00:00:04 --> 00:00:07: Well, well, thank you so much for joining today we're
00:00:07 --> 00:00:12: we're. I'm Paul Angelo and we the Curtis Infrastructure
initiative.
00:00:12 --> 00:00:15: And as we kind of get rolling here, there's a
00:00:15 --> 00:00:19: chat feature so I'd love it. If you you started
00:00:19 --> 00:00:23: putting your name into the chat and where you're from
00:00:23 --> 00:00:26: so people can get a sense of actually where you're
00:00:26 --> 00:00:30: located and say hi and this is something that will
00:00:30 --> 00:00:32: be turned on throughout.
00:00:32 --> 00:00:36: The presentation today, but this really is the third series
00:00:36 --> 00:00:40: of a meeting series of meetings really intended to bring
00:00:40 --> 00:00:45: together you a line members. You alive, staff, global experts,
00:00:45 --> 00:00:50: and other participants to talk about infrastructure, investment
and the
00:00:50 --> 00:00:51: format really is.
00:00:51 --> 00:00:53: Intended to be a fun and.
00:00:53 --> 00:00:56: Hopefully joyful way to have a conversation in this virtual
00:00:57 --> 00:01:00: environment that we're we're mostly living in at this point,
00:01:00 --> 00:01:02: and there will be initial.
00:01:02 --> 00:01:06: Presentation by two really outstanding speakers here at the
donning
00:01:07 --> 00:01:10: and Yvonne Young and followed by a moderated
conversation led
00:01:10 --> 00:01:13: by a Brandon Palanker who you can all see with
00:01:13 --> 00:01:17: their videos on right now, and I really encourage you
00:01:17 --> 00:01:20: all to join the conversation. And so initially in the
00:01:20 --> 00:01:24: phone call we're going to have the speakers with just
00:01:24 --> 00:01:27: their their video on, but as they kind of wrap
00:01:27 --> 00:01:30: up their initial comments going to allow for everyone to
00:01:30 --> 00:01:32: be able to turn on the videos.
00:01:32 --> 00:01:35: They like to speak as well as also throughout the
00:01:35 --> 00:01:39: entire conversation. You're you're able to use the chat
function
throughout this, but for those of you that don't know
the Curtis Infrastructure initiative was logged in 2020 through a
generous donation by the state of Jim Curtis Aulos, trustee,
who believed that infrastructure and land use processes shape how
we live, how we work and how we move goods
and services. This understanding of the link connecting real estate
development.
Venues and infrastructure investment drives the focus of this initiative
on building capacity and communities across the United States and
the globe to create more equitable and resilient infrastructure investments
that enhance long term community value. To accomplish this, we
aim to build a movement of which you're all participants that grows the tables and creates new ones through global and strategic partnerships, provides technical assistance and capacity building at
the local level and then acts as a feedback loop
to promote the most innovative and effective best practices.
But really, one of our main goals is to break down a lot of the silos that exist within the infrastructure world and based on a yulie Global Member survey
that we had events and conversations like this one District Council grants and other activities, let us identify about five key areas for utilized focus on this topic, and we're working in for today's conversation. We're really going to be focusing on the second section that we need to invest in our public transportation mobility.
And access because increasing economic opportunities, social interactions and mobility
is really essential. Public transportation provides the regional framework for
compact people centric Urban Development, naval significant real estate, and
value creation opportunities, and then mitigates climate change. Public transportation
should be a frequent, reliable and accessible and for more
on this I'm now going to turn it over to
Brandon Palanker, our moderator, who is a recognized leader in downtown revitalization, mixed use development and public engagement. Who has for nearly 20 years, played a key role in the development of over an entitlement of over 15 million square feet of mixed use development, representing more than 12 billion in development potential. So as a real expert, he's a true believer in in the triple bottom line of social, environmental and economic responsibility. With that, and with that, I want to turn it over to you, Brandon.

