-Centered)	Participatory Planning	Transition Age Youth and young people entangled in the juvenile justice system are very likely to experience displacement and criminalization in communities undergoing transformation. It's important that the project team and the entire community invests in ensuring young people who've been institutionalized are centered and thoroughly considered in the development of concepts and programmatic scoping. These rolling visioning sessions will place high-level decision-making directly into their hands (as an impacted population) and will include hands-on idea generation activities with the support of service providers, developers, and the project team.	The findings and insights deriving from this forum should feed directly into every aspect of the strategies phase.	Trauma-informed planning	HIGH
Community-Based Impact Assessments	Participatory Research	Project staff typically lead and document anticipated/potential community impacts associated with projects. The challenge with this is that the impacts assessed are standardized and articulated in terms that support the pre-existing intentions of the project. Project staff can work with residents in the project area to develop community based impact assessments that are non-standard and speak to the qualitative impacts experienced by residents. The documentation process doesn't have to be a written report; instead, residents can contribute to a video montage, a social media archive, a map, or other interactive/social tools.	Community based impact assessments should be prioritized early in the feasibility phase and practitioners should do all that is reasonably possible to accommodate concerns that arise through the assessments.	Trauma-informed planning	HIGH
Harm Reduction Workshops	Capacity Building	Harm reduction methods allow practitioners an opportunity to develop a prioritization system for weighing certain project features against others. Harm reduction prioritizes reducing harm where possible (as opposed to striving to eliminate harm altogether at the expense of the impacted community). Instead of striving to achieve a net-positive benefit for everyone in a project area, a harm reduction approach asks questions to determine who has been suffering the longest, who has been suffering the most severely, and what mechanisms are most readily available to reduce harm. Through workshops, project staff can establish such a prioritization system that will help prioritize available resources and communicate project benefits to the broader community.	Findings from harm reduction workshops should aid with equitable allocation of resources across project elements.	Trauma-informed planning	HIGH
Practitioner Inservices	Organizing	Planners, engineers, and technical staff arrive at a project with the presumption of expertise. While their technical knowledge is essential to the success of the project, their professional training and experience rarely includes frameworks that encourage harm reduction methods. At practitioner in-services, practitioners can hear and learn directly from professionals who work in trauma-informed disciplines so that practitioners can incorporate alternative, equity-centered frameworks in their technical scope of work. This training should happen on an ongoing basis and does not need to be anchored to a specific project.	The learning outcomes from this event will assist the technical project staff with developing strategies that reduce harm within the project area.	Trauma-informed planning	HIGH
Temporary Route Activation	Direct Service	Being trauma informed means accommodating the unique, non-standard needs of those who are most likely to experience a disproportionate set of impacts. One way to do this is to activate and program temporary routes while permanent project are in construction. Temporary routes must go beyond arbitrary notions of faster travel and should, instead, consider the types of destinations residents may have difficulty reacher. For example, if young people need to access the neighborhood swimming pool during the summer while their usual route is under construction, practitioners can install additional wayfinding and staff can be on site to support safe passages to the pool. This may require coordination with other public works and direct services providers in the project area.	Implementation activities should primarily intend to mitigate inconvenience and mobility barriers for communities in the project area.	Trauma-informed planning	HIGH

Resident Leader Project Status Liaison	Direct Service	Residents can be empowered and funded to be an ongoing bridge between the community and project team. By equipping residents with money and accessible details regarding the project, project teams can ensure there is a constant flow of communication that fortifies trust and maintains transparency throughout the process.	Implementation activities should primarily intend to mitigate inconvenience and mobility barriers for communities in the project area.	Trauma-informed planning	HIGH
Small Business Support	Direct Service	Small business are often negatively impacted by transportation projects with disruptive construction plans and longer Implementation timelines. Practitioners should work closely with small businesses to anticipate the possible extent of construction impacts and to create a fluid dialogue that focuses on ways to mitigate impacts. Phasing, wayfinding signage, pop-up facilities, and promotional support should be offered by project staff, to small businesses	Implementation activities should primarily intend to mitigate inconvenience and mobility barriers for communities in the project area.	Trauma-informed planning	HIGH
Gap Identification Workshop	Organizing	Following the Implementation of a project, project staff should meet with the various groups that were previously engaged in the project to identify areas where project outcomes differ from expectations (positive or negative) and where mobility barriers have been created/exacerbated. This can happen in the form of workshops that mirror engagement activities that have already occurred, or this can happen in the form of a workshop series coving specific topics over a period of time. Remember the possibility of engagement fatigue and use creative means to reach people who may not understand that the evaluation phase is different from the planning phase of the project.	Findings from the evaluation phase should be referenced in future plans and subsequent cross-agency discourse regarding the project.	Trauma-informed planning	HIGH
