



# Webinar

## Confronting COVID-19: Making Moves

Date: September 11, 2020

00:00:10 --> 00:00:12: I'm well Herbick senior director at you allies,  
00:00:12 --> 00:00:15: building healthy places team here at the Urban Land Institute.  
00:00:15 --> 00:00:18: On behalf of you, I I would like to welcome  
00:00:18 --> 00:00:21: you to this global webinar on the coronavirus will have  
00:00:21 --> 00:00:24: an opportunity here from a group of transportation leaders about  
00:00:24 --> 00:00:27: what our public right of ways might look like going  
00:00:27 --> 00:00:28: forward.  
00:00:28 --> 00:00:29: Since the onset of the pandemic.  
00:00:29 --> 00:00:34: Some cities have aggressively reimagined their transportation infrastructure by reducing  
00:00:34 --> 00:00:36: speed limits and adapting their roads,  
00:00:36 --> 00:00:41: parking lots, and other infrastructure is safer and more socially  
00:00:41 --> 00:00:42: distant ways.  
00:00:42 --> 00:00:46: But as cities swiftly. Repurpose the roadways.  
00:00:46 --> 00:00:49: It's critical that we all begin to think through responses  
00:00:49 --> 00:00:52: that point us towards a long term economic recovery that  
00:00:52 --> 00:00:53: is equitable,  
00:00:53 --> 00:00:56: sustainable, and enduring.  
00:00:56 --> 00:00:59: So today we'll hear from experts who are on the  
00:00:59 --> 00:01:01: front lines of change and doing just that by asking  
00:01:01 --> 00:01:03: the tough questions.  
00:01:03 --> 00:01:04: So before we get started,  
00:01:04 --> 00:01:07: I'd like to acknowledge that today is September 11th,  
00:01:07 --> 00:01:11: the 19th anniversary of the terrorist attacks on this country.  
00:01:11 --> 00:01:13: On this important day, we're honored to be gathered here  
00:01:13 --> 00:01:16: with you all thinking about living in a community with  
00:01:16 --> 00:01:18: one another and about the promise of cities to be

00:01:18 --> 00:01:21: a place where everyone can thrive.  
00:01:21 --> 00:01:23: Will jump in in just a moment,  
00:01:23 --> 00:01:24: but first a little background.  
00:01:24 --> 00:01:27: You lie is a research and education nonprofit whose mission  
00:01:28 --> 00:01:31: is to provide leadership and the responsible use of land  
00:01:31 --> 00:01:34: and in creating and sustaining thriving communities  
worldwide.  
00:01:34 --> 00:01:35: If you're new to you,  
00:01:35 --> 00:01:38: I welcome. We hope you find this web and are  
00:01:38 --> 00:01:42: helpful and that you'll consider joining you lie as a  
00:01:42 --> 00:01:42: member.  
00:01:42 --> 00:01:46: You always launched the building Healthy Places Initiative in  
2013,  
00:01:46 --> 00:01:49: out of recognition that places shape health through the years  
00:01:49 --> 00:01:51: we work to leverage the power of you allies global  
00:01:52 --> 00:01:52: networks,  
00:01:52 --> 00:01:55: to shape projects in places in ways that improve the  
00:01:55 --> 00:01:57: health of the people and communities.  
00:01:57 --> 00:02:00: You can always be in touch with us anytime at  
00:02:00 --> 00:02:01: **[email protected]** .  
00:02:01 --> 00:02:04: Today's webinar is being recorded and will share with you  
00:02:04 --> 00:02:04: by email.  
00:02:04 --> 00:02:08: After today's session, along with the survey.  
00:02:08 --> 00:02:10: The Web and R were also live and be archived.  
00:02:10 --> 00:02:14: Annualized knowledge vendor, not Knowledge Finder  
platform where you can  
00:02:14 --> 00:02:16: find content from Patua live webinars,  
00:02:16 --> 00:02:21: including previous sessions. From this confronting Covid.  
00:02:21 --> 00:02:24: Seminar series looking ahead. We'd like to invite you to  
00:02:24 --> 00:02:28: the Randall Lewis you alive building healthy form building  
healthy  
00:02:28 --> 00:02:31: places for him on October 7 the forum brings together  
00:02:31 --> 00:02:34: leaders in health, social equity and real estate to explore  
00:02:34 --> 00:02:38: housing and gentrification through the lens of Bay Area  
speakers.  
00:02:38 --> 00:02:41: An projects also feature a keynote from Richard Rothstein,  
00:02:41 --> 00:02:43: the author of Color of Law,  
00:02:43 --> 00:02:46: and now is My Pleasure to introduce our modeling for  
00:02:46 --> 00:02:46: today.  
00:02:46 --> 00:02:49: Kim Lucas Kim is assistant director of policy planning and  
00:02:49 --> 00:02:53: development at Pittsburgh's Department of Mobility and  
Infrastructure.  
00:02:53 --> 00:02:57: Simply known as Doney. She previously worked here in  
Washington

00:02:57 --> 00:03:00: DC at the District Department transportation.

00:03:00 --> 00:03:03: Kim has her Masters in city planning from UC Berkeley,

00:03:03 --> 00:03:06: an undergrad degree from University Virginia.

00:03:06 --> 00:03:09: So take it away.

00:03:09 --> 00:03:11: Thanks will and thanks for having me.

00:03:11 --> 00:03:14: I'm really excited to engage on this topic today and

00:03:14 --> 00:03:17: based on the number of participants we have a lot

00:03:17 --> 00:03:19: of interest in the in the Community.

00:03:19 --> 00:03:22: I'm going to take just a quick minute to introduce

00:03:22 --> 00:03:23: my panelists today,

00:03:23 --> 00:03:26: which I'm really excited to have with us.

00:03:26 --> 00:03:29: First is Warren Logan, who is the policy Director of

00:03:29 --> 00:03:30: Mobility,

00:03:30 --> 00:03:32: an interagency relations for the City of Oakland,

00:03:32 --> 00:03:35: CA. Next, we'll have Tony Garcia,

00:03:35 --> 00:03:38: who's a principle with the street plans collaborative.

00:03:38 --> 00:03:41: And finally we have Doctor Destiny Thomas,

00:03:41 --> 00:03:44: who is the Founder and CEO of the Thrive in

00:03:44 --> 00:03:44: this group.

00:03:44 --> 00:03:47: And today you're going to hear from each of us

00:03:47 --> 00:03:48: on how we,

00:03:48 --> 00:03:51: an our organizations, have been able to respond to covid

00:03:51 --> 00:03:55: and an engaging conversation with a few questions that are

00:03:55 --> 00:03:58: still remain now that we're about six months into this

00:03:58 --> 00:04:02: pandemic. So I wanted to start by framing this conversation

00:04:02 --> 00:04:04: with the City of Pittsburgh example.

00:04:04 --> 00:04:07: So as you heard, I work for the Department of

00:04:07 --> 00:04:09: Mobility and Infrastructure.

00:04:09 --> 00:04:12: Our Department is relatively new under four years old,

00:04:12 --> 00:04:16: and our mission is to provide the physical mobility to

00:04:16 --> 00:04:19: enable the social mobility and economic mobility of the city

00:04:19 --> 00:04:21: of Pittsburgh's residence.

00:04:21 --> 00:04:24: We hope to achieve this mission through 5 core goals.

00:04:24 --> 00:04:26: Our goal center around safety,

00:04:26 --> 00:04:30: affordability, access to fresh fruits and vegetables making.

00:04:30 --> 00:04:33: Very short trips that are less than one mile an

00:04:33 --> 00:04:33: in distance,

00:04:33 --> 00:04:36: enjoyable, and easily obtained without an automobile.

00:04:36 --> 00:04:39: And also we want to make sure our streets reflect

00:04:39 --> 00:04:42: the pride of our city and the values of our

00:04:42 --> 00:04:42: city.

00:04:42 --> 00:04:44: And I think a lot of what we're talking about

00:04:44 --> 00:04:47: today is very much driven by this goal.

00:04:47 --> 00:04:50: The primary question that we were faced with in March

00:04:50 --> 00:04:52: when we were sent home from our office is not

00:04:52 --> 00:04:55: to still haven't returned is how can we use public

00:04:55 --> 00:04:58: space to better support people and businesses?

00:04:58 --> 00:05:02: The reason that this was a question or the question

00:05:02 --> 00:05:05: that Domi had to work with is because public space

00:05:05 --> 00:05:07: is what we have to work with.

00:05:07 --> 00:05:10: It is the primary tool in our toolkit as the

00:05:10 --> 00:05:14: managers of the public space for the City of Pittsburgh,

00:05:14 --> 00:05:17: we knew that that was what we had available and

00:05:17 --> 00:05:20: that we wanted to figure out ways to modify how

00:05:20 --> 00:05:23: it had previously operated that were safe,

00:05:23 --> 00:05:27: quick, affordable and done equitably.

00:05:27 --> 00:05:29: We had a number of initiatives that we saw great

00:05:29 --> 00:05:32: examples from other cities and stood up here.

00:05:32 --> 00:05:35: The first one had to do with providing more public

00:05:35 --> 00:05:37: space for individuals to recreate safely.

00:05:37 --> 00:05:40: We knew early on in the pandemic that physical space,

00:05:40 --> 00:05:44: physical distance between individuals was a key to keeping them

00:05:44 --> 00:05:44: safe,

00:05:44 --> 00:05:47: and we also knew that with most people staying at

00:05:47 --> 00:05:48: home,

00:05:48 --> 00:05:51: Anne rec centers being closed and the potential for parks

00:05:51 --> 00:05:54: and other outdoor areas to be inundated with active uses

00:05:54 --> 00:05:57: that we needed to look at our streets in a

00:05:57 --> 00:05:59: different way. So we stood up a slow streets program

00:06:00 --> 00:06:03: like many of the cities that are participating in this

00:06:03 --> 00:06:03: call today.

00:06:03 --> 00:06:07: What that meant is that we enabled neighborhoods and

00:06:07 --> 00:06:08: residents

00:06:07 --> 00:06:08: to raise their hands and say,

00:06:08 --> 00:06:11: hey, I'd like to shut down my street to through

00:06:11 --> 00:06:14: traffic so that cars there aren't as many cars and

00:06:14 --> 00:06:16: that the cars who are here go more slowly so

00:06:16 --> 00:06:20: that I feel more comfortable biking and walking and skating

00:06:20 --> 00:06:22: and anything else in the roadway.

00:06:22 --> 00:06:25: We also knew that witnesses at first not being allowed

00:06:25 --> 00:06:28: to have anybody enter them that we were going to

00:06:28 --> 00:06:31: see more pickup and dropoff activity for restaurants,

00:06:31 --> 00:06:34: especially as that was becoming a new focus for how

00:06:34 --> 00:06:36: they were going to make their money.

00:06:36 --> 00:06:39: And So what that means is that we needed to  
00:06:39 --> 00:06:40: look at our curbside space,  
00:06:40 --> 00:06:44: many of which near restaurants was currently regulated for  
parking  
00:06:44 --> 00:06:47: meters with parking meters or completely unregulated,  
00:06:47 --> 00:06:49: which can lead to park curves.  
00:06:49 --> 00:06:52: As we all know and we wanted to make short-term  
00:06:52 --> 00:06:54: pick up and drop off delivery spaces available.  
00:06:54 --> 00:06:58: For exactly that purpose, for delivery drivers to be able  
00:06:58 --> 00:07:00: to get in and out quickly and safely.  
00:07:00 --> 00:07:02: We are working with a local app developer so that  
00:07:02 --> 00:07:05: we can take this program to the next step an  
00:07:05 --> 00:07:08: hopefully enable reservations for those spaces so that it's an  
00:07:08 --> 00:07:12: even more predictable experience for those delivery delivery  
drivers.  
00:07:12 --> 00:07:15: An for residents and visitors who are just trying to  
00:07:15 --> 00:07:17: support our local businesses.  
00:07:17 --> 00:07:21: Guiding micro mobility and I apologize for the formatting on  
00:07:21 --> 00:07:22: this particular slide,  
00:07:22 --> 00:07:25: but in the Commonwealth of Pennsylvania,  
00:07:25 --> 00:07:27: Electric scooters are not street legal,  
00:07:27 --> 00:07:29: and So what? You won't find,  
00:07:29 --> 00:07:32: unlike many cities, is a large fleet of electric scooter  
00:07:32 --> 00:07:35: scooters available for people to use.  
00:07:35 --> 00:07:37: We know that they're here as well as a number  
00:07:38 --> 00:07:39: of other slow speed devices,  
00:07:39 --> 00:07:42: and we also know that in a time where there  
00:07:42 --> 00:07:45: was general fear within the population about getting into a  
00:07:46 --> 00:07:46: crowded bus,  
00:07:46 --> 00:07:50: for example. Anna changing trip patterns and habits that  
people  
00:07:50 --> 00:07:52: were going to use their personal devices more and So  
00:07:52 --> 00:07:55: what we were able to do was well not make  
00:07:55 --> 00:07:58: them legal, which we're still working on with the  
Commonwealth  
00:07:58 --> 00:08:01: leaders was to at least issue some guidance because we  
00:08:01 --> 00:08:03: know the devices were here and we wanted to make  
00:08:03 --> 00:08:06: sure that we offered some parameters for where the best  
00:08:06 --> 00:08:09: and safest places for them to be used would be.  
00:08:09 --> 00:08:12: And finally, our commercial streets activation.  
00:08:12 --> 00:08:16: I'm gonna go very quickly through this because it's probably  
00:08:16 --> 00:08:18: close to what other cities are doing.  
00:08:18 --> 00:08:21: But it's also the heartbeat of what we're doing here

00:08:21 --> 00:08:22: in Pittsburgh.

00:08:22 --> 00:08:26: We are a city who is projecting a pretty significant

00:08:26 --> 00:08:28: operating budget gap this year and next year,

00:08:28 --> 00:08:30: and we're not sure for how long.

00:08:30 --> 00:08:33: Part of our ability to be resilient is going to

00:08:33 --> 00:08:37: be based on our businesses being resilient in being able

00:08:37 --> 00:08:39: to earn income and then pay taxes,

00:08:39 --> 00:08:41: which is our cities income.

00:08:41 --> 00:08:44: And so we wanted to do whatever we could to

00:08:44 --> 00:08:45: enable safe places for businesses,

00:08:45 --> 00:08:49: especially restaurants, to operate from a process standpoint.