Thank you so much for having me Paul and I would like to thank everyone who is in attendance here in person and those who might be a viewing us down the road as we were recording this and want to welcome everyone to today's rendition of the Urban Land Institute's next infrastructure and Land use exchange, increasing mobility and access. Paul gave us sort of an overview of the program, so I'm not going to sort of reiterate that I'm Brandon Palanka, as he had mentioned president of three BL strategies, and Development also happened to be chair of Yulis TOTD council here in Dallas Fort Worth and an avowed urbanist. So it really is my pleasure to join you today to moderate what I expect to be an informative and engaging discussion on how we can better leverage ongoing investments in infrastructure to foster more positive social, environmental and economic outcomes. And this is an especially opportune time for this discussion. We have an international audience. Present today and many of our viewers are from the United States, whereas most if not everyone knows. We now have the largest infrastructure investment in a generation underway, while our friends in Canada are witnessing significant investments in their own right. And we have speakers from each of those nations bringing not only a North American perspective to the
table, but deep experience and knowledge gained from efforts across the globe.

The reality, though, is investment alone doesn't guarantee good results. If we've learned anything over the past 70 years of auto dependent land use and transportation policy, it's that what may have worked one or two generations ago no longer meets today's need, and furthermore, how we view infrastructure and the development patterns it's invite. It invites we view that through a different lens than even a decade ago. Issues of equity of resiliency or paramount, the growing climate crisis has become, and.

To becoming more acute daily now the good news is we are learning and that's our opportunity here to learn from one another and from examples across the globe of these innovative approaches that break down those silos. As Paul had mentioned, that once stood an hour away, we recognized the need to bind together infrastructure, transportation policy, land use place, making efforts to create long term real estate value and more importantly to improve communities. So with that and just before we launch a little housekeeping.

First, thanks again Paul. For you setting this up and those at USLI for providing this forum and to our speakers. Harriet Tregoning, director of Nemo and Yvonne Young, CEO of SD Strategies. You'll notice these are some new names as compared to some of the invites that had gone out. So with that shuffling of the players I will leave it to our esteemed panelists and speakers to give a little background, you know on their experience. Finally. And as Paul had mentioned, this is intended to be an interactive conversation. We don't want this, just us talking at you, and certainly not just to each other. So we're going to begin with the presentation by each of
our panelists, will have that followed by a Q&A where
I would love to hear your thoughts and your questions
with the topic at hand. And with that, let's get
going.
I know that I think I'm going to share my
screen, so I'm hearing that you're going. I'm the director
of an organization called the new Urban Mobility Alliance.
We basically exist because of something called the shared
mobility
principles for livable cities. I am not Carlos Pardo who
was who was billed as going to as doing this
presentation. Carlos works for me and he has COVID for
the first time during this pandemic and it's in him
pretty hard, so I do what a lot of what
a lot of organizations are doing. I'm filling in for
Carlos, but the good news is I love this topic
of mobility hubs, and I worked actively with Carlos on
all the projects that we're going to talk to you
about.
Today
so let me start with the big picture and I
think that Brandon laid some of it out for you.
We are making the biggest infrastructure investment in a
generation
in the US, huge in Canada, huge in a lot
of other places. It's $1.2 trillion and more than half
of all that money is going to be going to
transportation.
Infrastructure.
So that seems like really great news, right? Except we
have very little.
High speed, high frequency fixed guideway transit in the US
compared to lots of other parts of the world. And
this money is is kind of a drop in the
bucket for for big rail systems to be started in
a heck of a lot of places. We also have
a very low density development pattern in most of the
US with a lot of single use, parts of our
communities. So we really have to be smart about how
we use this infrastructure investment.
And how we use some of the things that Brandon
mentioned, including land use and partnerships with land
owners to
really get the the most mobility and access we possibly can. And the most walkable, livable communities that we can out of the investments we're going to make. So I'm going to talk to you today a little bit about something I would call next generation of. Excuse me, the next generation of of what you all know is transitioning and development and that's something called mobility hubs. Mobility hubs are really about. Places nodes of of convenience, and access to different modes of transportation that that can exist in many, many parts of a community. The idea is that you look at your existing high speed, high density transit networks and at what you try to do is find ways to. To create new new nodes, a network of new nodes that will put people within a convenient distance of that high speed high frequency transit line. So a walking distance is typically about 1/3 of a mile from most people, and most people aren't going to walk even a half a mile or a mile to transit. So how can we use the proliferation of all kinds of transportation options from bike share system to electric bikes and scooters to to ride? Hailing to car sharing all these different ways of getting people connected to that high speed transit and at the same time use land use. And convenience to also enable people to meet some of their other daily trips. This is an illustration of a reimagined Walnut Walmart parking lot right, and you can see that there's still parking, but now there's a lot of other activity on this site. What makes a mobility hub it it? It really depends on on when and where, but most people agree two or more of the following things. Car share electric or a regular open membership model or an amenity fleet that's reserved for building owners, but a lot of places are doing that in order to avoid having to provide more parking. Expensive structured parking pick up and drop off zones for ride hailing and deliveries. Shared bike shared scooters are flexible.
Infrastructure that might make the use of the curb variable depending on the time of day and this is important for our development audience. Relatively higher development density and this is a reason this is an amenity you're providing to a community and part of a justification why that higher densities that higher density is necessary in a project. So what do you consider if you want to lay out a network like this, you have to look at it as a system, so a single mobility hub in a single location doesn't make a lot of sense. Transit agencies who are often our partners in this work are really interested in growing their ridership and expanding the use of transit without necessarily having to build out a big expensive new network. So the the the big picture on the entire network.

