

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: **** .

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 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

00:09:05 --> 00:09:08: from the local government had representatives from the

00:09:08 --> 00:09:11: business community

00:09:11 --> 00:09:14: and had others that would come together to create this

00:09:14 --> 00:09:15: final report. To say this is what our needs are

00:09:15 --> 00:09:18: and this is the order that we want you to

00:09:18 --> 00:09:19: address them.

00:09:19 --> 00:09:21: Outreach this program wasn't going to go anywhere unless

00:09:21 --> 00:09:22: people

00:09:22 --> 00:09:25: knew about it,

00:09:25 --> 00:09:26: and so we were trying to leverage any resource we

00:09:26 --> 00:09:29: had available to us.

00:09:29 --> 00:09:33: We have a website page dedicated to this where we

00:09:33 --> 00:09:36: posted guidelines.

00:09:36 --> 00:09:38: We made sure our elected representatives knew that this

00:09:38 --> 00:09:41: was

00:09:41 --> 00:09:44: an opportunity that they could then communicate to their

00:09:44 --> 00:09:45: communities.

00:09:45 --> 00:09:49: We have door hangers. This is the design for our

00:09:49 --> 00:09:51: door hangers that we hope to stand up as well

00:09:51 --> 00:09:54: as leveraging other networks that already existed,

00:09:54 --> 00:09:57: such as business improvement districts and making sure that

00:09:57 --> 00:09:58: on

00:09:58 --> 00:09:59: a rolling basis.

00:09:59 --> 00:10:02: Through our weekly bulletins that all these stakeholders

00:10:02 --> 00:10:05: know what

00:10:05 --> 00:10:08: 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

00:16:55 --> 00:16:59: revolutionary

00:16:59 --> 00:17:00: 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

00:17:24 --> 00:17:24: 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

00:17:37 --> 00:17:39: 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

00:17:43 --> 00:17:45: 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

00:17:56 --> 00:18:00: 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
00:20:06 --> 00:20:07: and
00:20:07 --> 00:20:10: 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
00:20:17 --> 00:20:19: 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
00:20:23 --> 00:20:26: 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
00:20:58 --> 00:21:01: 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 detail about.

00:39:19 --> 00:39:20:

00:39:20 --> 00:39:23: But we look to capture peoples oral history to understand the legacy of things like displacement,

00:39:23 --> 00:39:26:

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 and civic engagement?

00:39:34 --> 00:39:35:

00:39:35 --> 00:39:39: Understanding the space from a multi generational perspective?

00:39:39 --> 00:39:42: Who's moved in, Who's moved out and then also sits

00:39:42 --> 00:39:43: entering race.

00:39:43 --> 00:39:50: In a way that's disaggregated so so not relying solely

00:39:50 --> 00:39:50: on.

00:39:50 --> 00:39:55: Blanket statements like black community or Brown community and really

00:39:55 --> 00:39:59: drawing the nuances out of those categories to make sure

00:40:00 --> 00:40:03: we're being responsive to the actual context.

00:40:03 --> 00:40:06: That's that's on. We then do a policy gap analysis

00:40:07 --> 00:40:12: and our preliminary findings usually include assessments of the need

00:40:12 --> 00:40:14: for immediate interventions and so,

00:40:14 --> 00:40:19: in some cities that's us recommending that there's like a moratorium on development or a moratorium on quick build.

00:40:19 --> 00:40:23:

00:40:23 --> 00:40:27: One of the things that triggers this type of recommendation

00:40:27 --> 00:40:30: is the data that we pull out of eviction rolls

00:40:30 --> 00:40:31: in that same project area.

00:40:31 --> 00:40:34: So we found a direct linkage between all types of

00:40:35 --> 00:40:39: transportation related investments and displacement an in under invested and

00:40:39 --> 00:40:41: divested communities,

00:40:41 --> 00:40:44: so we're working on solutions to that problem.

00:40:44 --> 00:40:46: We're not proposing that we don't develop,

00:40:46 --> 00:40:50: but we're proposing that we develop with this in mind.

00:40:50 --> 00:40:52: We also deploy we call info hubs,

00:40:52 --> 00:40:54: and so we tap into essential businesses,

00:40:54 --> 00:40:58: which is a category that came about during COVID-19.

00:40:58 --> 00:41:00: We tap into our service.