00:08:49 --> 00:08:51: The first step was finding out what it was that

00:08:51 --> 00:08:53: businesses needed and wanted,

00:08:53 --> 00:08:55: and how it was that we could get them what

00:08:55 --> 00:08:56: they needed.

00:08:56 --> 00:08:58: And so we started by standing up a task force.

00:08:58 --> 00:09:01: This was a multi stakeholder task force that had

00:09:01 --> 00:09:05: representatives from the local government had representatives from the

00:09:05 --> 00:09:08: business community and had others that would come together to create this

00:09:08 --> 00:09:11: final report. To say this is what our needs are

00:09:11 --> 00:09:14: and this is the order that we want you to

00:09:14 --> 00:09:15: address them.

00:09:15 --> 00:09:18: Outreach this program wasn't going to go anywhere unless

00:09:18 --> 00:09:19: people knew about it,

00:09:19 --> 00:09:21: and so we were trying to leverage any resource we

00:09:21 --> 00:09:22: had available to us.

00:09:22 --> 00:09:25: We have a website page dedicated to this where we

00:09:25 --> 00:09:26: posted guidelines.

00:09:26 --> 00:09:29: We made sure our elected representatives knew that this

00:09:29 --> 00:09:33: was an opportunity that they could then communicate to their

00:09:33 --> 00:09:36: communities. We have door hangers. This is the design for our

00:09:36 --> 00:09:38: door hangers that we hope to stand up as well

00:09:38 --> 00:09:41: as leveraging other networks that already existed,

00:09:41 --> 00:09:44: such as business improvement districts and making sure that

00:09:44 --> 00:09:45: on a rolling basis.

00:09:45 --> 00:09:49: Through our weekly bulletins that all these stakeholders

00:09:49 --> 00:09:51: know what changes have been made to the program,

00:09:51 --> 00:09:54: an what locations have been improved coordination.  
00:09:54 --> 00:09:56: So in this photo you probably can't identify any of  
00:09:56 --> 00:09:57: these people.  
00:09:57 --> 00:09:59: We have the director of Domy.  
00:09:59 --> 00:10:01: We've got representatives from public safety.  
00:10:01 --> 00:10:03: We have a council member.  
00:10:03 --> 00:10:04: We have a business owner.  
00:10:04 --> 00:10:08: We have a Business Improvement District representative and  
we have  
00:10:08 --> 00:10:09: a concerned neighbor.  
00:10:09 --> 00:10:11: We cannot do this in a vacuum while we manage  
00:10:11 --> 00:10:12: public space,  
00:10:12 --> 00:10:15: we know that some of our programs will affect neighbors  
00:10:15 --> 00:10:16: an other.  
00:10:16 --> 00:10:19: Concerned citizens, and so this program took a lot of  
00:10:19 --> 00:10:20: coordination,  
00:10:20 --> 00:10:23: not only with other city departments but also with other  
00:10:23 --> 00:10:26: stakeholders within the communities to make sure that we  
were  
00:10:27 --> 00:10:27: doing it right.  
00:10:27 --> 00:10:31: Guidelines and application. So we have an online permitting  
system,  
00:10:31 --> 00:10:34: but Domy wasn't in it until well into the pandemic  
00:10:34 --> 00:10:37: and so the application to become a part of this  
00:10:37 --> 00:10:39: program had to be invented.  
00:10:39 --> 00:10:42: So Domy uses a Google Doc to accept application materials  
00:10:42 --> 00:10:46: and we work with other departments that are using our  
00:10:46 --> 00:10:47: online permitting system.  
00:10:47 --> 00:10:51: And we're trying to make sure that concerned businesses  
have  
00:10:51 --> 00:10:54: this information available to them so that they can apply  
00:10:54 --> 00:10:56: what you see on the left is the type of  
00:10:56 --> 00:10:59: drawing that we're willing to accept.  
00:10:59 --> 00:11:02: Part of this whole rapid approach rapid response approach  
was  
00:11:02 --> 00:11:05: recognizing that we needed to be really flexible.  
00:11:05 --> 00:11:09: No longer can we require a stamped engineering drawing for  
00:11:09 --> 00:11:10: a sidewalk cafe.  
00:11:10 --> 00:11:13: We needed to make sure and identify what the bare  
00:11:13 --> 00:11:17: minimum information we needed was for safe implementation  
and to  
00:11:17 --> 00:11:19: be able to accept that because we knew.  
00:11:19 --> 00:11:22: Timing was short and resources were short for the

businesses  
00:11:22 --> 00:11:24: who this would benefit most.  
00:11:24 --> 00:11:26: A question we're going to talk about today is how  
00:11:26 --> 00:11:30: do all communities benefit from programs like this in the  
00:11:30 --> 00:11:31: City of Pittsburgh,  
00:11:31 --> 00:11:33: we don't have the resources to do a ton of  
00:11:33 --> 00:11:34: proactive outreach.  
00:11:34 --> 00:11:37: Are slow Streets program is community LED residents apply.  
00:11:37 --> 00:11:39: Our business program is business,  
00:11:39 --> 00:11:41: lead or business improvement lead.  
00:11:41 --> 00:11:45: We knew that there were under resourced in underserved  
communities  
00:11:45 --> 00:11:47: that might not benefit from that if they didn't have  
00:11:48 --> 00:11:51: someone going out to them and proactively engaging them.  
00:11:51 --> 00:11:53: So what we were able to do is re purpose  
00:11:53 --> 00:11:56: some grant funding that we had in place and work  
00:11:56 --> 00:12:00: with the local Community Redevelopment group to perform  
outreach in  
00:12:00 --> 00:12:04: communities through data. Basically had been identified as  
possibly needing  
00:12:04 --> 00:12:05: extra assistance.  
00:12:05 --> 00:12:08: If you want to compare this drawing that has been  
00:12:08 --> 00:12:11: compared as part of that program compared to the back  
00:12:11 --> 00:12:12: of the napkin drawing before,  
00:12:12 --> 00:12:15: I think that we've got some pretty good examples of  
00:12:15 --> 00:12:18: how that extra assistance is actually generated.  
00:12:18 --> 00:12:21: Better information for the city to work with.  
00:12:21 --> 00:12:23: And so we think it's been successful,  
00:12:23 --> 00:12:25: but it needs to be a lot bigger and enforce.  
00:12:25 --> 00:12:27: I took this picture myself about a week ago of  
00:12:27 --> 00:12:30: a full blade full blown band that has taken up  
00:12:30 --> 00:12:33: the entire sidewalk in one of our popular neighborhoods.  
00:12:33 --> 00:12:34: They don't have a permit for this,  
00:12:34 --> 00:12:37: obviously, and there's a lot of people who.  
00:12:37 --> 00:12:40: Under duress are doing whatever they can to get that  
00:12:40 --> 00:12:42: business and to get people to them,  
00:12:42 --> 00:12:45: and so our first step when we find locations like  
00:12:45 --> 00:12:47: this is to educate and give them an opportunity to  
00:12:47 --> 00:12:50: follow the right path and then follow up to make  
00:12:50 --> 00:12:53: sure if they haven't followed the right path to the  
00:12:53 --> 00:12:55: right process that we are.  
00:12:55 --> 00:12:58: Is enforcing because even though we you know a huge  
00:12:58 --> 00:13:01: goal of ours is that economic stability,



00:13:01 --> 00:13:04: we can't do that at the jeopardy of public space  
00:13:04 --> 00:13:08: safety in terms of access of persons with disabilities or  
00:13:08 --> 00:13:09: anything else.  
00:13:09 --> 00:13:13: And so we do take those responsibilities seriously and the  
00:13:13 --> 00:13:13: future.  
00:13:13 --> 00:13:16: So when we issued our permits they were for 90  
00:13:16 --> 00:13:17: days.  
00:13:17 --> 00:13:19: We thought this would be done in 90 days.  
00:13:19 --> 00:13:22: We realize now that we need to be thinking about  
00:13:23 --> 00:13:25: not only winter in a city that gets a real  
00:13:25 --> 00:13:27: winter and we'll get snow.  
00:13:27 --> 00:13:30: But also 2021. So we have invited a local college  
00:13:30 --> 00:13:33: student who's an honors fellow who is helping us evaluate  
00:13:33 --> 00:13:36: the program to find out what worked this year for  
00:13:36 --> 00:13:38: the businesses and from the City side.  
00:13:38 --> 00:13:41: What could be improved for next year and also think  
00:13:41 --> 00:13:44: about how we make some of this work in the  
00:13:44 --> 00:13:45: winter weather that's heaters,  
00:13:45 --> 00:13:48: whether that's a little bit more substantial.  
00:13:48 --> 00:13:51: Tenting in the public space and we hope to take  
00:13:51 --> 00:13:53: these lessons into the future.  
00:13:53 --> 00:13:55: While this was a program that was stood up as  
00:13:55 --> 00:13:56: an emergency response,  
00:13:56 --> 00:13:59: we know that. Some of these installations like the one  
00:13:59 --> 00:14:00: you see on the bottom,  
00:14:00 --> 00:14:03: which is basically a parklet that may not have been  
00:14:03 --> 00:14:06: stood up under previous rules because the process was slow  
00:14:06 --> 00:14:07: and arduous.  
00:14:07 --> 00:14:09: But now we've proven that they can be done quickly  
00:14:10 --> 00:14:10: and safely.  
00:14:10 --> 00:14:12: We hope that we can make improvements that will be  
00:14:12 --> 00:14:14: lasting because we do think there are a lot of  
00:14:14 --> 00:14:16: benefits from what we're seeing that was stood up during  
00:14:16 --> 00:14:18: this code with response.  
00:14:18 --> 00:14:21: And with that, I think that was my last slide.  
00:14:21 --> 00:14:23: No, sorry guys, just real quickly.  
00:14:23 --> 00:14:26: The types of things that we've been able to enable  
00:14:26 --> 00:14:30: our sidewalk cafes pretty standard prior to covid this process  
00:14:30 --> 00:14:33: took months and it took a councilmember signature to get  
00:14:33 --> 00:14:35: a standard sidewalk cafe installed.  
00:14:35 --> 00:14:38: Now we're able to review and approve by three departments  
00:14:39 --> 00:14:41: within a week sidewalk extensions.

00:14:41 --> 00:14:43: So while most of these are being done for cafe  
00:14:43 --> 00:14:46: seating for restaurants to be able to operate,  
00:14:46 --> 00:14:49: we also realized that queuing space such as outside the  
00:14:49 --> 00:14:50: Apple Store or.  
00:14:50 --> 00:14:53: Just walking space for pedestrians is also necessary.  
00:14:53 --> 00:14:56: Some of our better funded parts of the city,  
00:14:56 --> 00:14:59: like the downtown area, which has a nice bid that  
00:14:59 --> 00:15:00: works for them,  
00:15:00 --> 00:15:03: they've been able to do even more if they were  
00:15:03 --> 00:15:06: able to hire an artist and make a beautification project  
00:15:06 --> 00:15:07: out of these.  
00:15:07 --> 00:15:10: Repurpose space is what you'll see in the top left  
00:15:10 --> 00:15:12: corner was the Penn Ave cycle track,  
00:15:12 --> 00:15:15: so in some places we've had to reposition and redesign  
00:15:15 --> 00:15:19: some of our cycling infrastructure or transit stops or our  
00:15:19 --> 00:15:21: roadways to accommodate these changes.  
00:15:21 --> 00:15:23: But thanks to the reduction in traffic,  
00:15:23 --> 00:15:25: overall, we've been able to do it,  
00:15:25 --> 00:15:27: and it's been very successful.  
00:15:27 --> 00:15:29: And finally, full street closures.  
00:15:29 --> 00:15:32: These are obviously the most impactful in terms of the  
00:15:32 --> 00:15:33: space that's being reallocated.  
00:15:33 --> 00:15:36: This example is in our Oakland Business Improvement  
District area,  
00:15:36 --> 00:15:38: where we have semi permanent hardscape.  
00:15:38 --> 00:15:41: We told them they needed to expand the curve line  
00:15:41 --> 00:15:43: and bring up the street height and they did it  
00:15:43 --> 00:15:44: and it's great.  
00:15:44 --> 00:15:47: And there's been a lot of success there as well.  
00:15:47 --> 00:15:50: And finally, sorry, I think I might have gone a  
00:15:50 --> 00:15:51: few minutes over,  
00:15:51 --> 00:15:53: but I'm glad I was able to get through some  
00:15:53 --> 00:15:54: of that for you all.  
00:15:54 --> 00:15:57: I wanted to pass the Mike over to Warren.  
00:15:57 --> 00:16:00: Hey, good morning and good afternoon everybody.  
00:16:00 --> 00:16:02: I'm Warren Logan I am a Mayor's policy director and  
00:16:02 --> 00:16:05: during the Covid experience I'll call it.  
00:16:05 --> 00:16:08: I also serve as our Community resilience director as well  
00:16:08 --> 00:16:10: within our emergency response.  
00:16:10 --> 00:16:13: I just want to spend a few short minutes describing,  
00:16:13 --> 00:16:16: I think, not just the Oakland Slow Streets Program,  
00:16:16 --> 00:16:19: but actually the approach we have taken to both community

00:16:19 --> 00:16:22: engagement and the way in which we have rolled out.  
00:16:22 --> 00:16:23: Actually, a number of programs,  
00:16:23 --> 00:16:25: as many of you are probably aware,  
00:16:25 --> 00:16:29: we not, unlike Pittsburgh, which also has an area called  
00:16:29 --> 00:16:29: Oakland.  
00:16:29 --> 00:16:33: I just discovered is we launched a slow streets program  
00:16:34 --> 00:16:35: and unlike Pittsburgh,  
00:16:35 --> 00:16:40: we actually identified 74 miles of roadway that was already  
00:16:40 --> 00:16:41: adopted.  
00:16:41 --> 00:16:45: An engineered within our 2019 bike plan and we went  
00:16:45 --> 00:16:50: ahead and started rolling out soft closures for through traffic  
00:16:50 --> 00:16:55: we recognized in many communities that we it was  
revolutionary  
00:16:55 --> 00:16:59: for some to close the street to through traffic and  
00:16:59 --> 00:17:00: many folks.  
00:17:00 --> 00:17:03: We're really enthusiastic about this program.  
00:17:03 --> 00:17:05: I want to recognize, though,  
00:17:05 --> 00:17:07: that there were plenty of community groups.  
00:17:07 --> 00:17:10: That said, we're really confused by this program.  
00:17:10 --> 00:17:12: We're not really sure why this is a priority,  
00:17:12 --> 00:17:15: or for that matter, why these streets were selected,  
00:17:15 --> 00:17:17: and so you know, I think day three,  
00:17:17 --> 00:17:21: we started rolling out an entire engagement platform to make  
00:17:21 --> 00:17:24: sure that we were truly listening and engaging with  
community  
00:17:24 --> 00:17:24: groups.  
00:17:24 --> 00:17:26: I want to flag here too,  
00:17:26 --> 00:17:29: and I'll talk about this during our conversation as well.  
00:17:29 --> 00:17:32: Is that we also heard a lot of responses that  
00:17:32 --> 00:17:33: were built around.  
00:17:33 --> 00:17:36: Understandable government distrust. I had a number of  
people called  
00:17:37 --> 00:17:39: me directly and say that they were concerned that I  
00:17:39 --> 00:17:43: was tricking black people into going outside and catching  
covid  
00:17:43 --> 00:17:45: and I I just want to park that in a  
00:17:45 --> 00:17:48: in a section of our conversation because it has to  
00:17:48 --> 00:17:50: do with the use of and the exploration of uses  
00:17:50 --> 00:17:52: for Publix Plate in space.  
00:17:52 --> 00:17:55: Excuse me so based on early engagement with our East  
00:17:55 --> 00:17:56: Oakland neighbors,  
00:17:56 --> 00:18:00: we found that their priority was actually safe arterial  
crossings.