Where it makes sense to put people in proximity to high speed high density. Existing transit service. Whether you're in the way of important destinations or important concentrations of the origins of tricks, a variety of transportation services, the placemaking opportunity in real estate. Because if you can't provide those services. If you can't provide that convenience and if so and often, you're talking about a real estate partner who's offering parts you know, maybe some of their their land or their parking for. For for bike parking.

Or car charging for things that would bring people to this destination. The other considerations are that most of the trips we take, even in our very part dependent society are short. You know, less than you know, the the the majority of trips that are taken are under 3 miles and still almost all of the trips that are taken. In most U.S. cities are far by automobile, being able to substitute some other means of reaching your destination for those short trips really gives a households. In many cases the freedom to give up.

One of their vehicles, which is a huge savings and
as we enter these kind of troubled economic times, I think you'll be seeing a lot of people looking for ways to economize until they can be certain that they weather this. This economic storm. Sprinkle whatever it might be.

So flexibility and trip distance is what you get with mobility hubs. You get the opportunities to use a lot of these modes on the left hand side. Depending on what's available in your community and how far people have to go. Different modes are typically covering. They typically cover different distances. Obviously automobiles are used. Especially for long tricks, bicycles are typically 4 miles or less in duration, but if you have an electric bike, the trips are very often considerably longer. Cargo bikes with their heavier loads are typically 2 miles. People walk 1/3 to 1/6 of a mile, typically on foot, so that gives you a sense of what kind have. Depending on where you're likely destinations are that people are trying to get to transit, but maybe other things that are convenient in nearby.

Umm? The level of land use mix also makes a difference in terms of what kinds of transportation are feasible and and how and how intense the uses might be. Umm? I think the key here is is if you want to talk about a mobility hub system, you need to be talking to three people in your city. You need to be talking to your local government, especially on the two parts of the local government, the deal with economic development that deal with land use and zoning, and the deal with the public space the right of way. So those are three agencies that you want to have as part of your. Conversation as well as the transit agency and I and
the communities that we've worked in. And I'll tell you a little bit more about that later. We've also often organized a large groups of stakeholders in any given community. There's a pretty significant percentage of households that, for a variety of reasons, age, ability, finances, convenience, don't own automobiles, and there are real constituents for transportation options. Transportation choices the fact that automobile ownership in a lot of our cities is a is a economic hurdle that people have to surmount in order to put 1 foot on the economic ladder means that when you're talking about equity and you're talking about increasing employment and workforce participation, this is a conversation a lot of employers are very interested in, so this relatively low cost way of expanding the reach of existing transit is of interest to those constituents. As well. Everyone knows about TPOD about about fixed guideway transit systems and the very natural, often very. Excellent development that occurs around it. Think of mobility hubs as a next generation of Tod that is connected to some of this high speed service, but that can start in a location that doesn't have that service but instead provides those necessary connections and begins to build the density in those locations that that make these locations the site of future fixed guideway service and increases in transit service. Not every city, but a lot of our cities in the US are reconsidering single family zoning as exclusionary as a big use of land, the majority of residential land use in almost every city and how it might disadvantage those cities in terms of being able to provide of the range of housing and the access to opportunity that cities increasingly are looking to provide. So think of a mobility.
As in that way? So just as a couple of very quick graphics that we're talking about looking for a density opportunity, that's one and a half to three times that of a surrounding area. If you're in a single family zone, that means that might be three story, four story building. It's not a skyscraper, it's nothing terrifying, but enough to be able to maybe offer some retail and some services, as well as that that transportation access to higher capacity, higher frequency transportation.

