

Utilizing an Interprofessional Community Advisory Board: A Case Study to Inform Best Practices in Community-Engaged Research for Transportation Equity and Social Inclusion

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Increasing Transportation Equity



Community-based Participatory Research

**Recognize
Community as a
unit of identity**

**Build on
Community
strengths and
resources**

**Engage active
partnerships**

**Generate
knowledge and
action for
mutual benefit**

**Utilize co-
learning and
empowerment**

**Allow for
cyclical and
incremental
processes**

**Frame
transportation
within equity
and ecological
models**

**Disseminate
findings for all
parties**

Adapted from Israel
et al. (1998)

Transportation Community Advisory Boards

- <https://www.intercitytransit.com/agency/community-advisory-committee>
- <https://metroplanorlando.org/board-committees/community-advisory-committee/>
- <https://www.octa.net/About-OCTA/Who-We-Are/Public-Committees/Citizens-Advisory-Committee/Overview/>

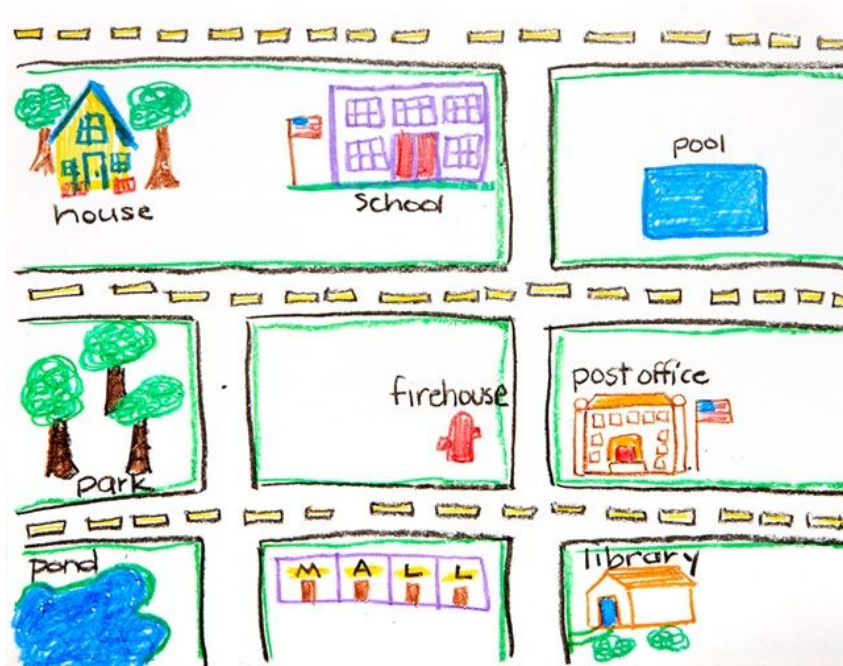
A New Approach

- Bridging community-engaged participatory research with the history of community input in transportation planning

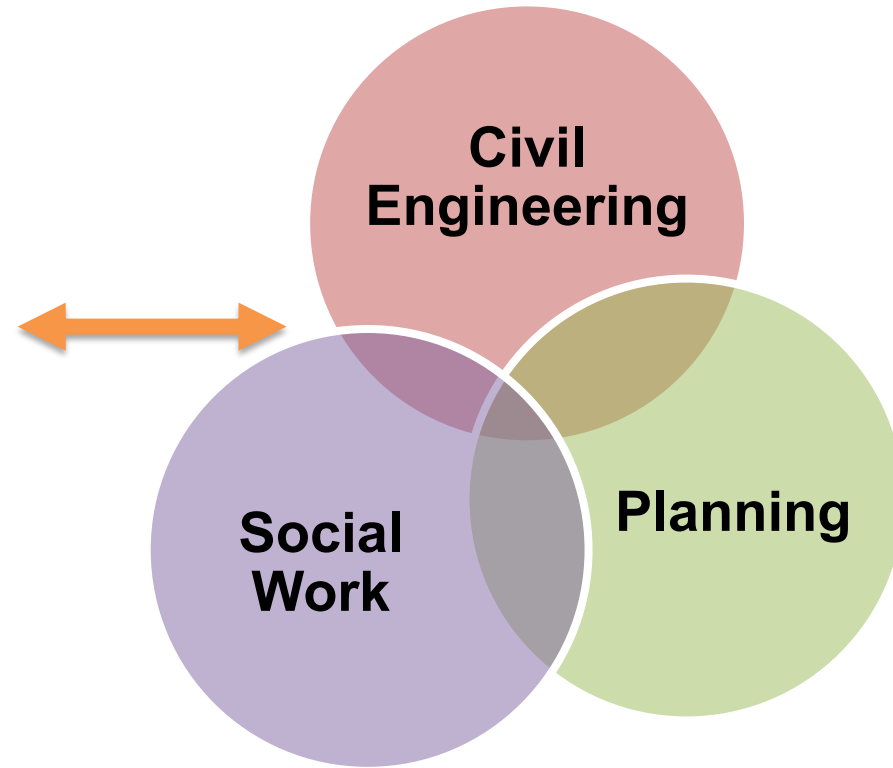


- A case study for an interprofessional community advisory board for transportation equity research

NITC Community Advisory Board



The Community



**The Inter-disciplinary
Research Team**

Setting: North Central Texas

- Combination of urban metroplex, high-density suburbs, and rural communities
- 6.5+ million people
- Personal vehicle is primary form of transportation
- Average commute time 27 min
- Contains largest municipality in the United States lacking public transit system
- 6-lane arterials lacking sidewalks are common