00:18:00 --> 00:18:02: As experts I guess would say and so we actually  
00:18:03 --> 00:18:03: created.  
00:18:03 --> 00:18:06: Another program about two 2 three weeks into it,  
00:18:06 --> 00:18:11: called Essential Places and this is built around identifying  
community  
00:18:11 --> 00:18:11: resources.  
00:18:11 --> 00:18:15: Like in this case, there's a market that's on the  
00:18:15 --> 00:18:17: corner just outside this picture.  
00:18:17 --> 00:18:21: Other food distribution locations at schools and community  
services and  
00:18:21 --> 00:18:22: clinics,  
00:18:22 --> 00:18:25: and helping people connect to those places more safely.  
00:18:25 --> 00:18:29: Whether it's walking, biking, driving hovercraft in whatever.  
00:18:29 --> 00:18:33: What we also found during this really exciting and frankly  
00:18:33 --> 00:18:35: challenging time.  
00:18:35 --> 00:18:40: Is that? Oakland is really culturally vibrant and resilient.  
00:18:40 --> 00:18:43: Community with or without a lot of action by the  
00:18:43 --> 00:18:43: government.  
00:18:43 --> 00:18:47: I think one of the greatest lessons learned early on  
00:18:47 --> 00:18:50: during our slow streets program was that in some cases  
00:18:50 --> 00:18:53: we need to get out of the way of our  
00:18:53 --> 00:18:56: neighbors and our residents expressing themselves.  
00:18:56 --> 00:18:58: So what you see here is a photo of I  
00:18:58 --> 00:19:02: think the city's largest protest mural and it I can't  
00:19:02 --> 00:19:03: read the whole thing,  
00:19:03 --> 00:19:05: but it's it's all Black,  
00:19:05 --> 00:19:07: lives matters and it documents.  
00:19:07 --> 00:19:11: All of the different challenges that black people can face,  
00:19:11 --> 00:19:13: whether it's trans lives, disabled,  
00:19:13 --> 00:19:17: imprisoned, etc. And while this isn't specifically a city  
sponsored  
00:19:17 --> 00:19:18: program,  
00:19:18 --> 00:19:21: I bring this up as an as an additional component  
00:19:21 --> 00:19:22: of what is made.  
00:19:22 --> 00:19:25: Our outlook around flexible uses of space,  
00:19:25 --> 00:19:29: not just slow streets because it is showcasing how important  
00:19:29 --> 00:19:33: community voicing Community Action is in these types of  
programs.  
00:19:33 --> 00:19:36: Zooming out from our program a little bit,  
00:19:36 --> 00:19:38: I highlight this as the main focus of what I  
00:19:39 --> 00:19:39: want to.  
00:19:39 --> 00:19:42: Showcase here is that even though a lot of people  
00:19:42 --> 00:19:45: are aware of our slow streets program,

00:19:45 --> 00:19:48: it is actually an outgrowth of a model for our  
00:19:48 --> 00:19:50: covid testing program,  
00:19:50 --> 00:19:53: which I helped run at the beginning of the code  
00:19:53 --> 00:19:53: emergency.  
00:19:53 --> 00:19:57: And So what you're seeing here is 5 different programs  
00:19:57 --> 00:19:59: rolled out in six months,  
00:19:59 --> 00:20:02: and what's so exciting about this is not that there  
00:20:02 --> 00:20:06: is perhaps one program that has made everyone enthusiastic  
and  
00:20:06 --> 00:20:07: excited.  
00:20:07 --> 00:20:10: I think some people look at slow streets that way.  
00:20:10 --> 00:20:13: And it's not what you're seeing here is that with  
00:20:13 --> 00:20:17: each engagement with each conversation that we've we've  
connected with  
00:20:17 --> 00:20:19: our neighbors with their business owners.  
00:20:19 --> 00:20:23: With council members, we've recognized that there is  
another strategic  
00:20:23 --> 00:20:26: and creative way that we can help meet people's needs.  
00:20:26 --> 00:20:29: And So what we're seeing here is as we refocus  
00:20:29 --> 00:20:31: our attention and change our our methodology.  
00:20:31 --> 00:20:34: We're adding a new program were being more flexible,  
00:20:34 --> 00:20:36: we're modifying. And So what?  
00:20:36 --> 00:20:38: I kind of want to leave with all of you,  
00:20:38 --> 00:20:40: as I'm framing the conversation,  
00:20:40 --> 00:20:42: moving forward with my colleagues here.  
00:20:42 --> 00:20:45: Is that it is what we're taking forward from slow  
00:20:45 --> 00:20:47: streets is not that we should just do more slow  
00:20:47 --> 00:20:48: streets,  
00:20:48 --> 00:20:51: but rather are D, OT and frankly the entire city  
00:20:51 --> 00:20:54: should be looking at different ways to problem solve from  
00:20:54 --> 00:20:58: a more creative standpoint from a more expeditious  
standpoint.  
00:20:58 --> 00:21:01: And frankly looking at it in a very simple standpoint  
00:21:01 --> 00:21:03: of like are we helping people?  
00:21:03 --> 00:21:05: And if we're not, let's ask them what would be  
00:21:05 --> 00:21:08: most helpful and try and bring that in to the  
00:21:08 --> 00:21:10: conversation as effectively as possible.  
00:21:10 --> 00:21:13: I recognize as I'm looking at this that I accidentally  
00:21:14 --> 00:21:15: made an acronym called Reach.  
00:21:15 --> 00:21:18: So I'm just going to own that and I look  
00:21:18 --> 00:21:21: forward to a conversation with my colleagues here.  
00:21:21 --> 00:21:24: Cool, that was awesome. I feel like I'm I'm going  
00:21:24 --> 00:21:26: to touch on a lot of the things that you

00:21:27 --> 00:21:28: just talked about.

00:21:28 --> 00:21:32: There's so much information overload going on in my head

00:21:32 --> 00:21:33: right now.

00:21:33 --> 00:21:35: My name is Tony Garcia.

00:21:35 --> 00:21:38: I am the principle of St Plans collaborative,

00:21:38 --> 00:21:42: where transportation planning firm. Thank you for having me here.

00:21:42 --> 00:21:44: I see on our I love this intro that we

00:21:44 --> 00:21:46: got with everybody,

00:21:46 --> 00:21:49: introducing themselves and telling us where they're from.

00:21:49 --> 00:21:52: Shout out to my Florida people and my Miami person.

00:21:52 --> 00:21:56: Surprising to see on on a presentation I hardly ever

00:21:56 --> 00:22:01: see Miami folks venture out into the urban planning world.

00:22:01 --> 00:22:03: So I wanted to start off and I'm going to

00:22:03 --> 00:22:06: make my presentation really sort of quick 'cause I want

00:22:06 --> 00:22:08: to hear what everybody else has to say and get

00:22:08 --> 00:22:11: into the discussion.

00:22:11 --> 00:22:14: Our work is primarily transportation planning.

00:22:14 --> 00:22:18: That's that's how we describe our firm and we really

00:22:18 --> 00:22:20: over the past 15 years now,

00:22:20 --> 00:22:25: have backed into this practice called Tactical Urbanism,

00:22:25 --> 00:22:27: that we call tactical urbanism.

00:22:27 --> 00:22:30: And it's really all about using short-term,

00:22:30 --> 00:22:34: low-cost materials to try to advance our,

00:22:34 --> 00:22:38: you know, planning goals, whether those be better crosswalks,

00:22:38 --> 00:22:43: bike lanes, public spaces, or redefining the geometry of.

00:22:43 --> 00:22:47: Intersections and we do that with asphalt art projects like

00:22:47 --> 00:22:49: some of the pictures you see here.

00:22:49 --> 00:22:53: We worked extensively with with the Bloomberg Associates.

00:22:53 --> 00:22:57: We're working with him right now on asphalt art projects

00:22:57 --> 00:22:59: all around the country.

00:22:59 --> 00:23:02: We also worked with with them and Mac to to

00:23:03 --> 00:23:06: create a guide that helps cities.

00:23:06 --> 00:23:09: Come up with programs like the ones that that came

00:23:09 --> 00:23:10: in Warren,

00:23:10 --> 00:23:12: where were explaining to you.

00:23:12 --> 00:23:14: So where we come in right now.

00:23:14 --> 00:23:16: I think we're helping cities.

00:23:16 --> 00:23:19: Not only do the designs for these things,

00:23:19 --> 00:23:22: but also think through some of the items that that

00:23:22 --> 00:23:23: Kim finished with.

00:23:23 --> 00:23:26: Like how do you take this to the next level?

00:23:26 --> 00:23:29: How do you go from something that's very,  
00:23:29 --> 00:23:32: very temporary to more hardened or or permanent?  
00:23:32 --> 00:23:36: And how do you also take those lessons learned?  
00:23:36 --> 00:23:39: That all cities are going through right now in terms  
00:23:40 --> 00:23:43: of learning how to be more flexible and responsive to  
00:23:43 --> 00:23:46: the population and not lose that.  
00:23:46 --> 00:23:50: That learning that that's happened right now where we're  
where  
00:23:51 --> 00:23:54: our head is at right now and mine has been  
00:23:54 --> 00:23:57: really from the beginning was we saw a lot of  
00:23:57 --> 00:24:01: cities do the easy thing to us seemingly easy and  
00:24:01 --> 00:24:04: I would love to hear some feedback on that of  
00:24:04 --> 00:24:09: taking that curbside space to make the sidewalk extensions  
an.  
00:24:09 --> 00:24:12: And and say what seating for cafes that all makes  
00:24:12 --> 00:24:13: a lot of sense.  
00:24:13 --> 00:24:17: It seems to me an easier political sell than this  
00:24:17 --> 00:24:18: image that I'm showing,  
00:24:18 --> 00:24:22: which is I think the phase that we're in right  
00:24:22 --> 00:24:22: now.  
00:24:22 --> 00:24:24: We've been in for awhile,  
00:24:24 --> 00:24:27: is needing to improve our transit access and and routes  
00:24:28 --> 00:24:31: to accommodate for both who don't have the ability to  
00:24:31 --> 00:24:33: stay at home like you know,  
00:24:33 --> 00:24:36: presumably we all are right now and not have to  
00:24:37 --> 00:24:39: use transit to get to their job and.  
00:24:39 --> 00:24:43: Right now with traffic lower than it's always been than  
00:24:43 --> 00:24:44: it's ever been.  
00:24:44 --> 00:24:47: This is the moment to take bold action,  
00:24:47 --> 00:24:50: and some cities are doing this not nearly enough,  
00:24:50 --> 00:24:52: not only in the United States,  
00:24:52 --> 00:24:54: but around the world. So this,  
00:24:54 --> 00:24:57: to me, is our Ground Zero for where we can  
00:24:57 --> 00:24:59: take tactical urbanism next,  
00:24:59 --> 00:25:03: beyond just the sidewalk seating and the cafe seating,  
00:25:03 --> 00:25:05: which I think is is hugely important.  
00:25:05 --> 00:25:09: But it also brings up issues of public versus private.  
00:25:09 --> 00:25:12: I really cringed at that image came that you showed  
00:25:12 --> 00:25:14: of the band on the sidewalk.  
00:25:14 --> 00:25:15: It's a pet peeve of mine.  
00:25:15 --> 00:25:17: That's our public space Ann.  
00:25:17 --> 00:25:19: And we shouldn't be using that for for,

00:25:19 --> 00:25:22: you know things that I'm sure going to draw folks  
00:25:22 --> 00:25:23: to that,  
00:25:23 --> 00:25:28: that establishment. But there's other space that we can use.  
00:25:28 --> 00:25:32: At the same time, I feel like this approach this  
00:25:32 --> 00:25:33: you know.  
00:25:33 --> 00:25:38: Tactical Transit approaches, one that's really smart and  
seemingly inexpensive  
00:25:38 --> 00:25:39: at 1st and there,  
00:25:39 --> 00:25:42: you know, the costs escalate from there,  
00:25:42 --> 00:25:46: but there are some cities that have been doing this  
00:25:46 --> 00:25:49: for for some time like Somerville,  
00:25:49 --> 00:25:52: Everett and and others. But I hope that the folks  
00:25:52 --> 00:25:56: on this on this presentation take away that that this  
00:25:56 --> 00:26:00: is a critical moment for transit and doing it fast  
00:26:00 --> 00:26:03: and inexpensive is OK for right now and then thinking  
00:26:03 --> 00:26:04: about.  
00:26:04 --> 00:26:07: What happens beyond? At the same time,  
00:26:07 --> 00:26:10: we're also thinking about the election,  
00:26:10 --> 00:26:14: and though it's seemingly unrelated to this topic,  
00:26:14 --> 00:26:16: it's actually very related because,  
00:26:16 --> 00:26:20: as we've seen in the last several interim elections,  
00:26:20 --> 00:26:23: most recently in early August.  
00:26:23 --> 00:26:27: You've got people who are physically distancing to go and  
00:26:27 --> 00:26:32: going to the polls physically in person and facilities that  
00:26:32 --> 00:26:35: are really not set up for this type of long  
00:26:35 --> 00:26:38: queuing and wait times. And honestly,  
00:26:38 --> 00:26:40: this is not for me,  
00:26:40 --> 00:26:43: a problem that is just for this moment.  
00:26:43 --> 00:26:47: It happens to have been made more difficult by this  
00:26:47 --> 00:26:48: moment,  
00:26:48 --> 00:26:51: but I remember both times I voted for Obama.  
00:26:51 --> 00:26:53: I sat in line for.  
00:26:53 --> 00:26:55: You know three or four hours,  
00:26:55 --> 00:26:58: so this is something that we need to confront,  
00:26:58 --> 00:27:01: and the way that we're adding to the conversation is  
00:27:01 --> 00:27:05: how do we apply that tactical urbanism mindset to this  
00:27:05 --> 00:27:05: challenge?  
00:27:05 --> 00:27:09: How can we empower Elections Department's in cities to  
think  
00:27:09 --> 00:27:12: about the resources that they can give to people like  
00:27:12 --> 00:27:13: these folks,  
00:27:13 --> 00:27:17: as simple as seating and shade and marking where they