A housing might be right there, or a block off. You might also be looking at freight as one of the service connections that you make the opportunity to pick up and drop off packages, which is increasingly part of our daily lives. Mass transit corridor. You're either on it or you're near it. You can start with hubs at stations, but they're more often going to be a bit away a few blocks away from a station. And like I say, freight might be right there or nearby housing also right there or nearby with other services you see here a couple of other examples of where mobility hubs might be located relative to transit. It's going to not typically be right on a high speed line, but it'll be somewhere within striking distance, and we have different tiers. Different cities have decided that depending on the intensity of development and the intensity of transportation and other services being provided, it's it's useful to classify mobility hubs in different tiers and and create a set of expectations on the part of users of what kind of services you're likely to find at different types of hubs. So let me talk about some examples. I know that we have someone from Minneapolis on the call and maybe they'll be able to add a little bit more, but most Minneapolis was one of the first cities in the US to really start thinking about this way of augmenting all that their existing transit networks and their hubs are have the goal of increasing access to lower no carbon.
transportation and particularly focusing on 1st and last mile options.

Hubs might include a bus stop, a bench. A designated bike and scooter share way findings, including travel time. So people have a sense of how long they have to wait for access to that transit service.

We work with Pittsburgh who've installed mobility hubs on the street, so they're not relying on developers or others who are providing the land, but they're locating all of their mobility houses in the public right of way Co. Located with transit stops, but not always with their best transit. So sometimes they're suggesting you people. You can wait and make two connections to get to high speed transit, or you can hop on the scooter and get to that high speed transit directly. Kind of up to you so people can make decisions on this.

They were using an app to connect people, and they've done. They've done a lot of really cool videos to reach members of the community about how, how fun it would be to get around the city and this way we work with Paul and folks in San Antonio, including the transit system via to look at mapping a network of mobility hubs in San Antonio, one of the fastest growing cities in the US. So rapid growth means channeling development into.

Patterns that are really sensible, so think about as a city as growing. Also grow the transit service through mobility hubs and you can see it might be messy. To do this we use data and mapping and a lot of input from community members about creating a set of criteria and locations for hubs that that made the most sense to serve the growing city of San Antonio.

Mobility hubs are found throughout the world, including places like the Netherlands at the Utrecht station. Carlos loved this slide because it's got more bike parking than maybe any place else in the world in one place and so much bike use that they really have. They needed to provide structured parking because otherwise the bikes were
everywhere people couldn't. Couldn't get to the rail stations in in other places.

Like in Munich, this is an example of a mobility hub with electric assist, three wheel and two wheel bikes charging for a car sharing parking spaces for car sharing and spaces where electric vehicles can can charge. So here a little bit less about the retail, in part because in Munich there's a pretty dense mixed use development pattern.

So the retail is a lot around you, but not so much the transportation services. For all these new emerging modes like SIG, very little little bit lovely city in the former East Germany has amazing transit both. Both the old legacy transit and a lot of new transit, and there mobile stations have distinctive markings so that you can spot them everywhere they have bike parking and bike rental.

Car sharing and electric.

Are charging so places where it might make sense to go and and run your errands by transit and come back when your car is charged. So with that Brandon I'll I'll stop and I'll look forward to our conversation.