CAB Recruitment



CAB Meeting Implementation

- IRB approved in spring 2018
- Met 4 times online via Zoom
- Met May, June, August, and October, 2018
- Meetings facilitated by project manager (GRA)
- Meetings lasted approximately 60 minutes
- Structured with agenda provided in advance

Meeting 1	Meeting 2	Meeting 3	Meeting 4
<p>What is a Community Advisory Board (CAB)?</p> <p>Purpose of this CAB</p> <p>History of university and funder</p> <p>Project timeline</p> <p>Review of transportation literature</p> <p>Input needed from CAB</p> <p>What questions do we ask focus group participants?</p> <p>What questions do we ask consumers for individual interviews?</p> <p>How should we recruit participants?</p>	<p>Overview of progress since last meeting</p> <p>Project timeline update</p> <p>Progress on focus group recruitment</p> <p>Suggestions for target populations for individual interviews</p>	<p>Overview of progress since last meeting</p> <p>Demographics of focus group participants</p> <p>Preliminary findings of focus groups</p> <p>Surveys and interviews conducted</p> <p>Demographics of individual interviews participants</p> <p>Preliminary results from interviews</p> <p>Next steps</p> <p>What are CAB's suggestions on disseminating the final report?</p>	<p>Results of all data collection since meeting 3</p> <p>Invite additional feedback on results</p> <p>Do CAB members agree with these results?</p> <p>Input from CAB for development of performance measures for economic viability, equity, health, and access to opportunities</p>

CAB Impact on Research

- CAB input led to changes in recruitment language
- Greater attention paid to certain issues during focus groups with community members
- Reminded team to contextualize transportation within public health and ecological frameworks

CAB Surprises

- Interdisciplinary language slippage
 - *Environmental justice* – universal concept,?
 - *Different ways to describe transportation disadvantage*
- Planners and engineers consistently emphasized mass transit and fixed-routes while social workers called for on-demand, door-to-door innovations

CAB Member Evaluation

- Approved by IRB in spring 2019
- Online survey distributed July 2019
- Confidential, anonymous and hosted by third party (Qualtrics)
- Survey invitation sent directly to CAB members' professional email addresses
- 10 respondents (71% response rate)

CAB Evaluation Survey

- 7 demographic questions
- 7 CAB-related closed-ended questions
- 1 CAB-related open-ended question
- Goal – understand how they perceived their role and the utility of the CAB in the research process

Sample Demographics	# (%) Mean (SD), Median
Gender Female	9 (90%)
Race/ethnicity White	9 (90%)
Highest level of education	
4-year degree	3 (30%)
Professional degree or doctorate	7 (70%)
Self-identified Profession	
Social Work	3 (30%)
Civil Engineering	1 (10%)
Urban Planning	1 (10%)
Other	5 (50%)
Areas of expertise	
Gerontology	4 (40%)
Homelessness	2 (20%)
Mental health	2 (20%)
Transportation	5 (50%)
Children and families	1 (10%)
Current Position	
Executive Director	4 (40%)
Supervisor	4 (33%)
Other	2 (20%)
Length of time in current line of work	4.50 years (SD=.78), Median=5

CAB-Related Feedback	% (#)
Prior CAB experience	0 (0%)
Interacted with any CAB members prior to CAB formation	5 (50%)
Interacted with any CAB members after the last meeting	3 (30%)
CAB provided useful information to the research team	
Quite useful	9 (90%)
Moderately useful	1 (10%)
I, personally, provided useful information to the research team	
Quite useful	1 (10%)
Moderately useful	8 (80%)
Just a little bit useful	1 (10%)
Tools/resources that allowed you to work effectively as a CAB member^a	
Principal investigator leadership	2 (20%)
Online meeting schedule software (e.g., Doodle)	4 (40%)
Virtual meetings	7 (70%)
Detailed meeting agendas	4 (40%)
Interactions with other CAB members	3 (30%)
Power point presentations during meetings	4 (40%)
Tools/resources that could have been more helpful to you as a member	
More orientation to the purpose of the CAB	2 (20%)
More interactions with other CAB members	4 (40%)
Meeting in person	5 (50%)
More advanced notice of each meeting's topic	2 (20%)

CAB Strengths

- Recognizing the collective expertise (seemingly over individual contributions?)
- Appreciating cross-disciplinary conversation
- Reducing logistical barriers to attendance by utilizing Zoom



CAB Challenges

- Zoom attendance makes threshold too low? Is it too easy to log on and attend passively? Or to RSVP and then not attend?
- Cross-disciplinary engagement occurred organically rather than by researcher design
- Minimally diverse demographic representation

Recommendations for Utilizing CABs in Transport Research

- Interdisciplinary participation is highly beneficial
- Interdisciplinary practice can be taught
 - Include interdisciplinary training in higher education
 - Seminars
 - Classes
 - Projects

Further Recommendations

- With interdisciplinary CABs - hybrid formats may be ideal for facilitating participation *and* buy-in
- Researchers ought to design activities within meetings that require cross-disciplinary engagement
- Ongoing leadership by the research team can best orient CAB members to the research and their role in it

Transportation Equity Implications

- Use of CABs in transportation *research*, in addition to planning, can build community-engagement earlier in the process
- More perspectives means more diversity of ideas and innovations
- More issues raised, more issues solved, more people with equitable transportation access!

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Questions...Please connect with us!

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Thank you!