Multi-Sector Concept Testing	Dialogue	Professionals from various disciplines and agencies working within the project area should have the opportunity to project concepts and to understand the process by which concepts were finalized and which priorities took precedence over others. Using a unified, multi-sector format will allow the various sectors to raise considerations and concerns that may not have been apparent to the project staff. While widespread consensus does not always lead to equitable outcomes, voting will provide a holistic overview of likely outcomes.	The feedback from this activity should inform any possible opportunities to reduce potential negative impacts caused by the project.	Cross-Disciplinary Planning	MODERATE
Post-Implementation On-Site Support (signage and staffing)	Direct Service	Partners from outside agencies and disciplines should be invited to conduct an on-site evaluation of the fully-implemented project. This can happen in the form of outdoor activations, tabling, canvassing, and stationary interactive digital touch points. People navigating the finished project area should be able to ask wquestions, provide feedback, and learn about the features that have been added to the project area.	Findings from the evaluation phase should be referenced in future plans and subsequent cross-agency discourse regarding the project.	Cross-Disciplinary Planning	MODERATE
Community-Based Data Hubs	Participatory Research	Project staff should work with key destinations within the project area to implement agreements that resource destinations to be hubs that collect information about the effectiveness, benefits, and outcomes associated with the project. Having stationary data collection points directly in the project area will ensure accurate and timely data collection and analysis. Partners from outside agencies and disciplines should be consulted to interpret and analyze the data that is collected.	Findings from the evaluation phase should be referenced in future plans and subsequent cross-agency discourse regarding the project.	Cross-Disciplinary Planning	MODERATE

Direct Feedback Hotline	Participatory Research	Project staff should set up a hotline that residents in the project area can use to communicate feedback about the effectiveness, benefits, and outcomes associated with the project. Having an accessible, low-barrier means of communication will ensure accurate and timely data collection and analysis. Partners from outside agencies and disciplines should be consulted to interpret and analyze the data that is collected.	Findings from the evaluation phase should be referenced in future plans and subsequent cross-agency discourse regarding the project.	Cross-Disciplinary Planning	MODERATE
Interactive Feedback Mapping	Participatory Research	Project staff should set up a virtual mapping exercise that residents in the project area can use to communicate feedback about the effectiveness, benefits, and outcomes associated with the project. Having an accessible, virtual means of communication will ensure accurate and timely data collection and analysis. Partners from outside agencies and disciplines should be consulted to interpret and analyze the data that is collected.	Findings from the evaluation phase should be referenced in future plans and subsequent cross-agency discourse regarding the project.	Cross-Disciplinary Planning	MODERATE
Oral Histories	Capacity Building	Oral history collection serves a dual purpose of 1) providing project practitioners with knowledge of the community they may not already have, and 2) providing the community with a formal archive of cultural and historical dynamics. The archive derived from this effort can be used to create efficiencies during the issue identification phase of projects across several decades. Once the archive has been created, communities can continue to update it as new projects and community changes come about. Oral history collection can happen in writing, through voice memos or through videos and they are best stored on a cloud that is accessible to the broader public. Ideally, the questions posed during the oral history collection process simply allow residents to share the stories they choose to share (like, "tell us about your most memorable experience in this community"). It is then up to the project team to review and infer findings based on what residents have chosen to share.	Oral histories should be stored and shared in ways that dignify the community. The stories themselves can support the issue identification phase as well as the conceptual development and feasibility phases.	Culture-affirming	MODERATE
Resident Leadership Program	Capacity Building	Residents can be empowered and funded to be an ongoing bridge between the community and project team. By equipping residents with money and accessible details regarding the project, project teams can ensure there is a constant flow of communication that fortifies trust and maintains transparency throughout the process.	Information derived from this activity can inform all phases of work in addition to future projects.	Culture-affirming	MODERATE
Non-Standard Asset Mapping	Capacity Building	Wayfinding, directional signage and spatial context is often minimal and, in some places, non-existent in project areas that have not seen transportation updates over longer periods of time. Residents should have an opportunity to meet with local creatives, planning officials, and the project team to begin establishing a preferred character/identity for wayfinding in the community. In this design lab, residents should be encouraged to develop wayfinding that specifically highlights community assets and quality of life destinations that are not typically considered by planners to be community assets.	Assets identified during this activity should be protected and bolstered.	Culture-affirming	MODERATE
Affinity-Based Assessment Hearings	Organizing	A set of affinity-based assessment hearings can mirror prior affinity-based efforts. The hearings should include practitioner-led anticipated impacts presentations. Affinity groups should then be afforded an opportunity to provide feedback on the documented likely impacts and mitigation ideas.	The feedback from this activity should inform any possible opportunities to reduce potential negative impacts caused by the project.	Culture-affirming	MODERATE