Thank you.

And as we switch, I really appreciate that Harriet and is Yvonne gets ready to go and and folks you can start to think about your questions. If you want to type them in, we'll do our best to keep track of those and we'll get the conversation going shortly.

Hi everyone, I'm Yvonne young. I'm the CEO of SDG strategies. I strategic consulting firm in Canada. I'm also part of your eye Toronto Advisory Board and the vice chair of SDLC Product Council.

Primarily looking at case study, helping cities to think about making the shift within the area that is going through that transition. So what I'm hoping to talk about today is a research project that's part of the Uri Curtis Infrastructure initiative that we've been working on with some of our colleagues, and I see some of them. They are
also on the call today, so they would also be
able to contribute some of the observation.
So this is about the city building story of Greater
Toronto area. Why this is so significant? Because it's the
second largest financial center in North America and what we
are looking at infrastructure is really thinking about how we
can position that to have a synergistic approach. In other
words, by addressing one infrastructure it can also use that
to address climate change, telecommunication and
affordability. And there's some

slight we're going to go through some of the kind
of practical tests that we're going through at the moment.
The scale of investment we're dealing with is $62 billion
for the whole entire city region in four different modes.
It's getting implemented very, very quickly, so therefore we
decided
to focus in on how to look at the integrated
with land users with these infrastructure and really, diving
deep
and understand. What are some of the challenges and some
of the potential scalable solutions that we should be.
Setting up the lights early on. So with that the
overall land use is also changing, so we're looking at
around 45,000 acre of mass transit station area, so all
the municipality within the Greater Toronto area. They have a
common deadline by September. They will need to divide not
just the boundary but also the intensity of those that
mixed use development along the transit line.
And to us, I think this is a really a
tremendous opportunity for us to make the shift because in
Canada, two third of our communities is based on building
around auto dependent suburb. So we're hoping that if this
is successful we can really leverage transit infrastructure to
make
a major shift.
If I if I can jump in real quick, I'm
not sure if you've started. We don't see any slides
you might be doing. Your introduction just want to let
you know that your screen is not shared yet, which
might be intentional, but just in case.
OK yeah, I'm going to share the slides later on,
so the amount of population we are looking at growing
is the why. There's a good condition for these changes
because we're growing very quickly and also many of the population they came from places that do not require driving, but you're not towards. They are ready for this. Culture shifts, so maybe what I'm going to do, I'm going to, you know, quickly share the slides and use that to kind of walk through some of the major challenges and to see what the opportunities is. So this is the map showing the Greater Toronto area and what we're talking about earlier on in terms of $62 billion investment are the yellow dots and the red dots, so those are the four different modes of rapid transit infrastructure.

Coming to the city region very correctly, what we are working on as a research project with you are in Toronto and calling from future infrastructure group as well is thinking about what would be the ideal model for these brown dots. So these brown dots are the mass transit station area that I was talking about earlier around 25,000 acre in total and the reason why there is a disconnect at the moment is we see that. The children said infrastructure. Currently it seems to be underperforming, so let me just see if I can go to the next slide. So one of the key missing piece we see that need to be laid at the table is also bringing up the micro mobility network, particularly the cycling network at the regional scale and through our research we have conversation with different party and we know that everybody is facing the similar challenges. It's very hard at the local level to do the high quality cycling infrastructure in a contiguous way from day one, the funding.