00:27:17 --> 00:27:20: should be standing and things that that are not hard  
00:27:20 --> 00:27:21: or expensive at all.  
00:27:21 --> 00:27:24: But that's going to make the voting process that much  
00:27:24 --> 00:27:25: easier.  
00:27:25 --> 00:27:28: And safer for folks as they go out in November,  
00:27:28 --> 00:27:31: so that's a grant funding project that we're working on  
00:27:32 --> 00:27:35: right now and working furiously to try to have ready  
00:27:35 --> 00:27:39: for elections Department as they gear up for November.  
00:27:39 --> 00:27:43: And then finally I saw those somebody from Hawaii.  
00:27:43 --> 00:27:48: This is this is a crosswalk that we did last  
00:27:48 --> 00:27:53: year in November and 100 on in Honolulu in front  
00:27:53 --> 00:27:55: of a high school and.  
00:27:55 --> 00:27:58: You know, just thinking about how we did this project  
00:27:58 --> 00:28:02: and the conversations that have already happened and what  
we're  
00:28:02 --> 00:28:03: going to discuss right now.  
00:28:03 --> 00:28:07: We are are adopting our practice and I think this  
00:28:07 --> 00:28:11: is the challenge of this moment of you know who  
00:28:11 --> 00:28:13: who plans are neighborhoods.  
00:28:13 --> 00:28:17: Who are these projects for and what is the end  
00:28:17 --> 00:28:17: goal?  
00:28:17 --> 00:28:21: So part of what we say with tactical urbanism,  
00:28:21 --> 00:28:23: it it's about the process.  
00:28:23 --> 00:28:26: How you get to that end goal is as important  
00:28:26 --> 00:28:29: as what it is that you're doing,  
00:28:29 --> 00:28:33: so we have. Over the past year really shifted towards  
00:28:33 --> 00:28:37: looking to our local partners and and just folks who  
00:28:37 --> 00:28:40: live on the ground to help Co create these projects  
00:28:40 --> 00:28:44: rather than us kind of helicoptering in doing a design  
00:28:44 --> 00:28:46: and popping it on the ground.  
00:28:46 --> 00:28:49: I know a lot of people do that and it's  
00:28:49 --> 00:28:50: never really been our Mo,  
00:28:50 --> 00:28:54: but even more so now we are carving away parts  
00:28:54 --> 00:28:56: of our scope to say this is not for us  
00:28:56 --> 00:28:57: to do.  
00:28:57 --> 00:29:00: We we should not be the public outreach folks coming  
00:29:00 --> 00:29:02: in from Miami or New York.  
00:29:02 --> 00:29:06: To Honolulu we should have somebody in Honolulu that  
knows  
00:29:06 --> 00:29:08: what's happening there,  
00:29:08 --> 00:29:12: and that can actually ties back into a conversation that's  
00:29:12 --> 00:29:16: real and authentic and get what people need rather than  
00:29:16 --> 00:29:19: what we as urban planners think that they need.

00:29:19 --> 00:29:22: Which I think a lot of consultants get in that  
00:29:22 --> 00:29:23: mindset,  
00:29:23 --> 00:29:26: so I'd love to push back on on my consultants  
00:29:26 --> 00:29:29: here in the in the audience that start to challenge  
00:29:29 --> 00:29:33: your clients more in in rethinking how they arrive.  
00:29:33 --> 00:29:36: Project ideas and also who is at the table when  
00:29:36 --> 00:29:40: you're actually thinking about and actually implementing  
these projects.

00:29:40 --> 00:29:42: And I think you'll find if you're critical about it,  
00:29:42 --> 00:29:46: that you're missing a lot of important voices and simply  
00:29:46 --> 00:29:48: don't have the resources to do some of the work  
00:29:48 --> 00:29:49: that needs to be done.  
00:29:49 --> 00:29:52: Find the people whose voices you can elevate and bring  
00:29:53 --> 00:29:54: into that conversation,  
00:29:54 --> 00:29:56: because that's going to be as important,  
00:29:56 --> 00:30:01: if not more important than what the physical design actually  
00:30:01 --> 00:30:01: looks like.  
00:30:01 --> 00:30:04: So that's all I've got in terms of slides for  
00:30:04 --> 00:30:05: right now,  
00:30:05 --> 00:30:08: and I can't wait to hear what Doctor Thomas has  
00:30:08 --> 00:30:09: to say.  
00:30:09 --> 00:30:11: So take it away.  
00:30:11 --> 00:30:15: Thank you Tony and thank you all for giving me  
00:30:15 --> 00:30:19: the space to share my viewpoints on this really important  
00:30:19 --> 00:30:19: subject.  
00:30:19 --> 00:30:23: I before folks start reading what's on the screen,  
00:30:23 --> 00:30:26: I just want to take a moment to ground everything  
00:30:26 --> 00:30:28: that I'm about to say an you know,  
00:30:28 --> 00:30:32: I think it is amazing that my colleagues have done  
00:30:32 --> 00:30:36: such a great job being responsive and innovative prior to  
00:30:36 --> 00:30:36: COVID-19,  
00:30:36 --> 00:30:41: but definitely during COVID-19 an I recognize how difficult  
that  
00:30:41 --> 00:30:41: is,  
00:30:41 --> 00:30:44: especially in communities like. Um Oakland,  
00:30:44 --> 00:30:46: where I'm born and raised,  
00:30:46 --> 00:30:51: and you know there are so many compounding issues  
happening  
00:30:51 --> 00:30:52: in our built environment.  
00:30:52 --> 00:30:55: And so I wanted to take the time today to  
00:30:56 --> 00:31:00: talk about some strategies for what I call repaired reparative  
00:31:00 --> 00:31:01: urbanism,

00:31:01 --> 00:31:05: which is my way of suggesting that transportation planning.  
00:31:05 --> 00:31:09: And you know how we design and evolve the public  
00:31:09 --> 00:31:12: realm or built environment can't happen in a vacuum.  
00:31:12 --> 00:31:15: Man has to happen within the.  
00:31:15 --> 00:31:20: Broader context of the compounding issues facing the  
communities that  
00:31:20 --> 00:31:24: are using those spaces and so that the irony.  
00:31:24 --> 00:31:27: Of all of this, is that I made a decision  
00:31:27 --> 00:31:31: at the end of last year to step into my  
00:31:31 --> 00:31:35: own Lane professionally to start to create solutions.  
00:31:35 --> 00:31:41: An opportunities for city agencies and implementing agencies  
to evolve  
00:31:41 --> 00:31:45: their thinking about transportation planning.  
00:31:45 --> 00:31:49: And so I created a three year strategy to help  
00:31:49 --> 00:31:55: colleagues an help cities and help transportation  
departments.  
00:31:55 --> 00:31:59: Expand their capacity to be more reparative in their  
approach,  
00:31:59 --> 00:32:04: and I'm using the term reparative because COVID-19  
reminds us  
00:32:04 --> 00:32:08: that we need to be considering frameworks like harm  
reduction,  
00:32:08 --> 00:32:12: right, which is a public health term that tells us  
00:32:12 --> 00:32:16: that when we have absolutely no control over all of  
00:32:16 --> 00:32:17: the factors at play,  
00:32:17 --> 00:32:21: our priorities should be rooted in reducing hardware.  
00:32:21 --> 00:32:24: The most harm is being caused first.  
00:32:24 --> 00:32:28: And so this three year strategy includes building my own  
00:32:28 --> 00:32:31: organizational capacity to serve as an adviser.  
00:32:31 --> 00:32:34: As a creator and as a designer to cities and  
00:32:34 --> 00:32:37: municipal agencies that are leaning into this.  
00:32:37 --> 00:32:41: This kind of thinking. Our second year we worked to  
00:32:41 --> 00:32:44: expand capacity across the field,  
00:32:44 --> 00:32:47: so those are some of the events that you see  
00:32:47 --> 00:32:48: us do at Drive Inns group,  
00:32:48 --> 00:32:52: like the Dignity Institute, an urbanist assembly.  
00:32:52 --> 00:32:54: And then in the third year,  
00:32:54 --> 00:32:58: we're moving into what we call innovation and  
implementation,  
00:32:58 --> 00:33:01: and so while folks are thinking about how to be  
00:33:01 --> 00:33:04: tactical and how to move at a rapid pace,  
00:33:04 --> 00:33:08: we really are thinking about the long term implications of  
00:33:08 --> 00:33:10: the decisions that are being made.  
00:33:10 --> 00:33:13: Today and so some of the things that we're doing

00:33:13 --> 00:33:16: at the Drive-in's Group to be responsive in a long  
00:33:16 --> 00:33:20: term are supporting municipal projects that have the potential  
to  
00:33:20 --> 00:33:24: worsen the effects of harm communities are already  
experiencing,  
00:33:24 --> 00:33:28: like displacement. So we're also working on an anti  
displacement  
00:33:28 --> 00:33:33: Calculator to support agencies that want to do tactical  
urbanism  
00:33:33 --> 00:33:36: and quick build projects to at least be able to  
00:33:36 --> 00:33:40: have a solid analysis around what the effects of that  
00:33:40 --> 00:33:41: work will be.  
00:33:41 --> 00:33:45: We're also in the process of putting together a package  
00:33:45 --> 00:33:49: of policy recommendations that we call CPR UI love,  
00:33:49 --> 00:33:52: you know, acronyms as much as Warren CPR,  
00:33:52 --> 00:33:58: you stands for comprehensive package for reparations to  
urbanism.  
00:33:58 --> 00:34:02: And then we're working on what I think is our  
00:34:02 --> 00:34:04: most innovative project,  
00:34:04 --> 00:34:06: which is Mobility Hub, Co OPS,  
00:34:06 --> 00:34:09: and so I I sit as sit on a number  
00:34:09 --> 00:34:13: of boards an serve a number of clients who are  
00:34:13 --> 00:34:17: in the tech industry who who run micro various micro  
00:34:17 --> 00:34:22: mobility programs and their wrestling with how to maintain  
level  
00:34:22 --> 00:34:27: of service and keep communities connected during an post  
COVID-19.  
00:34:27 --> 00:34:32: And so we've developed. Community ownership model for  
these kinds  
00:34:32 --> 00:34:35: of startups to tap into so that we don't lose  
00:34:35 --> 00:34:38: the value of interventions that you know.  
00:34:38 --> 00:34:41: Probably we could have done a better job of rolling  
00:34:41 --> 00:34:43: out to begin with.  
00:34:43 --> 00:34:47: And then Lastly, we're incorporating things like oral history  
work  
00:34:47 --> 00:34:49: into everything that we do.  
00:34:49 --> 00:34:53: We often hear folks complain about not having the resources  
00:34:53 --> 00:34:55: to do the type of engagement.  
00:34:55 --> 00:34:58: I think we all wish we could do an so  
00:34:58 --> 00:35:01: one of the things we work with cities to do.  
00:35:01 --> 00:35:03: Is tap into 211 directory's.  
00:35:03 --> 00:35:08: Looking at eviction rolls. All of these different databases that  
00:35:08 --> 00:35:12: tell us a broader picture of the pinch that communities  
00:35:12 --> 00:35:17: are filling and so expanding our understanding of what

community

00:35:17 --> 00:35:22: engagement is to include listening to residents and reviewing comments

00:35:22 --> 00:35:27: that they've already submitted an having archives on the books.

00:35:27 --> 00:35:31: Official city archives on the books so that we are

00:35:31 --> 00:35:34: not constantly going back to the drawing board.

00:35:34 --> 00:35:38: To understand the community called Culturali or the history that

00:35:38 --> 00:35:41: they have so one of the tools we use is

00:35:41 --> 00:35:43: called social climate analysis.

00:35:43 --> 00:35:46: It's a three phase process that we recommend at the

00:35:46 --> 00:35:49: beginning of literally any project we do so whether we're

00:35:49 --> 00:35:52: working on affordable housing development,

00:35:52 --> 00:35:55: whether we're working on a streetscape project,

00:35:55 --> 00:35:58: or whether we're just working on policy design,

00:35:58 --> 00:36:01: we take these three steps really seriously,

00:36:01 --> 00:36:04: and so I won't go into great detail because of

00:36:04 --> 00:36:05: in the interest of time.

00:36:05 --> 00:36:08: But I will say that our first phase is a

00:36:08 --> 00:36:13: strike team effort similar to what our planning firm would

00:36:13 --> 00:36:13: do,

00:36:13 --> 00:36:18: but we actually bring out direct service providers and safety

00:36:18 --> 00:36:22: safety net providers to provide context about land use and

00:36:22 --> 00:36:24: behavior in the space.

00:36:24 --> 00:36:28: In our second phase we bring community out to validate

00:36:28 --> 00:36:32: the data in assumptions that we made in phase one

00:36:32 --> 00:36:35: and then in the third phase we literally.

00:36:35 --> 00:36:38: Retrace all of our steps so that the Community an

00:36:38 --> 00:36:43: our service providers have an opportunity to explain their

00:36:43 --> 00:36:46: observations

00:36:43 --> 00:36:46: with the shared language in a shared narrative.