Cross-Cultural Concept Voting	Participatory Research	A community-wide opportunity to review affinity-based priorities will help residents understand the process by which concepts were finalized and which priorities took precedence over others. Using a unified format will allow the various affinity groups to be aware of common priorities or pain points in common across affinity groups. While widespread consensus does not always lead to equitable outcomes, voting will provide a high-level illustration of community-wide perceptions and priorities.	While feedback from this activity should significantly shift decisions/priorities, the feedback may help to validate information that has already been gathered and it may also build the case for resourcing/prioritizing certain aspects of the project.	Culture-affirming	MODERATE
School-Based Project Status Updates	Dialogue	School communities can experience extremely negative impacts to accessibility and the learning environment when extensive transportation projects are underway nearby. Because of this, during the Implementation phase it is important that project staff maintain an open and flexible line of communication with the nearby school communities. In addition to this, construction plans and construction timelines should consider ways to prevent impacts to school communities altogether.	Implementation activities should primarily intend to mitigate inconvenience and mobility barriers for communities in the project area.	Culture-affirming	MODERATE
Affinity-Based Process Debriefs	Organizing	A set of affinity-based process debrief session can mirror prior affinity-based efforts. The debriefs should include practitioner-led reviews of project updates and delivery status. Affinity groups should then be afforded an opportunity to provide feedback on the documented progress and request additional mitigation efforts.	Implementation activities should primarily intend to mitigate inconvenience and mobility barriers for communities in the project area.	Culture-affirming	MODERATE
Door-to-Door Resource Distribution	Direct Service	As projects move into the implementation phase, socio-economics facing the community could be exacerbated. Offering residents a dedicated space for connecting with the providers and resources that will fortify them during the implementation/construction phases will be imperative for protecting residents in the project area. This resource distribution effort should prioritize providing resources for barriers uniquely created/exacerbated by environmental inequities.	The extent of need identified through resource distribution should be noted such that it informs and understanding of key environmental impacts to prevent or mitigate through the project at hand.	Environmental Justice	MODERATE
Community-Industry Solution-Building	Participatory Planning	The industries (within the project area) that contribute to environmental impacts (positive and negative) should be joined with community to discuss the legacy and extent of those impacts and to consider the compounding impacts which may derive from the proposed transportation project. All in attendance should work together to brainstorm and negotiate pathways to mitigate and eliminate negative impacts.	Information derived from this activity can inform all phases of work in addition to future projects.	Environmental Justice	MODERATE

Environmental Justice Design Labs	Dialogue	It's important that the conceptual development phase is full of opportunities to reinforce the project team's priority of helping existing residents remain healthy and in-place. The environmental justice design labs should explain this intention in great detail. An interactive activity such as a personal route customization or tactical environmental justice exercise will provide much needed awareness of environmental justice. The choices and ideas offered by residents in this workshop should be archived and revisited later in the implementation phase.	This exercise builds essential capacity and reinforces trust.	Environmental Justice	MODERATE
Community-Wide Environmental Justice Priority Setting (Rolling-Basis)	Capacity Building	Partners from outside agencies and disciplines that center environmental justice priorities should be invited to conduct an on-site evaluation of the fully-implemented project. The on-site evaluation should result in a long-term plan for evaluating environmental impacts and developing concepts that extend the benefits of climate resilience project components.	Findings from the evaluation phase should be referenced in future plans and subsequent cross-agency discourse regarding the project.	Environmental Justice	MODERATE
Community Caucuses	Connecting Community	Community caucusing is an organized way to collect and sort community priorities and feedback to arrive at a semi-consensus. Caucuses are most effective when they are used to develop consensus about high-level concepts/priorities as opposed to narrow project scopes/details. By situating agency staff, executives, and elected officials within caucus discussions and with a degree of bargaining power that is equitable to that of community members, officials have a chance to hear directly from communities and answer questions that may lead to greater understanding. This format also allows practitioners and elected officials to develop concepts based on the specific needs of community members, which may inspire the use of tools or resources that weren't previously being considered.	The feedback derived from the caucusing could be used to generate project alternatives and additional features.	System-wide Accountability	MODERATE
Transformative Justice Circles	Participatory Research	Transformative Justice is a widely used framework for helping individuals and communities achieve healing from past harms. Because transportation agencies commonly have strained relationships with the communities they serve, it is important to invest in engagement activities that could resolve the strain, or at least establish terms of engagement despite the presence of strain. Transformative Justice processes must always be led and managed by a member/group in the community that has been designated/approved by community members. The scale and resources associated with the process must be known and communicated from the outset. Transformative Justice Processes can be very useful in that they often reveal an underlying priority that isn't always articulated through traditional engagement dialogue.	This process should be undertaken with the sole intention of healing—even if that does not serve a specific function of the project.	System-wide Accountability	MODERATE