That is piece meal. The design is piecemeal. The consultation is very localized so that is really significantly impacting the performance of the higher order transit. So from that standpoint, this presentation hopefully going to really kind of draw the lights on the clinic. Creative solution that potentially can upload some of these key micro infrastructure to to the upper level of decision making. So what we see?
Is another challenges that we're facing these climate change. We know that 60% of the issue of GG is due to people driving. So what we've been working on as a research is that we're trying to incubate. Is there opportunity you can? We would take on a Community that already have the political support already have the political vision on the claim that the car free precincts, but what really means is that early on, providing the condition that. Residents and new business coming to this area, they don't need to worry about spending their after tax money on car infrastructure, car insurance, ownership of car. All that is very very expensive. So that's another strategy from ever affordability standpoint. But the key thing is that we want to see if we can set the bar high so some of the party is looking at. Is it possible to really be tangible about model shifts? So in other words, is it possible to achieve 75% of the short trip? Is by walking and cycling and if we are able to create a model of transit oriented communities that this is achieving from day one that will be huge because right now this doesn't exist. So on a policy standpoint some of them is a party that is more progressive. They have removed the minimum parking requirement but also at the same time we know this is not good enough for developer perspective. What is needed? Is to drive the pedestrian foot traffic within mixed uses. So in other words, what we see is that it need to have a broader thinking, not just looking at transit infrastructure, but looking at all the pieces of infrastructure at the same time. So this is very typical. If you go on Google and just have a look at Canada, I think you would notice there's a lot of area other than outside of the downtown Toronto core area. You see a lot of these. These are everywhere and the problem is that many of the local and regional visit party their current funding model and also the current capital and operational
is continuing spending billions of dollars on other infrastructure. And because of that. They put a lot of constrained from resource standpoint, public resource standpoint, but also create the conflict in terms of design, so it makes it very challenging in terms of the timing and the resources that is needed to design the transit infrastructure that can really provide performance because you have a lot of these disconnect. So what we want to shed the light is that it's really now we need to make the call and create the model that. Our decision making model that early on you consider these issue and try to avoid it now from a financial standpoint, what we learned is that when we talk into a public sector, the key is that OK? Is there a way to optimize public resourcing to expedite decision making? Don't cause any delay but also at the same time we can bring the local community along. So this is a classic example when we look at the number of perspective. It make no sense to accommodate growth by building a new auto infrastructure that is going to cause you. You know many times compared to the cause of new cycling infrastructure. So another part is about behavior and expectation. So this need a lot of both political and community support. And really about articulating the expectation. In other words, instead of saying that to avoid congestion. We need to add more lanes but say congestion is good because you are having growth so some of the more progressive cities that we've been working with. This is particularly what they articulate to their constituents. Congestion is good because the city is growing. We are shifting. We don't want to lose our young people so therefore so this is the illustration kind of showing. What if we do business as usual? In other words, you're trying to make all these coexist, and it's not making sense. It's not. Working another part that we see in a in transit
infrastructure design is that during environmental assessment that is the time when trying to align the. The goal to thinking about what is the cross section design and there is usually a big fight between goods movement. How much, how many lanes are you retaining within the neighborhood? How much space are you providing for high quality walking and cycling? How are you going to deal with those above grade and below grade infrastructure? So this is the key that's connected. We see. So again, this is a really great opportunity. That early on I think it should shed the light and set it as a standard. Say that it's absolutely very important to ensure the performance of this billion dollars of rapid transit is to we have to look at repurposing the traffic light and removing. By some of the areas that we don't need to create that conflict, and particularly using that from connectivity standpoint like. In other words, instead of just looking at 1 corridor and one corridor at a time as a separate transit project, but it's looking at the overall connectivity. So how this connect with different mobility help? So these are because the projects being you know, going very quickly these are the disconnects that we see in our conversation with different cities. That they also see that major challenges. There are many meetings, but very little decision being made because there are many players and also the kind of broader picture is not set. So ideally if early on can really kind do shed that light and what we are planning to do with our report is to provide for. So some insights to inform the local government and letting them know you know some of the key issues that need to go back to rethink. Like for example how do you set the party instead of balance, balance and balance. And say we're designing the street for all mode of transportation or we should be saying that this is about people. First, it's a people first approach. So during our research we have also partner with European cities. So
for example from Sweden or from Finland very early on they say that.

Well, we don't approach it this way where we show them the picture of those intersection. They're like, well, this is absolutely not acceptable in their world is if there is accident. That's a design issue, so they're going to go in very quickly, fix it and also is is early on articulating it is people first period. So I think those are the kind of culture shifts that we are learning that it's a different, but I think there is an opportunity. We would position the potential opportunity.

Most and also how this can. This would potentially slow down development. I think that could potentially draw the attention.