00:36:46 --> 00:36:49: With implementers and decision makers,

00:36:49 --> 00:36:53: an elected officials so common partners that we engage in

00:36:53 --> 00:36:57: a social climate analysis include employment access

00:36:57 --> 00:37:01: advocates,

00:36:57 --> 00:37:01: implementers, infrastructure investment partners, not

00:37:01 --> 00:37:05: patterns,

00:37:01 --> 00:37:05: Housing Authority, authority staff, racial justice advocates,

00:37:05 --> 00:37:07: and so on and so forth.

00:37:07 --> 00:37:10: We often come up at through all those phases with

00:37:11 --> 00:37:14: a very common list of opportunities for what we call

00:37:14 --> 00:37:16: opportunities for deeper understanding.

00:37:16 --> 00:37:21: And so these opportunities actually shape the development

of our

00:37:21 --> 00:37:25: ongoing community engagement processes as well as the design interventions

00:37:26 --> 00:37:30: that we're moving toward and so understanding the labor profile

00:37:30 --> 00:37:33: and underground economy in a space is important.

00:37:33 --> 00:37:38: Understanding what phase of displacement and gentrification is currently underway

00:37:38 --> 00:37:39: in the community.

00:37:39 --> 00:37:44: I'm thinking creatively about how we we redraw zoning laws

00:37:44 --> 00:37:48: so that we're not being harmful in our actions.

00:37:48 --> 00:37:52: Understanding folks. I attitudes and perceptions of mobility,

00:37:52 --> 00:37:56: so I think the example Warren gave about.

00:37:56 --> 00:37:59: People feeling like they might be tricked into coming outside

00:38:00 --> 00:38:02: is an important is an important one to lift up

00:38:02 --> 00:38:05: that I hope we can talk about a little bit

00:38:05 --> 00:38:07: later. We can never leave youth out.

00:38:07 --> 00:38:09: An by youth, I mean young people,

00:38:09 --> 00:38:12: you know, from from the cradle to 26 years years

00:38:12 --> 00:38:12: old,

00:38:12 --> 00:38:17: many young adults are still entangled in juvenile justice systems

00:38:17 --> 00:38:20: and don't get the benefit and privilege of owning their

00:38:21 --> 00:38:23: adulthood when they when they turn 18.

00:38:23 --> 00:38:26: Uh, another core pillar for us is making sure that

00:38:26 --> 00:38:31: our partners have an activated anti displacement strategy and so

00:38:31 --> 00:38:34: this is a screenshot of the strategy that we created

00:38:34 --> 00:38:37: for the City of Oakland about a year and a

00:38:37 --> 00:38:38: half ago.

00:38:38 --> 00:38:40: I'm not sure who's seen it at Oakland,

00:38:40 --> 00:38:44: but as a community partner we created this strategy that

00:38:44 --> 00:38:46: you see the colors at the top.

00:38:46 --> 00:38:49: We were able to lift up the values that were

00:38:49 --> 00:38:53: expressed to us through Community and we combine that.

00:38:53 --> 00:38:57: Those values with an analysis of the phases of the

00:38:57 --> 00:39:02: commonly known phases of displacement and which types of strategies

00:39:02 --> 00:39:04: make sense during those phases.

00:39:04 --> 00:39:10: And then we recommended really specific engagement in planning activities

00:39:10 --> 00:39:13: to meet the needs of the moment.

00:39:13 --> 00:39:15: So oral history and archival work,

00:39:15 --> 00:39:19: which I mentioned earlier, so I won't go into tremendous  
00:39:19 --> 00:39:20: detail about.  
00:39:20 --> 00:39:23: But we look to capture peoples oral history to understand  
00:39:23 --> 00:39:26: the legacy of things like displacement,  
00:39:26 --> 00:39:30: culture, music, visual art, who's who's visible in this space?  
00:39:30 --> 00:39:34: Who's been erased from the space an from public discourse  
00:39:34 --> 00:39:35: and civic engagement?  
00:39:35 --> 00:39:39: Understanding the space from a multi generational  
00:39:39 --> 00:39:42: perspective?  
00:39:42 --> 00:39:43: Who's moved in, Who's moved out and then also sits  
00:39:43 --> 00:39:50: entering race.  
00:39:50 --> 00:39:50: In a way that's disaggregated so so not relying solely  
00:39:50 --> 00:39:55: on.  
00:39:55 --> 00:39:59: Blanket statements like black community or Brown  
00:40:00 --> 00:40:03: community and really  
00:40:03 --> 00:40:06: drawing the nuances out of those categories to make sure  
00:40:07 --> 00:40:12: we're being responsive to the actual context.  
00:40:12 --> 00:40:14: That's that's on. We then do a policy gap analysis  
00:40:14 --> 00:40:19: and our preliminary findings usually include assessments of  
00:40:19 --> 00:40:23: the need  
00:40:23 --> 00:40:27: for immediate interventions and so,  
00:40:27 --> 00:40:30: in some cities that's us recommending that there's like a  
00:40:30 --> 00:40:31: moratorium on development or a moratorium on quick build.  
00:40:31 --> 00:40:34: One of the things that triggers this type of recommendation  
00:40:34 --> 00:40:39: is the data that we pull out of eviction rolls  
00:40:39 --> 00:40:41: in that same project area.  
00:40:41 --> 00:40:44: So we found a direct linkage between all types of  
00:40:44 --> 00:40:46: transportation related investments and displacement an in  
00:40:46 --> 00:40:50: under invested and  
00:40:50 --> 00:40:52: divested communities,  
00:40:52 --> 00:40:54: so we're working on solutions to that problem.  
00:40:54 --> 00:40:58: We're not proposing that we don't develop,  
00:41:00 --> 00:41:04: but we're proposing that we develop with this in mind.  
00:41:04 --> 00:41:08: We also deploy we call info hubs,  
00:41:08 --> 00:41:12: and so we tap into essential businesses,  
00:41:12 --> 00:41:16: which is a category that came about during COVID-19.  
00:41:16 --> 00:41:19: We tap into our service.  
Our safety net service providers and we create digital access  
points so that residents can engage through low stakes  
engagement  
opportunities and not feel like they have to attend this  
one meeting that happens once every four months wait to  
to share their opinion for three hours an and then

00:41:19 --> 00:41:21: hope that someone has heard them.

00:41:21 --> 00:41:25: So we create opportunities across an entire geography.

00:41:25 --> 00:41:29: Many touch points and opportunities for residents to give.

00:41:29 --> 00:41:34: Preemptive feedback, so they're not just responding to a project,

00:41:34 --> 00:41:38: but sharing, sharing their views and experiences about just what

00:41:38 --> 00:41:40: it's like to live their lives.

00:41:40 --> 00:41:43: In the streetscape. We then take that information,

00:41:43 --> 00:41:46: and we host will be called Dignity Labs,

00:41:46 --> 00:41:47: which are, in a nutshell,

00:41:47 --> 00:41:52: of three phase opportunity for residents to to inform recommendations

00:41:52 --> 00:41:55: for projects and policies themselves.

00:41:55 --> 00:41:57: And and that is all I would.

00:41:57 --> 00:41:59: I wish I had more time to go into greater

00:41:59 --> 00:42:00: detail on these things,

00:42:00 --> 00:42:04: but what I want to leave folks with is.

00:42:04 --> 00:42:08: Really, the importance of making sure that in all of

00:42:08 --> 00:42:11: our innovation and all of our desire to be responsive

00:42:11 --> 00:42:15: during COVID-19 we cannot forget about the legacy of racism

00:42:15 --> 00:42:18: in our field and the fact that so many people

00:42:18 --> 00:42:21: are still feeling the impacts of that.

00:42:21 --> 00:42:23: And if we're not careful,

00:42:23 --> 00:42:25: we can worsen those impacts.

00:42:25 --> 00:42:25: Thank you.

00:42:28 --> 00:42:30: Great thank you doctor Thomas.

00:42:30 --> 00:42:32: So with that we have about 1/2 hour left for

00:42:32 --> 00:42:33: questions.

00:42:33 --> 00:42:35: I do invite everybody to use the Q&A box.

00:42:35 --> 00:42:38: If you have questions that you'd like to ask of

00:42:38 --> 00:42:39: our panelists,

00:42:39 --> 00:42:42: I think we heard a lot of interesting themes today.

00:42:42 --> 00:42:44: You know this is a shifting landscape.

00:42:44 --> 00:42:47: It you know, there are requirements and changes coming down

00:42:47 --> 00:42:50: from counties from States and all the way down to

00:42:50 --> 00:42:52: individual cities and neighborhoods.

00:42:52 --> 00:42:55: And this is a really dynamic environment from day to

00:42:55 --> 00:42:56: day and from city to city.

00:42:56 --> 00:42:58: In context is so important.

00:43:00 --> 00:43:03: For our first question, an I'd like to have Warren



00:43:03 --> 00:43:04: take a first stab at this one.

00:43:04 --> 00:43:08: What are you seeing as the largest changes in transportation planning?

00:43:08 --> 00:43:08: planning?

00:43:08 --> 00:43:10: An approach is in the short term,

00:43:10 --> 00:43:15: given that we're in such a shifting and dynamic moment.

00:43:15 --> 00:43:17: Thank you Kim. That's a great question in the short

00:43:18 --> 00:43:18: term,

00:43:18 --> 00:43:21: I would, well. I'll start by saying the definition of

00:43:21 --> 00:43:22: short term has also changed.

00:43:22 --> 00:43:26: I think that for traditional city planning or transportation planning,

00:43:26 --> 00:43:29: short-term might even mean in the next two years or

00:43:29 --> 00:43:30: five years,

00:43:30 --> 00:43:32: right? Like if you look at a regional plan,

00:43:32 --> 00:43:35: we're looking at 50 year capital improvements.

00:43:35 --> 00:43:38: Short-term now means are we doing this next week?

00:43:38 --> 00:43:40: And I think that that that in of itself that

00:43:40 --> 00:43:45: definition changes actually kind of important because it spells out

00:43:45 --> 00:43:45: for you.

00:43:45 --> 00:43:48: All of the difference requirements that both the city and

00:43:48 --> 00:43:51: its partners need to organize in a very short amount

00:43:52 --> 00:43:52: of time.

00:43:52 --> 00:43:53: It also spells out too.

00:43:53 --> 00:43:56: Then I think this gets to Doctor Destiny.

00:43:56 --> 00:43:59: Thomas this point that you can't have a conversation for

00:43:59 --> 00:44:00: three hours,

00:44:00 --> 00:44:03: then wait for months, then come back and talk about

00:44:03 --> 00:44:03: it more.

00:44:03 --> 00:44:07: You're having a conversation about what are you doing next

00:44:07 --> 00:44:08: week and that means,

00:44:08 --> 00:44:11: and I think this perhaps gets everybody's point as well.

00:44:11 --> 00:44:14: Is that the stakes might be a little lower because

00:44:14 --> 00:44:15: you're not saying,

00:44:15 --> 00:44:17: OK, this is going to be here for 50 years,

00:44:17 --> 00:44:20: it's. Are we all willing to try something for a

00:44:20 --> 00:44:21: week or so?

00:44:21 --> 00:44:24: And what does it take for us to gain alignment

00:44:24 --> 00:44:25: on that conversation?

00:44:25 --> 00:44:27: The other part that will share too though,

00:44:27 --> 00:44:30: and I think this is kind of come from.

00:44:30 --> 00:44:33: The way that we've looked at Covid is that so

00:44:33 --> 00:44:36: much of what like what's the worst that could happen

00:44:36 --> 00:44:37: has happened,  
00:44:37 --> 00:44:40: and so, at this point we are frankly pulling out  
00:44:40 --> 00:44:43: a lot of stops that we otherwise would put up  
00:44:43 --> 00:44:47: and rethinking whether or not we should be using this  
00:44:47 --> 00:44:49: much St space for certain things,  
00:44:49 --> 00:44:52: or whether or not you know public space can't be  
00:44:52 --> 00:44:55: used for covid testing only because of zoning,  
00:44:55 --> 00:44:59: right? Like just to give you a quick example this  
00:44:59 --> 00:45:00: morning right before this.  
00:45:00 --> 00:45:02: You know conference call. I was on a phone call  
00:45:02 --> 00:45:04: with their city attorney's office and they said,  
00:45:04 --> 00:45:07: hey, you know our zoning doesn't allow for covid testing  
00:45:07 --> 00:45:09: on these properties or like.  
00:45:09 --> 00:45:11: But maybe shut and let's just go ahead and like  
00:45:11 --> 00:45:13: move that forward and I share that with all of  
00:45:13 --> 00:45:13: you.  
00:45:13 --> 00:45:16: Just as a framing for the ways that we're looking  
00:45:16 --> 00:45:18: at planning writ large in the ways that government is  
00:45:18 --> 00:45:19: taking,  
00:45:19 --> 00:45:22: I think a more proactive and engaged approach in the  
00:45:22 --> 00:45:24: short term and in the long term.  
00:45:24 --> 00:45:26: And that.  
00:45:26 --> 00:45:30: Add onto that that I feel like from our point  
00:45:30 --> 00:45:30: of view,  
00:45:30 --> 00:45:36: what's changed is actually that city government has.  
00:45:36 --> 00:45:39: Figured out that this is an important thing because we've  
00:45:39 --> 00:45:42: been talking about the shorter timeline for a long time  
00:45:42 --> 00:45:45: and it just so happens that city processes have started  
00:45:45 --> 00:45:47: to adapt themselves. That to me,  
00:45:47 --> 00:45:50: is what Warren was actually trying to get out,  
00:45:50 --> 00:45:52: but cities have caught up to this.  
00:45:52 --> 00:45:54: What the short term actually mean.  
00:45:54 --> 00:45:56: It doesn't mean like in the next five years,  
00:45:56 --> 00:45:58: which to me is very exciting,  
00:45:58 --> 00:46:00: that that we are actually in a place where we  
00:46:00 --> 00:46:03: can all talk about advancing things right now and then.  
00:46:03 --> 00:46:06: The next part of that which has not hit yet.  
00:46:06 --> 00:46:07: And I think it was.  
00:46:07 --> 00:46:11: You cannot mention this the the financial element of this  
00:46:11 --> 00:46:13: is going to be brutal next year.  
00:46:13 --> 00:46:18: When the tax revenue start to actually impact everybody's  
budgets,