Executive Immersive Engagement	Connecting Community	Elected officials, project staff, and key decision-makers within transportation agencies (executive) should prioritize having a first-hand perspective of the project areas they fund, program, and design. Without this perspective, so-called unintended impacts are most likely to happen. Community members should accompany executives for walk-alongs, ride-alongs and other on-the-ground activities that offer a day-in-the-life perspective of transportation experiences in the project area.	Project staff should modify scopes and concepts to account for new findings derived from immersive experiences	System-wide Accountability	MODERATE
Practitioner Service Days	Direct Service	Service learning is one of the most effective ways to engage a community while also increasing insight into what a community may need. Practitioners working on the projects should work with residents to identify an opportunity to be of service to the community (even if it is unrelated to transportation). While engaged in the service learning activity, practitioners should work to ensure the community knows they are accessible and accountable for the outcomes of projects in their community. "Who-to-call" information should be disseminated.	This activity could inform conceptual development and can also serve as a rapport building element with the community.	System-wide Accountability	MODERATE

Executive Experiential Learning	Capacity Building	Elected officials, project staff, and key decision-makers within transportation agencies (executive) should prioritize having a first-hand perspective of the project areas they fund, program, and design. Without this perspective, so-called unintended impacts are most likely to happen. Community members should accompany executives for walk-alongs, ride-alongs and other on-the-ground activities that offer a day-in-the-life perspective of transportation experiences in the project area.	Implementation activities should primarily intend to mitigate inconvenience and mobility barriers for communities in the project area.	System-wide Accountability	MODERATE
Transparent Sustainability Planning	Organizing	Plans to expand, maintain, and compliment the project should be shared with the community broadly, through a wide range of formats. Distrust occurs when communities feel a single project was implemented with an unspoken intention of implementing a series of more disruptive projects. During project implementation it is important to be honest and open about subsequent plans.	Implementation activities should primarily intend to mitigate inconvenience and mobility barriers for communities in the project area.	System-wide Accountability	MODERATE
Symposium/Summit	Dialogue	A symposium or summit is a scalable way to provide a vast array of information in a format that allows participants to choose to learn more about the topics they are most interested in. The symposium/summit should incorporate thought leaders both from the community and outside of the community and the sessions should be interactive and suitable for multiple learning styles. Because the intention of this summit/symposium is to bolster critical analysis, selected topics should cover subject matter that is non-traditional and inclusive of identities that are often alienated from transportation planning discourse. This is not an opportunity to sell/pitch the project to community members.	The symposium/summit itself should strive to culminate into preliminary project concepts based on the issues that have been identified and discussed.	Critical Analysis	LOW
Affinity Based Project Mobilization	Organizing	Survey efforts and engagement activities can often lead to engagement fatigue. By incorporating affinity-based project mobilization tactics, the project team can host less frequent interactions with residents while focusing on specific priorities with the groups that are directly impacted by those priorities. Digital input opportunities can be incorporated to further reduce the level of engagement demand being placed on residents. Affinity based approaches also afford residents an opportunity to name what is important to them without them having to negotiate culturally-specific priorities against those of other identity groups.	Information derived from this activity can inform all phases of work in addition to future projects.	Critical Analysis	LOW
Youth-Led Needs Identification	Dialogue	Youth are often alienated from decision-making processes that shape the future of their neighborhoods. Project staff typically lead and document anticipated/potential community impacts associated with projects. The challenge with this is that the impacts assessed are standardized and articulated in terms that support the pre-existing intentions of the project. Project staff can work with youth in the project area to develop community based impact assessments that are non-standard and speak to the qualitative impacts experienced by young people. The documentation process doesn't have to be a written report; instead, residents can contribute to a video montage, a social media archive, a map, or other interactive/social tools.	Youth-led needs identification should be prioritized early in the feasibility phase and practitioners should do all that is reasonably possible to accommodate concerns that arise through the assessments.	Critical Analysis	LOW

Impact Assessment Update	Participatory Research	Updates regarding the outcomes of anticipated impacts should be provided to all groups that were previously engaged in defining anticipated impacts.	Findings from the evaluation phase should be referenced in future plans and subsequent cross-agency discourse regarding the project.	Critical Analysis	LOW
Community Celebration	Connecting Community	The project team, partners, City staff and community should be invited to participate in a celebration of project progress to-date. This event should focus solely on bringing people together and highlighting common ground regarding desired positive outcomes. This should be planned and resourced as a mass-based event and include informational handouts, quality presentation materials, and official project representatives.	Findings from the evaluation phase should be referenced in future plans and subsequent cross-agency discourse regarding the project.	Critical Analysis	LOW