This slide is important, So what this slide is showing is that notwithstanding the 46 billion, the $62 billion of rapid transit infrastructure is already funded. So which is, you know, symbolically these red line, the area that has the purple color they have. They have been losing people within the urban areas.

In other words, the household size has decreased over the last five years. Why? Because there is no social infrastructure.

There's also no hard infrastructure to support the growth like in other words, if if the government is not taking a comprehensive approach to integrate the timing of delivery of transit infrastructure with servicing and soft infrastructure, these area would not be able to accommodate meaningful growth.

So I think that is very important because if these growth doesn't happen along the rapid transit lines, they would happen somewhere else. That means our population. Many of our population is still stuck with the driving culture, so as part of our model, what we've been focusing on is this year we'll be focusing on trying to prototype a community so it's bundling walkable community with social infrastructure. So what show on screen is an example of potentially? What that can happen? Meaning on the ground level, it has a comprehensive mix of different users from retail,
culture,

arts, hospitality and community, and office uses all on the ground floor but also at the same time. It very important to have a nucleus in the middle.

So within Canada we have many different ministry and many of the services is funded by many different ministries within the province. So this is a model a trying to have a one stop shop. In other words a drawing all those funding sources into one place and using a long term tenancy model so that the soft infrastructure can be in place early on. So this is also part of our learning in our collaboration with Helsinki, for example looking at.

In their world by standard when they're building new community, even when there is only 100 new residents, they would build the schools and library facilities from day one and to measure that everybody would have the opportunity for the urban lifestyle from day one. So I think this is a major shift, and part of that is that we are also articulating a collaborative model which is plugging in a lot of non planners so including public health, including culture. Including economic developments that usually they don't even have a voice at the table, but they are critical in terms of the city building, and I think what we see is that in order to drive this culture shifts, we need to give everybody an opportunity early on to think big, not just on a small project scale, but really thinking big. So this is a report that has released. This is a summary of our first year effort is a collaboration between UI Toronto District Council. And also future of infrastructure group and what we have done at that time is that we look at four different cities and particularly thinking about what are the major challenges and also what are the future opportunity. One of the common things we repeatedly heard from the interviews that we conducted with the participant is that the need to align share vision from day one is extremely important.
Because that would trigger the decision making down the road.

So therefore for the second phase, what we're focusing on is that we pick on the Community and try to test how far we can push in terms of the shared vision, but also at the same time using that to demonstrate that the shift from an auto dependence culture to transit oriented culture is possible and also the key thing is about the value of public sector across the whole entire city region. Everybody is very strange. In terms of public resources and what we hope is that we want to hopefully to use this to show there's a different way of working, and if successful, this should be a way that can accelerate delivering these type of Community, not slowing it down and also at the same time you know get to the some of the really fundamental issues such as climate change, affordability and equity.

So that's the synergistic approach that.

We have talk so this washer on screen is the case. Study for the phase two project and our goal is to also to have a report completed this year and to talk about you know some of the key learnings and hopefully that could be a scalable model that can apply to government and cities across city region regardless.

We're really about a new way of working.

That was really great really, really appreciate that Evan and Paul correct me if I'm wrong, this is my first go around.

Doing a virtual in this format, I've done plenty of others. My understanding I'm going to kick it off of the question or two, but we will lend it to the audience and they will be able to go on camera and ask in person. In addition to typing something in the chat. Is that correct?

That's correct and I just allowed that ability. So if you want to turn on your camera, please do so or feel free to chat in the chat box to do that as well so and and then if there are, if you have ideas or thoughts of your own.
Excellent, awesome, so I'm gonna kick it off with somewhat of a broad question here, you know, let's talk about the definition of infrastructure. You know you go back not that long ago. Infrastructure was the hard big stuff that you built often to get from one place to another. But we talk about social infrastructure. There's this movement toward housing as infrastructure. As such a necessity to just have a semi functioning society, not to even say a flourishing.

Especially with the housing crisis we're facing on both sides of the border of Canada and the US alike. So I'd love to hear your thoughts Harriet and Evan in terms of you know, what do you see as infrastructure and is that definition broadening? And what are the implications of our sort of more holistic view of what infrastructure is? And we'll start with Harriet. And then we'll go to Yvonne.