00:46:18 --> 00:46:20: and there's no choice but to do some of these  
00:46:20 --> 00:46:21: things because,  
00:46:21 --> 00:46:25: you know. You're not going to have as much staff  
00:46:25 --> 00:46:27: or resources to to actually help.  
00:46:27 --> 00:46:29: I think that's a really valid point.  
00:46:29 --> 00:46:32: There are serious constraints already in a lot of our  
00:46:32 --> 00:46:33: cities,  
00:46:33 --> 00:46:36: and who are the human beings that can actually bring  
00:46:36 --> 00:46:37: these programs forward?  
00:46:37 --> 00:46:40: I think in some cases Covid has offered a lot  
00:46:40 --> 00:46:41: of opportunity.  
00:46:41 --> 00:46:43: You know? In Oakland Warren,  
00:46:43 --> 00:46:46: you guys are using this as an opportunity to fast  
00:46:46 --> 00:46:46: track.  
00:46:46 --> 00:46:50: I believe your bike plan and to maybe make some  
00:46:50 --> 00:46:53: infrastructure changes in a quick way that can.  
00:46:53 --> 00:46:55: Can last until for Tony.  
00:46:55 --> 00:46:56: What about the long term?  
00:46:56 --> 00:46:58: We started to talk about this?  
00:46:58 --> 00:47:01: Are these solutions only responding to the current health  
00:47:01 --> 00:47:05: challenge  
00:47:01 --> 00:47:05: or will they forever alter how our transportation infrastructure  
00:47:05 --> 00:47:08: functions?  
00:47:08 --> 00:47:11: I know as someone who previously worked in TDM that  
00:47:11 --> 00:47:14: you know the number one reduction of congestion and air  
00:47:14 --> 00:47:17: quality problems of people driving to work is people not  
00:47:17 --> 00:47:17: having to go into work and being able to push  
00:47:17 --> 00:47:20: Tele work?  
00:47:20 --> 00:47:22: We're in a moment where a lot of businesses and  
00:47:22 --> 00:47:25: organizations that previously said no,  
00:47:25 --> 00:47:28: we could never survive if our staff work from home.  
00:47:28 --> 00:47:30: All of a sudden their staff are working from home  
00:47:30 --> 00:47:32: and I think something like that is going to have  
00:47:32 --> 00:47:35: a lasting impact.  
00:47:35 --> 00:47:38: So what are your thoughts on the other solutions that  
00:47:38 --> 00:47:41: are probably going to stay even when covid hopefully goes?  
00:47:41 --> 00:47:42: Yeah, I mean, I think there's going to be cities  
00:47:42 --> 00:47:45: that go back to normal.  
00:47:45 --> 00:47:48: You know their their normal or as close to it  
00:47:48 --> 00:47:49: as possible and the cities that that don't and learn  
00:47:49 --> 00:47:51: to adapt.  
00:47:51 --> 00:47:54: Like Oakland or Pittsburgh, if you if you retain the  
00:47:52 --> 00:47:54: lessons learned from right now and a doctor process is

00:47:54 --> 00:47:55: moving forward,  
00:47:55 --> 00:47:57: you're going to be better off.  
00:47:57 --> 00:48:00: And this whole dialogue that's happening right now about big  
00:48:00 --> 00:48:00: cities dying,  
00:48:00 --> 00:48:02: right? New York City or San Francisco,  
00:48:02 --> 00:48:05: Los Angeles. Wherever I just think that that narrative has  
00:48:05 --> 00:48:08: never played out in the history of humanity.  
00:48:08 --> 00:48:10: Like people come back to cities and we're just not  
00:48:10 --> 00:48:13: at a point where people are going to leave cities  
00:48:13 --> 00:48:14: like.  
00:48:14 --> 00:48:16: In droves like that. So the cities that that are  
00:48:16 --> 00:48:19: taking this moment adapting to what they can do to  
00:48:19 --> 00:48:22: rethink about their public spaces and their transit networks  
are  
00:48:22 --> 00:48:24: going to be better off for it and then the  
00:48:24 --> 00:48:27: others are just going to continue to struggle,  
00:48:27 --> 00:48:29: I think.  
00:48:29 --> 00:48:31: I think it is a great opportunity and just like  
00:48:31 --> 00:48:33: I gave the sidewalk cafe example,  
00:48:33 --> 00:48:36: we took a process that previously took months and a  
00:48:36 --> 00:48:38: lot of oversight an we shrunk it down to a  
00:48:38 --> 00:48:40: few days and so this is a really good opportunity  
00:48:40 --> 00:48:43: for us to evaluate, take that data and hopefully make  
00:48:43 --> 00:48:45: a compelling argument moving forward,  
00:48:45 --> 00:48:48: right? And I'm thinking also not only about the internal  
00:48:48 --> 00:48:49: processes becoming more.  
00:48:51 --> 00:48:53: I don't know Dreamline. Yeah yeah,  
00:48:53 --> 00:48:56: but also what are the applicants do like the next  
00:48:56 --> 00:48:56: step?  
00:48:56 --> 00:48:59: What does that look like for everybody else?  
00:48:59 --> 00:49:02: The materials have to start looking a little bit more  
00:49:02 --> 00:49:02: elegant.  
00:49:02 --> 00:49:05: You get into something that's a little bit longer term.  
00:49:05 --> 00:49:07: You move away from clones like I love that.  
00:49:07 --> 00:49:10: That shot that you had warned of the dude crossing  
00:49:10 --> 00:49:13: the street in the wheelchair with all the cones around  
00:49:13 --> 00:49:14: like that.  
00:49:14 --> 00:49:15: To me, that's the first step.  
00:49:15 --> 00:49:17: That's the first week, right?  
00:49:17 --> 00:49:19: And we've already replaced those I'm sure see.  
00:49:19 --> 00:49:23: So that said, there's already thinking about how you.  
00:49:23 --> 00:49:25: So from the very short term to the intermediary to

00:49:25 --> 00:49:26: the longer term,  
00:49:26 --> 00:49:30: that's where I think everybody's head should be at moving  
00:49:30 --> 00:49:31: forward.  
00:49:31 --> 00:49:33: But I think this gets to Doctor Destiny.  
00:49:33 --> 00:49:36: Thomas is point though and I want to bring her  
00:49:36 --> 00:49:37: into this,  
00:49:37 --> 00:49:39: which is that I heard you say two things.  
00:49:39 --> 00:49:43: Tony and I would love to get Destiny's comments on  
00:49:43 --> 00:49:44: this is that one?  
00:49:44 --> 00:49:46: I don't think and I agree with you,  
00:49:46 --> 00:49:49: that government is organized to function this way.  
00:49:49 --> 00:49:51: Normally that's issue 1. The second is,  
00:49:51 --> 00:49:54: I think that there is a type of Anna level  
00:49:54 --> 00:49:57: of engagement that Doctor Dustin Thomas is talking about.  
00:49:57 --> 00:50:00: That is, that has to be included and seminal in  
00:50:00 --> 00:50:02: the intersection of all of these.  
00:50:02 --> 00:50:05: Iterative approaches, it's not that we threw something out  
and  
00:50:05 --> 00:50:07: then we threw something else out.  
00:50:07 --> 00:50:10: We threw something else out without any dialogue around  
that.  
00:50:10 --> 00:50:13: So you know, Doctor, I'd love to kind of bring  
00:50:13 --> 00:50:14: you into that as well.  
00:50:14 --> 00:50:19: Yeah, I I think. I do think that community engagement  
00:50:19 --> 00:50:23: is something that has to exist before the idea of  
00:50:23 --> 00:50:24: a project comes about.  
00:50:24 --> 00:50:28: Anne Anne again, folks are constantly questioning.  
00:50:28 --> 00:50:31: Well. Where do you get the money and the resources  
00:50:31 --> 00:50:32: for that?  
00:50:32 --> 00:50:34: And my answer is, you know,  
00:50:34 --> 00:50:38: I'm living and just was recently working in a city  
00:50:38 --> 00:50:42: where I saw them rip out a \$30,000,000.  
00:50:42 --> 00:50:47: Pop up bike Lane. Because the community privileged one  
pushed  
00:50:47 --> 00:50:48: back on it,  
00:50:48 --> 00:50:53: right? So a project that was financially feasible,  
00:50:53 --> 00:50:57: backed by data actually had support from the Community an  
00:50:57 --> 00:51:03: from the implementing agencies was snatched out overnight  
because somebody  
00:51:04 --> 00:51:04: said so,  
00:51:04 --> 00:51:08: and no one griped about the waste of money on  
00:51:08 --> 00:51:08: that.  
00:51:08 --> 00:51:14: That could have funded 15 years of adequate community

engagement  
00:51:14 --> 00:51:15: in this city.  
00:51:15 --> 00:51:18: And so I I don't buy it that we don't  
00:51:18 --> 00:51:21: have the resources for it.  
00:51:21 --> 00:51:25: We were able to engage the very broad geography of  
00:51:25 --> 00:51:30: South Los Angeles of for two years with \$1,000,000 with  
00:51:30 --> 00:51:32: a staff of 87 people.  
00:51:32 --> 00:51:36: Engagement sack. And that money most of that money went  
00:51:36 --> 00:51:39: into the community so that staff was a team of  
00:51:39 --> 00:51:42: folks that lived in the project area.  
00:51:42 --> 00:51:45: This is doable. I think we need to be thinking  
00:51:45 --> 00:51:49: about community engagement as a policy and not as a  
00:51:49 --> 00:51:50: step on a checklist.  
00:51:50 --> 00:51:53: And I also think when we talk about finding it,  
00:51:53 --> 00:51:57: let's take a look at some of the funding mechanisms  
00:51:57 --> 00:52:00: that just start working the then this is gonna upset  
00:52:00 --> 00:52:01: some folks,  
00:52:01 --> 00:52:04: but the the bus fleet electrification?  
00:52:04 --> 00:52:06: Model for funding is not working.  
00:52:06 --> 00:52:10: We're not seeing those projects get implemented in a timely  
00:52:10 --> 00:52:11: manner.  
00:52:11 --> 00:52:14: And then we're not seeing the communities who were  
indicated  
00:52:14 --> 00:52:18: as priority populations being the ones to benefit from the  
00:52:18 --> 00:52:22: electrification of those buses and warehousing the bus  
depots in  
00:52:22 --> 00:52:26: black and Brown communities that are already experiencing  
massive amount,  
00:52:26 --> 00:52:29: massive amounts of environmental racism,  
00:52:29 --> 00:52:31: wasting money, wasting money there are.  
00:52:31 --> 00:52:35: There are endless sources to find the type of community  
00:52:35 --> 00:52:37: engagement that I'm talking about.  
00:52:37 --> 00:52:39: The city of Los Angeles,  
00:52:39 --> 00:52:42: for example, has an entire earmark for the for the  
00:52:42 --> 00:52:46: Los Angeles Police Department out of the Vision Zero  
budget,  
00:52:46 --> 00:52:48: why?  
00:52:48 --> 00:52:51: Why and when and that that number is larger than  
00:52:51 --> 00:52:55: the amount that's allocated to infrastructure?  
00:52:55 --> 00:52:57: You know, it's interesting though,  
00:52:57 --> 00:53:00: what you didn't say, which I think is top of  
00:53:00 --> 00:53:02: mine is that we spend so much money on our  
00:53:02 --> 00:53:03: reach as it is,

00:53:03 --> 00:53:07: except it's that type of stubborn.

00:53:07 --> 00:53:10: Exactly, let's have an open house on Wednesday night and

00:53:10 --> 00:53:13: have everybody come and either show up or not an

00:53:13 --> 00:53:14: get upset or not,

00:53:14 --> 00:53:16: but that's it that drives me bonkers.

00:53:16 --> 00:53:20: Anne Anne. Your word. Spending that money that's already

00:53:20 --> 00:53:23: help so that public meeting and I'm going to cosign

00:53:23 --> 00:53:25: both of you 'cause I think this is a really

00:53:25 --> 00:53:28: critical point that we're touching upon here.

00:53:28 --> 00:53:31: I'm sorry Kim, we're going this way is that I'll

00:53:31 --> 00:53:32: say a couple of things here.

00:53:32 --> 00:53:35: One, those types of meetings cost 10s of thousands of

00:53:35 --> 00:53:37: dollars because you have to bring.

00:53:37 --> 00:53:40: Every staff member to stand there and get shouted at

00:53:40 --> 00:53:41: for four hours,

00:53:41 --> 00:53:45: right? Like that's expensive. Doctor Dustin Thomas.

00:53:45 --> 00:53:48: You are exactly right that that money exists and I'm

00:53:48 --> 00:53:50: going to share it.

00:53:50 --> 00:53:52: I don't think this is a secret.

00:53:52 --> 00:53:55: I guess you could find this out the entire slow

00:53:55 --> 00:53:57: St program costs us to date.

00:53:57 --> 00:53:59: I think maybe \$250,000, probably less.

00:53:59 --> 00:54:03: And to be clear, most of that is just staff

00:54:03 --> 00:54:03: time.

00:54:03 --> 00:54:07: Doing their jobs anyway, so.

00:54:07 --> 00:54:08: I think to your point Dr.

00:54:08 --> 00:54:11: Like it's kind of funny because we are also those

00:54:11 --> 00:54:16: same people are also respectfully having the same

00:54:16 --> 00:54:19: conversation about

00:54:19 --> 00:54:22: removing a bike Lane project on a different part of

00:54:22 --> 00:54:23: town. Because a few people are very upset about I

00:54:23 --> 00:54:26: should be honest,

00:54:26 --> 00:54:29: their impression of a loss of business activity which is

00:54:29 --> 00:54:32: ironic 'cause we're in the middle of pandemic.

00:54:32 --> 00:54:36: But sorry, but the amount of money that we're going

00:54:36 --> 00:54:37: to spend just talking about removing that bike Lane project

00:54:37 --> 00:54:40: could pay for even more.

00:54:40 --> 00:54:44: A central place is so streets you name it right,

00:54:44 --> 00:54:45: the amount of money it will cost to potentially remove

00:54:45 --> 00:54:48: that bikeway.

00:54:48 --> 00:54:48: That one bikeway project which is less than a mile

00:54:48 --> 00:54:49: could also pay for.

00:54:49 --> 00:54:54: Then again, triple maybe quadruple the amount of social programs

00:54:54 --> 00:54:57: and I just want to correct Kim just really carefully

00:54:57 --> 00:54:57: here.