00:41:00 --> 00:41:04: Our safety net service providers and we create digital access

00:41:04 --> 00:41:08: points so that residents can engage through low stakes engagement

00:41:08 --> 00:41:12: opportunities and not feel like they have to attend this

00:41:12 --> 00:41:16: one meeting that happens once every four months wait to

00:41:16 --> 00:41:19: 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?

00:47:05 --> 00:47:08: I know as someone who previously worked in TDM that

00:47:08 --> 00:47:11: you know the number one reduction of congestion and air

00:47:11 --> 00:47:14: quality problems of people driving to work is people not

00:47:14 --> 00:47:17: having to go into work and being able to push

00:47:17 --> 00:47:17: Tele work?

00:47:17 --> 00:47:20: We're in a moment where a lot of businesses and

00:47:20 --> 00:47:22: organizations that previously said no,

00:47:22 --> 00:47:25: we could never survive if our staff work from home.

00:47:25 --> 00:47:28: All of a sudden their staff are working from home

00:47:28 --> 00:47:30: and I think something like that is going to have

00:47:31 --> 00:47:32: a lasting impact.

00:47:32 --> 00:47:35: So what are your thoughts on the other solutions that

00:47:35 --> 00:47:38: are probably going to stay even when covid hopefully goes?

00:47:38 --> 00:47:41: Yeah, I mean, I think there's going to be cities

00:47:41 --> 00:47:42: that go back to normal.

00:47:42 --> 00:47:45: You know their their normal or as close to it

00:47:45 --> 00:47:48: as possible and the cities that that don't and learn

00:47:48 --> 00:47:49: to adapt.

00:47:49 --> 00:47:51: 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

00:48:22 --> 00:48:24: 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 and 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

00:50:05 --> 00:50:07: and

00:50:07 --> 00:50:10: then we threw something else out.

00:50:10 --> 00:50:13: We threw something else out without any dialogue around

00:50:13 --> 00:50:14: that.

00:50:14 --> 00:50:19: So you know, Doctor, I'd love to kind of bring

00:50:19 --> 00:50:23: you into that as well.

00:50:23 --> 00:50:24: Yeah, I I think. I do think that community engagement

00:50:24 --> 00:50:28: is something that has to exist before the idea of

00:50:28 --> 00:50:31: a project comes about.

00:50:31 --> 00:50:32: Anne Anne again, folks are constantly questioning.

00:50:32 --> 00:50:34: Well. Where do you get the money and the resources

00:50:34 --> 00:50:38: for that?

00:50:38 --> 00:50:42: And my answer is, you know,

00:50:42 --> 00:50:47: I'm living and just was recently working in a city

00:50:47 --> 00:50:48: where I saw them rip out a \$30,000,000.

00:50:48 --> 00:50:53: Pop up bike Lane. Because the community privileged one

00:50:53 --> 00:50:57: pushed

00:50:57 --> 00:51:03: back on it,

00:51:03 --> 00:51:04: right? So a project that was financially feasible,

00:51:04 --> 00:51:08: backed by data actually had support from the Community an

00:51:08 --> 00:51:08: from the implementing agencies was snatched out overnight

00:51:08 --> 00:51:14: because somebody

00:51:14 --> 00:51:14: said so,

00:51:14 --> 00:51:14: and no one griped about the waste of money on

00:51:14 --> 00:51:14: that.

00:51:14 --> 00:51:14: That could have funded 15 years of adequate community

engagement
in this city.

00:51:14 --> 00:51:15: And so I I don't buy it that we don't

00:51:15 --> 00:51:18: have the resources for it.

00:51:18 --> 00:51:21: We were able to engage the very broad geography of

00:51:21 --> 00:51:25: South Los Angeles of for two years with \$1,000,000 with

00:51:25 --> 00:51:30: a staff of 87 people.

00:51:30 --> 00:51:32: Engagement sack. And that money most of that money went

00:51:32 --> 00:51:36: into the community so that staff was a team of

00:51:36 --> 00:51:39: folks that lived in the project area.

00:51:39 --> 00:51:42: This is doable. I think we need to be thinking

00:51:42 --> 00:51:45: about community engagement as a policy and not as a

00:51:45 --> 00:51:49: step on a checklist.

00:51:49 --> 00:51:50: And I also think when we talk about finding it,

00:51:50 --> 00:51:53: let's take a look at some of the funding mechanisms

00:51:53 --> 00:51:57: that just start working the then this is gonna upset

00:51:57 --> 00:52:00: some folks,

00:52:00 --> 00:52:01: but the the bus fleet electrification?