00:54:57 --> 00:55:01: So streets is not an outgrowth of our bicycle plan,

00:55:01 --> 00:55:04: like there's it's not, we just pulled the streets from

00:55:04 --> 00:55:08: that because the community said we want these streets to

00:55:08 --> 00:55:09: feel safer.

00:55:09 --> 00:55:10: So I just want to clarify that.

00:55:10 --> 00:55:13: Anyway, back to your questions.

00:55:13 --> 00:55:17: Thanks, second moderate are that was actually my point is

00:55:17 --> 00:55:19: that compared to the City of Pittsburgh,

00:55:19 --> 00:55:22: whose first bike plan in 20 years was published in

00:55:22 --> 00:55:24: June of this year,

00:55:24 --> 00:55:27: Oakland had a plan that my understanding is you guys

00:55:27 --> 00:55:30: had to stop at the beginning of the development of

00:55:30 --> 00:55:33: it because you got a lot of pushback on the

00:55:33 --> 00:55:36: equity side of it and the engagement side of it.

00:55:36 --> 00:55:39: And you restarted. And now you have a great plan

00:55:39 --> 00:55:43: that went through a very well vetted public process and

00:55:43 --> 00:55:45: identified those corridors and so.

00:55:45 --> 00:55:48: Covid gave you an opportunity to already look at something

00:55:48 --> 00:55:51: that you'd already identified and work on it and put

00:55:51 --> 00:55:52: those signs up.

00:55:52 --> 00:55:56: By contrast, other cities that didn't have that Playbook already

00:55:56 --> 00:55:58: published that hadn't already had that investment.

00:55:58 --> 00:56:01: We had to rely on our communities to raise their

00:56:01 --> 00:56:04: hands and say we would want this to come to

00:56:04 --> 00:56:05: our neighborhood.

00:56:05 --> 00:56:06: And with that it it.

00:56:06 --> 00:56:08: It's lost some of that sort of strategy behind it

00:56:09 --> 00:56:11: because it was stood up almost in duress and on

00:56:11 --> 00:56:13: my map that I showed earlier.

00:56:13 --> 00:56:16: You can see how disconnected a lot of those slow

00:56:16 --> 00:56:17: streets are.

00:56:17 --> 00:56:19: And our city, but we're getting there.

00:56:19 --> 00:56:20: We have our new bike plan.

00:56:20 --> 00:56:22: We're trying to build it out so we have a

00:56:22 --> 00:56:25: lot of questions in the Q&A and I think a

00:56:25 --> 00:56:28: lot of them were actually addressed in the informal conversation.



00:56:28 --> 00:56:30: But one of the questions,  
00:56:30 --> 00:56:33: and this is for Doctor Thomas and for Tony specifically  
00:56:33 --> 00:56:34: had to do with financing.  
00:56:34 --> 00:56:35: We've heard that, you know,  
00:56:35 --> 00:56:38: with city budgets, if you don't have money for a  
00:56:38 --> 00:56:39: project,  
00:56:39 --> 00:56:41: it means it's not the cities priority.  
00:56:41 --> 00:56:44: I know in some cities that are projecting major budget  
00:56:44 --> 00:56:47: deficits that they might not get to all their priorities.  
00:56:47 --> 00:56:50: So what are some sources of funding or financing ideas  
00:56:50 --> 00:56:52: that you guys have identified or?  
00:56:52 --> 00:56:55: Think could be on the horizon to help support some  
00:56:55 --> 00:56:57: of these initiatives.  
00:56:57 --> 00:57:00: Well, I would just say that you know Community engagement  
00:57:00 --> 00:57:04: is the most scalable step in a project development process.  
00:57:04 --> 00:57:07: Because you know, in the context of the city,  
00:57:07 --> 00:57:09: folks aren't living their lives,  
00:57:09 --> 00:57:12: just thinking about what their experiences on Avalon Blvd.  
00:57:12 --> 00:57:16: There's an entire network of mobility that connects into that  
00:57:16 --> 00:57:16: space,  
00:57:16 --> 00:57:19: and so being scaling your approach is one way to  
00:57:19 --> 00:57:23: preserve and leverage funds that you already have dedicated  
to  
00:57:23 --> 00:57:25: things like community engagement.  
00:57:25 --> 00:57:30: And that just means communicating with other implementing  
agencies and  
00:57:30 --> 00:57:31: public Works Department's.  
00:57:31 --> 00:57:34: In the area, so that when they're going out to  
00:57:34 --> 00:57:35: talk about,  
00:57:35 --> 00:57:37: you know new new drainage.  
00:57:37 --> 00:57:41: A new drainage program. They can also be talking about  
00:57:41 --> 00:57:45: what it would take to reconfigure or reconstruct the roadway.  
00:57:45 --> 00:57:48: I think again, I, I think it is a falsehood  
00:57:48 --> 00:57:52: that there is an existing funding funding for this work,  
00:57:52 --> 00:57:55: and I think that you know at least my experience  
00:57:55 --> 00:57:59: in California has been that all of the capital funding  
00:57:59 --> 00:58:03: projects actually require an fund community engagement.  
00:58:03 --> 00:58:07: I'm along with the infrastructure dollars and so it's just  
00:58:07 --> 00:58:10: a matter of being true to the spirit in which  
00:58:10 --> 00:58:14: that requirement or mandate was was added to your project  
00:58:14 --> 00:58:16: to begin with. And I and I think what we  
00:58:17 --> 00:58:18: are sounding like,

00:58:18 --> 00:58:21: we're afraid to say here is that we don't want  
00:58:21 --> 00:58:25: community engagement in public discourse to slow us down,  
00:58:25 --> 00:58:28: and then I would just push back on that and  
00:58:28 --> 00:58:29: ask why.  
00:58:29 --> 00:58:33: What are what are we afraid the community is going  
00:58:33 --> 00:58:33: to say?  
00:58:33 --> 00:58:37: And what is what does that fear say about the  
00:58:37 --> 00:58:42: incompleteness of the projects that we're proposing?  
00:58:42 --> 00:58:44: Nice I I had two things actually.  
00:58:44 --> 00:58:47: One is related to what Kim was originally saying,  
00:58:47 --> 00:58:49: but just to respond to what you're saying,  
00:58:49 --> 00:58:52: Destiny, I think a lot of us in the consulting  
00:58:52 --> 00:58:54: field and even on the City side,  
00:58:54 --> 00:58:58: it's not a question of trying to skirt the responsibility  
00:58:58 --> 00:58:59: of doing that outreach,  
00:58:59 --> 00:59:02: but of you know not even knowing how to start  
00:59:02 --> 00:59:05: to approach that in the manner that you described,  
00:59:05 --> 00:59:07: which is very thoughtful and careful.  
00:59:07 --> 00:59:10: And honestly, most consultants are not set up to do  
00:59:10 --> 00:59:11: that.  
00:59:11 --> 00:59:13: They are set up to check the boxes and do.  
00:59:13 --> 00:59:15: Those public meetings. So again,  
00:59:15 --> 00:59:17: I don't think it's a money thing.  
00:59:17 --> 00:59:19: I think it's actually a training thing.  
00:59:19 --> 00:59:21: It gets to a conversation that we were having before  
00:59:22 --> 00:59:22: about,  
00:59:22 --> 00:59:24: you know, even going back as far as school like  
00:59:24 --> 00:59:27: what are we learning and what are we teaching?  
00:59:27 --> 00:59:30: Our upcoming urban planners about how to approach that  
subject  
00:59:30 --> 00:59:31: on this subject of money.  
00:59:31 --> 00:59:34: I I know that that budgets are going to get  
00:59:34 --> 00:59:34: tight,  
00:59:34 --> 00:59:37: but to Doctor Thomas is point I think.  
00:59:37 --> 00:59:39: When the city wants to fund something,  
00:59:39 --> 00:59:40: they're going to fund it.  
00:59:40 --> 00:59:43: We have highways. They're going to continue to get funded  
00:59:43 --> 00:59:44: next year.  
00:59:44 --> 00:59:47: No question, because that money has already been allocated  
because  
00:59:47 --> 00:59:48: it's only for highways.  
00:59:48 --> 00:59:50: Whatever you want to call it,  
00:59:50 --> 00:59:53: we have an Interstate redesign that's happening right now in

00:59:53 --> 00:59:56: in a historically black neighborhood where the first Interstate came

00:59:56 --> 00:59:58: in and destroy the neighborhood.

00:59:58 --> 01:00:00: They're just going to make it bigger and wider,

01:00:00 --> 01:00:02: and, you know, fans here,

01:00:02 --> 01:00:03: that money, that money alone.

01:00:03 --> 01:00:07: I mean, you're talking about several hundreds of millions of

01:00:07 --> 01:00:07: dollars.

01:00:07 --> 01:00:10: There's money there, so I don't have a silver bullet

01:00:11 --> 01:00:13: for places for folks on on this call,

01:00:13 --> 01:00:15: I know there's a lot of foundations that are that

01:00:16 --> 01:00:19: are working in this space locally in different cities,

01:00:19 --> 01:00:22: but the amount of money that we're talking about,

01:00:22 --> 01:00:25: it's like 10s of thousands of dollars compared to like

01:00:25 --> 01:00:26: normal projects,

01:00:26 --> 01:00:28: so I would also challenge our cities,

01:00:28 --> 01:00:31: stop funding bad planning projects that don't go anywhere that

01:00:31 --> 01:00:32: is unnecessary.

01:00:32 --> 01:00:36: Let's let's think about what people need and start funding

01:00:36 --> 01:00:36: that one.

01:00:36 --> 01:00:39: Tony, I'd add to your point.

01:00:39 --> 01:00:41: That, and it's funny because this is again sort of

01:00:41 --> 01:00:44: the mindset that we took from slow streets are now

01:00:44 --> 01:00:47: injecting it back into our regular programs the way the

01:00:47 --> 01:00:49: Doctor Thomas is talking about,

01:00:49 --> 01:00:51: which is like, OK, we have a set amount of

01:00:51 --> 01:00:52: funding.

01:00:52 --> 01:00:54: Either we can go get more funding or think about

01:00:54 --> 01:00:57: how to creatively use this amount of funding.

01:00:57 --> 01:00:59: So I'm going to give you a concrete example,

01:00:59 --> 01:01:03: but concrete example, which is that through our paving program

01:01:03 --> 01:01:05: we also in some cases are subject to adding bike

01:01:05 --> 01:01:06: lanes actually,

01:01:06 --> 01:01:08: and one of the Community groups within.

01:01:08 --> 01:01:12: West Oakland I'm pointing indiscriminately West right now has said,

01:01:12 --> 01:01:15: you know, we like the idea of obviously making the

01:01:15 --> 01:01:15: streets safer,

01:01:15 --> 01:01:18: but a lot of people who live over here really

01:01:18 --> 01:01:20: wants to feel like they can walk around and the

01:01:20 --> 01:01:23: sidewalks are only about 5 feet and they have,

01:01:23 --> 01:01:25: you know, intermittent posts in between them.

01:01:25 --> 01:01:28: So obviously it's not an ideal urban landscape.

01:01:28 --> 01:01:29: And our engineer said, hey,

01:01:29 --> 01:01:32: you know, we can't really do that because each block

01:01:32 --> 01:01:35: would cost us \$1,000,000 extra to move the curb.

01:01:35 --> 01:01:37: And I'm like that's true technically,

01:01:37 --> 01:01:38: if you did it that way.

01:01:38 --> 01:01:40: It would cost that much money.

01:01:40 --> 01:01:43: What is a way to allow for more walking space

01:01:43 --> 01:01:46: and to narrow the street in a safer manner?

01:01:46 --> 01:01:48: And then how much money would that take,

01:01:48 --> 01:01:51: right? And so I think the reason I share that

01:01:51 --> 01:01:54: as an approach standpoint is that I think that planners

01:01:54 --> 01:01:57: and engineers especially are taught that the problem has a

01:01:57 --> 01:01:59: solution, and that there's an ETA,

01:01:59 --> 01:02:02: a relationship, whereas I think one of the important important

01:02:02 --> 01:02:05: parts that I think we need to be better trained

01:02:05 --> 01:02:06: about is to ask what is the goal,

01:02:06 --> 01:02:10: right? Like, what is the objective that we're trying to

01:02:10 --> 01:02:10: achieve?

01:02:10 --> 01:02:12: And then what are the plethora of ways to get

01:02:13 --> 01:02:15: there and not shoehorning in a solution that we feel

01:02:15 --> 01:02:16: is best,

01:02:16 --> 01:02:19: right? Like, right? The case of the sidewalks I suggested.

01:02:19 --> 01:02:22: OK, well, those parking stops that you all have seen

01:02:22 --> 01:02:24: at the edge of each parking spot.

01:02:24 --> 01:02:25: Cost about \$200 a pop.

01:02:25 --> 01:02:27: Could we line those up right?

01:02:27 --> 01:02:28: Yeah, could we line those up?

01:02:28 --> 01:02:31: Make a fake urban, narrow the street and suddenly at

01:02:31 --> 01:02:33: least for the time being,

01:02:33 --> 01:02:35: we are giving more walking space to this community.

01:02:35 --> 01:02:39: And better yet, we can continue the conversation with them

01:02:39 --> 01:02:43: addressing their needs in the interim while we go look

01:02:43 --> 01:02:45: for more money to make it more prominent.

01:02:45 --> 01:02:48: I I just would add that in order even for

01:02:48 --> 01:02:52: us to be having this conversation and there is a

01:02:52 --> 01:02:55: comment in the chat box that gets at this,

01:02:55 --> 01:02:59: we have to stop infantilising communities like we this idea

01:02:59 --> 01:03:03: that it's it will take an overwhelming amount of conversation

01:03:03 --> 01:03:07: in a community to put an intervention and is absolutely

01:03:07 --> 01:03:11: bonkers to me. Look at the maintenance request that they've

01:03:11 --> 01:03:12: already put in.  
01:03:12 --> 01:03:16: Look at years and years of public comment on.  
01:03:16 --> 01:03:19: On City Council meetings that we all you know that  
01:03:19 --> 01:03:20: not me personally,  
01:03:20 --> 01:03:23: but that we ignore that we laugh at like there  
01:03:23 --> 01:03:28: are literal city records and County records that document  
Community  
01:03:28 --> 01:03:30: asking for what they want.  
01:03:30 --> 01:03:32: Telling you what they need,  
01:03:32 --> 01:03:35: explaining to you what their experience is.  
01:03:35 --> 01:03:38: When we went to study displacement in the Highland Park  
01:03:38 --> 01:03:39: Community,  
01:03:39 --> 01:03:43: there was a senior senior Houma senior residential facility  
run  
01:03:44 --> 01:03:46: by all women who are also seniors.  
01:03:46 --> 01:03:48: An it housed women Ann.  
01:03:48 --> 01:03:51: When I met with him for coffee.  
01:03:51 --> 01:03:54: She came to me with a 300 page report,  
01:03:54 --> 01:03:59: a spreadsheet full of their notations of walking conditions that  
01:03:59 --> 01:04:03: they had been compiling for the last five years.  
01:04:03 --> 01:04:07: Like there are community groups who have already done this  
01:04:07 --> 01:04:10: an if you would just let them in the room  
01:04:10 --> 01:04:12: and believe them when they speak.  
01:04:12 --> 01:04:16: Like that's free. That didn't cost any money,  
01:04:16 --> 01:04:20: and all of the solutions are right there.  
01:04:20 --> 01:04:22: Turn on, I love your point too though.  
01:04:22 --> 01:04:24: Doctor Thomas about meeting for coffee right?  
01:04:24 --> 01:04:27: Like that's that's the thing that's so critical here and  
01:04:27 --> 01:04:30: I'm seeing this sort of in the in the thread  
01:04:30 --> 01:04:32: of the chat as well as that.  
01:04:32 --> 01:04:34: For personally, I hate public meetings.  
01:04:34 --> 01:04:37: I think that they're not a useful like sense of  
01:04:37 --> 01:04:40: time because it puts everyone in this very adverse aerial  
01:04:40 --> 01:04:41: position,  
01:04:41 --> 01:04:44: like right. One of the things that I pride myself  
01:04:44 --> 01:04:44: on,  
01:04:44 --> 01:04:47: is that I use calendly and you should that's under  
01:04:47 --> 01:04:50: endorsement to allow anybody to look at my calendar and  
01:04:50 --> 01:04:51: say,  
01:04:51 --> 01:04:53: hey, I'd like to literally grab coffee with you,  
01:04:53 --> 01:04:56: and one of the questions on there is where am  
01:04:56 --> 01:04:57: I meeting you,  
01:04:57 --> 01:05:00: right? Like where do you want me to meet you?

01:05:00 --> 01:05:02: And sometimes people will say.  
01:05:02 --> 01:05:04: Well, you know, grab lunch with me or like I  
01:05:04 --> 01:05:07: had a meeting with a walk Oakland bike Oakland a  
01:05:07 --> 01:05:10: couple of times to just have breakfast and I think  
01:05:10 --> 01:05:13: it's really critical to not only literally meet people where  
01:05:13 --> 01:05:14: they are.  
01:05:14 --> 01:05:17: We've all heard that but meet people in a space  
01:05:17 --> 01:05:20: that they feel safe and I think Doctor Thomas you  
01:05:20 --> 01:05:23: mentioned this earlier because City Hall is not a comfortable  
01:05:23 --> 01:05:26: space for most people. It's barely comfortable for me.  
01:05:26 --> 01:05:29: It's very cold, literally and figuratively,  
01:05:29 --> 01:05:32: and meeting someone almost practically on their front porch,  
01:05:32 --> 01:05:35: which is something I've done.  
01:05:35 --> 01:05:38: There was a really tragic collision that happened about this  
01:05:38 --> 01:05:41: time last year and the community group said we've been  
01:05:41 --> 01:05:42: screaming at you about this issue.  
01:05:42 --> 01:05:44: Just come here and look at it,  
01:05:44 --> 01:05:46: and so they invited me over on a Friday night  
01:05:46 --> 01:05:48: and we sat on their porch and we just watched  
01:05:48 --> 01:05:49: cars race by.  
01:05:49 --> 01:05:52: We don't need to have a public meeting about that.  
01:05:52 --> 01:05:53: We can see it right there.  
01:05:53 --> 01:05:55: Sorry I don't mean to be yelling you guys.  
01:05:55 --> 01:05:59: I'm just saying these doubling down at our strongest point  
01:05:59 --> 01:05:59: really.  
01:05:59 --> 01:06:03: These conversations are happening in places that planners  
are not  
01:06:03 --> 01:06:06: comfortable going to and we should make ourselves  
uncomfortable.  
01:06:06 --> 01:06:09: We should go there. We should meet people at where  
01:06:09 --> 01:06:10: they are,  
01:06:10 --> 01:06:12: where they feel safe.  
01:06:12 --> 01:06:14: And that's a really good point.  
01:06:14 --> 01:06:15: So we have about 5 minutes left,  
01:06:15 --> 01:06:19: so we're going to couple rapid rapid fire questions here.  
01:06:19 --> 01:06:21: Something that really stuck out to me.  
01:06:21 --> 01:06:23: I think Doctor Thomas said on our planning call was  
01:06:23 --> 01:06:26: that public space and how it's used has changed.  
01:06:26 --> 01:06:29: You know, sometimes for some people it's a safe place  
01:06:29 --> 01:06:29: to be.  
01:06:29 --> 01:06:32: For others, it's a place where they store their private  
01:06:32 --> 01:06:33: assets.

01:06:33 --> 01:06:36: For others, it's a place where they can demonstrate injustices,  
01:06:36 --> 01:06:40: and so it's changed something that brings it a little  
01:06:40 --> 01:06:42: bit back to the city scale an the right now  
01:06:42 --> 01:06:43: scale.  
01:06:43 --> 01:06:46: Someone has asked I'd be interested to hear the panelist  
01:06:46 --> 01:06:49: perspective on the impact of location on the ability of  
01:06:49 --> 01:06:52: restaurants and other businesses to make use of sidewalk or  
01:06:52 --> 01:06:55: roadway space. Is there an equity inherent in this process?  
01:06:55 --> 01:06:58: It may be unavoidable, but I'm curious if there have  
01:06:58 --> 01:07:00: been alternative arrangements made.  
01:07:00 --> 01:07:02: And I'll let that be open to anybody.  
01:07:02 --> 01:07:04: I can do a lightning round,  
01:07:04 --> 01:07:07: which is that our Flex treats program original like we  
01:07:07 --> 01:07:09: rewrote the programme about twice.  
01:07:09 --> 01:07:11: So the first program was brick and mortar stores.  
01:07:11 --> 01:07:14: You can use the space directly out front of your  
01:07:14 --> 01:07:17: business an immediately our team was like hey there are  
01:07:17 --> 01:07:19: not businesses like that in East Oakland.  
01:07:19 --> 01:07:21: What should they do? So then we wrote the program  
01:07:21 --> 01:07:23: and said if you are a non profit,  
01:07:23 --> 01:07:26: if your if you have a business yourself but don't  
01:07:26 --> 01:07:28: have a brick and mortar you can still apply for  
01:07:28 --> 01:07:31: public space and better yet we made all of the  
01:07:31 --> 01:07:33: permits free and you can now.  
01:07:33 --> 01:07:37: Our priority neighbourhoods, which is the opposite of  
communities of  
01:07:37 --> 01:07:39: concern 'cause we don't like that term,  
01:07:39 --> 01:07:41: can now apply for free use of public land and  
01:07:41 --> 01:07:44: will provide you you the resources to do closest read  
01:07:44 --> 01:07:45: to put up the park.  
01:07:45 --> 01:07:48: Let yourself like we're going in buying those resources for  
01:07:49 --> 01:07:51: them instead of making them bear the cost of that.  
01:07:51 --> 01:07:55: So we are directly trying to address that problem.  
01:07:55 --> 01:07:57: Yeah, I would add onto that what I'm seeing a  
01:07:57 --> 01:08:00: lot and specifically in Miami as an example.  
01:08:00 --> 01:08:03: They had this program. They started in June.  
01:08:03 --> 01:08:06: Nobody availed themselves of it until August and the  
communities  
01:08:06 --> 01:08:10: that are most using the sidewalk dining ordinance are those  
01:08:10 --> 01:08:13: that have a band or some other municipal entity to  
01:08:13 --> 01:08:16: help actually usher it along in those communities that are  
01:08:16 --> 01:08:17: arguably the most in need.

01:08:17 --> 01:08:21: Don't have anybody helping them or actually doing the work  
01:08:21 --> 01:08:22: that you just described,  
01:08:22 --> 01:08:24: or in that. That's like,  
01:08:24 --> 01:08:25: which is also why we are.  
01:08:25 --> 01:08:28: We after this call I have a meeting to hire  
01:08:28 --> 01:08:31: A contractor to provide Technical Support and we have a  
01:08:31 --> 01:08:34: standing rule in our executive order that staff time and  
01:08:34 --> 01:08:37: this is the other part that Doctor Thomas is talking  
01:08:37 --> 01:08:37: about.  
01:08:37 --> 01:08:40: It's not just the money we spend on capital improvements,  
01:08:40 --> 01:08:42: it's the time we spent right.  
01:08:42 --> 01:08:45: We have a standing order that staff time cannot go  
01:08:45 --> 01:08:49: towards providing technical assistance to businesses in bids  
because if  
01:08:49 --> 01:08:52: we're going to provide engineering support to anybody,  
01:08:52 --> 01:08:55: it's going to go to businesses that don't have those  
01:08:55 --> 01:08:56: types of resources.  
01:08:56 --> 01:08:58: Great.  
01:08:58 --> 01:09:00: And I I don't want to miss the you use  
01:09:00 --> 01:09:01: the term equity.  
01:09:01 --> 01:09:04: So I want to raise some of the equity concerns  
01:09:05 --> 01:09:08: that come up for for me with these programs and  
01:09:08 --> 01:09:12: that those are when we talk about neighborhoods that  
historically  
01:09:12 --> 01:09:17: impressive presently don't have this sort of official recognition  
of  
01:09:17 --> 01:09:20: being a business with this within the city boundaries,  
01:09:20 --> 01:09:24: we see an increase in vigilanteism amongst residents,  
01:09:24 --> 01:09:28: especially Gentrifier's who are policing their neighbors.  
01:09:28 --> 01:09:32: And their businesses because they don't have the official  
markings  
01:09:32 --> 01:09:33: of a business.  
01:09:33 --> 01:09:38: We're also seeing the infrastructure itself is becoming  
increasingly more  
01:09:38 --> 01:09:42: hostile to people with disabilities to people with physical  
disabilities  
01:09:42 --> 01:09:44: as well as mental disabilities.  
01:09:44 --> 01:09:47: That in and of itself is also creating a more  
01:09:47 --> 01:09:50: opportunities for criminalization of people.  
01:09:50 --> 01:09:52: Just trying to access this space.  
01:09:52 --> 01:09:56: While these businesses are also trying to access that space.  
01:09:56 --> 01:09:58: And Lastly, I will say that.  
01:09:58 --> 01:10:02: We cannot forget that everything we're talking about is the



01:10:02 --> 01:10:05: literal stage and backdrop for civil unrest.

01:10:05 --> 01:10:09: An racial protests that have been happening for years,

01:10:09 --> 01:10:14: but definitely during the COVID-19 epidemic or pandemic an so.

01:10:14 --> 01:10:16: How do we? How do we address that?

01:10:16 --> 01:10:20: An act like that's not happening right next to the

01:10:20 --> 01:10:21: tables were eating at,

01:10:21 --> 01:10:25: you know, in the alfresco dining.

01:10:25 --> 01:10:28: Thank you so in our very last minute Super rapid

01:10:29 --> 01:10:29: fire.

01:10:29 --> 01:10:33: What is the one lesson from right now and today

01:10:33 --> 01:10:38: that will help us use this opportunity and this door

01:10:38 --> 01:10:42: opening to make the future that we want a reality.

01:10:42 --> 01:10:44: Trust God no, no you start.

01:10:44 --> 01:10:48: You start very short and I mentioned this in my

01:10:48 --> 01:10:49: presentation.

01:10:49 --> 01:10:52: It's actually possible if we want it to be.

01:10:55 --> 01:10:57: And you can define it for whatever you want it

01:10:57 --> 01:10:57: to be.

01:11:00 --> 01:11:03: Yeah, I would just say that the resources are there.

01:11:03 --> 01:11:06: We have, you know, brilliant.

01:11:06 --> 01:11:09: People working in this field.

01:11:09 --> 01:11:11: It's just a matter of,

01:11:11 --> 01:11:14: you know. Breaking up the system that we have right

01:11:14 --> 01:11:15: now 'cause it's not working,

01:11:15 --> 01:11:20: consulting or. Or you know municipal stuff.

01:11:20 --> 01:11:23: Yeah, and I would just reiterate my belief that I

01:11:23 --> 01:11:26: think urbanism has a lot to learn from the public

01:11:26 --> 01:11:27: health field,

01:11:27 --> 01:11:30: and so being harm reductive in our approach,

01:11:30 --> 01:11:33: moving away from comfort, convenience,

01:11:33 --> 01:11:36: and thinking more about who needs intervention,

01:11:36 --> 01:11:39: who needed intervention before this crisis,

01:11:39 --> 01:11:42: and how we can support them with our creativity and

01:11:42 --> 01:11:43: genius.

01:11:46 --> 01:11:48: Well, thank you all 216 not not bad.

01:11:48 --> 01:11:51: I wanted to thank all of our panelists for participating

01:11:51 --> 01:11:51: today.

01:11:51 --> 01:11:54: I think that was an awesome and lively discussion.

01:11:54 --> 01:11:56: I want to thank all of the participants who took

01:11:56 --> 01:11:59: the time to learn about what some cities are doing

01:11:59 --> 01:12:02: and how we can make this process better and how

**01:12:02 --> 01:12:05:** we can take today's lesson and make the future that  
**01:12:05 --> 01:12:06:** we want a reality.  
**01:12:06 --> 01:12:08:** And with that again, the slides will be shared.  
**01:12:08 --> 01:12:12:** There will be follow-up information for registrants and  
available through  
**01:12:12 --> 01:12:13:** you lie.  
**01:12:13 --> 01:12:15:** So thank you everybody and I hope you have a  
**01:12:15 --> 01:12:16:** great weekend.

---

*This video transcript has been machine-generated, so it may not be accurate. It is for personal use only. Reproduction or use without written permission is prohibited. If you have a correction or for permission inquiries, please contact [\[email protected\]](#).*