00:52:01 --> 00:52:04: Model for funding is not working.

00:52:04 --> 00:52:06: We're not seeing those projects get implemented in a timely

00:52:06 --> 00:52:10: manner.

00:52:10 --> 00:52:11: And then we're not seeing the communities who were

00:52:11 --> 00:52:14: 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

00:52:22 --> 00:52:26: depots in

00:52:26 --> 00:52:29: black and Brown communities that are already experiencing

00:52:29 --> 00:52:31: massive amount,

00:52:31 --> 00:52:35: massive amounts of environmental racism,

00:52:35 --> 00:52:37: wasting money, wasting money there are.

00:52:37 --> 00:52:39: There are endless sources to find the type of community

00:52:39 --> 00:52:42: engagement that I'm talking about.

00:52:42 --> 00:52:46: The city of Los Angeles,

00:52:46 --> 00:52:48: for example, has an entire earmark for the for the

00:52:48 --> 00:52:51: Los Angeles Police Department out of the Vision Zero

00:52:51 --> 00:52:55: budget,

00:52:55 --> 00:52:57: why?

00:52:57 --> 00:53:00: Why and when and that that number is larger than

00:53:00 --> 00:53:02: the amount that's allocated to infrastructure?

00:53:02 --> 00:53:03: You know, it's interesting though,

00:53:03 --> 00:53:05: what you didn't say, which I think is top of

00:53:05 --> 00:53:07: mine is that we spend so much money on our

00:53:07 --> 00:53:09: 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 and

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: money

00:53:23 --> 00:53:25: help so that public meeting and I'm going to cosign

00:53:25 --> 00:53:28: both of you 'cause I think this is a really

00:53:28 --> 00:53:31: critical point that we're touching upon here.

00:53:31 --> 00:53:32: I'm sorry Kim, we're going this way is that I'll

00:53:32 --> 00:53:35: say a couple of things here.

00:53:35 --> 00:53:37: One, those types of meetings cost 10s of thousands of

00:53:37 --> 00:53:40: dollars because you have to bring.

00:53:40 --> 00:53:41: Every staff member to stand there and get shouted at

00:53:41 --> 00:53:45: for four hours,

00:53:45 --> 00:53:48: right? Like that's expensive. Doctor Dustin Thomas.

00:53:48 --> 00:53:50: You are exactly right that that money exists and I'm

00:53:50 --> 00:53:52: going to share it.

00:53:52 --> 00:53:55: I don't think this is a secret.

00:53:55 --> 00:53:57: I guess you could find this out the entire slow

00:53:57 --> 00:53:59: St program costs us to date.

00:53:59 --> 00:54:03: I think maybe \$250,000, probably less.

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

00:54:03 --> 00:54:07: time.

00:54:07 --> 00:54:08: Doing their jobs anyway, so.

00:54:08 --> 00:54:11: I think to your point Dr.

00:54:11 --> 00:54:16: Like it's kind of funny because we are also those

00:54:16 --> 00:54:19: same people are also respectfully having the same

00:54:19 --> 00:54:22: conversation about

00:54:22 --> 00:54:23: removing a bike Lane project on a different part of

00:54:23 --> 00:54:26: town. Because a few people are very upset about I

00:54:26 --> 00:54:29: should be honest,

00:54:29 --> 00:54:32: their impression of a loss of business activity which is

00:54:32 --> 00:54:36: ironic 'cause we're in the middle of pandemic.

00:54:36 --> 00:54:37: But sorry, but the amount of money that we're going

00:54:37 --> 00:54:40: to spend just talking about removing that bike Lane project

00:54:40 --> 00:54:44: could pay for even more.

00:54:44 --> 00:54:45: A central place is so streets you name it right,

00:54:45 --> 00:54:48: the amount of money it will cost to potentially remove

00:54:48 --> 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

00:57:23 --> 00:57:25: 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

00:57:30 --> 00:57:31: 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
00:59:30 --> 00:59:31: subject
00:59:31 --> 00:59:34: on this subject of money.
00:59:34 --> 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
00:59:47 --> 00:59:48: 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

01:06:03 --> 01:06:06: are not comfortable going to and we should make ourselves

01:06:06 --> 01:06:09: 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.

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