Well, we had some comments already in the chat, like for example about broadband and what I find so interesting is in different parts of the world. The agency that does transportation is also the agency that does broadband. I think Finland is one of those places and I think that if nothing else the pandemic has really shown us that a lot of our access is electronic. And whether this telemedicine you know. Telehealth tell a work that that is an important thing. A really important component and some of the folks who are doing mobility hubs are making the hub itself a broadband hot spot so that people can get access. So I think that I think the definition of infrastructure is broadening. But I what I really wanted to say and I think is a little bit at the heart of what Yvonne was talking about, is that the what is becoming a little less. Important then that have every state and local government in North America and probably the world has a six year pipeline of capital projects and that and I say six year pipeline. But some of the projects in that pipeline
are 10 years old, 20 years old. I guarantee you most of them were conceived without any consideration of changing climate and almost certainly without any consideration of equity, right?

So?

So the idea that we would in this moment ask people to to to give us our projects that help decarbonize transportation, increase equity, make communities more resilient. But that's just address that most people would put on whatever infrastructure project they already had in the pipeline, and then hand it back right to the government saying here it is. I think what we're really looking for is a is a set of approaches to infrastructure that start with. Problems and communities that people want to solve and and aspirations in communities that people you know that people have and want to realize and then build up not just a single project but a whole set of activities like the kind of on describe that serve you know that build the social capacity of communities that address people at different times of their life and at different times of day and that actually solve real problems that people have. And it's more complicated. It's more messy. It involves doing something that's almost unnatural for government, which is to cooperate across. You know departments and maybe across levels of government, but that's what the times call for. And that's what that's what a lot of us are trying to do. Paul and I are part of something called the Community's First Infrastructure Alliance. More than 60 organizations that have banded together to try to help states, localities, MPO transit agencies, and. Communities to come together to address problems and build projects from the ground up that begin with, you know that collaboration and that problem solving mentality and that probably engage a lot of different types of infrastructure and a lot
Appreciate it Ivonne curious as to your thoughts on this.

Yeah, so I have a few thoughts to add on to that this is really about building an ecosystem so infrastructure to me is an Ebola and in order to make this work it cannot be just delivered by one particular entity like. In other words, it has to involve the public sector. It has to involve the local businesses it has to use that as a way to create the new economy. So for example the missing piece that we're talking about, which is the common theme, is the first and last mile.

Many of the residents they were very frank and say, well, the reason why I feel I still need to own a car is because I need to drive to the train station. It's really as simple as that but also at the same time there are entrepreneurs that is providing escooter. For example, there's a company recently have the partnership with our transit agencies and looking at piloting and just the first and last mile but it also have a geofencing technology.

And using that to shed the light on attracting the telecommunication coming in to do the 5G and also at the same time using that to build the local capacity. Because what we observe within the city region is because we've been growing so quickly.

More change within neighborhood. People don't really get a chance to know each other and I think now is the time to use the digital infrastructure as Harriet was talking about to really build that local capacity. So one of the programs that our transit agency has established is called the Community Benefits program and using that to work with the local nonprofit organization. And right now the focus is on creating.

Local jobs, but I think there's opportunity for that for a version too, which is really based on. Broaden that. The meaning of benefits like some of those is not just creating local jobs, some of those is really about
demonstrating the tangible benefits it could be related to us and culture, or it could be about public realm. It could be any of the improvement that the developer want to show to the local. Community to avoid Nimbyism. I think. I think that's important to show people that by doing this new development, adding new density within this neighborhood is a way of benefiting the new the existing neighborhood that is within walking distance.

I think I think that's a very important mechanism.

That's great, I'm gonna ask one more question now, and I've got plenty in case there's a little dead time. But as I mentioned in the chat, if anyone wants to get in line, so to speak, there's an ability to raise your hand in zoom. Or just put something in chat and then we'll go ahead and order. But I wanted to sort of follow up on what you had, said Yvonne, and then we'll get to to Rowan here. The first and last mile. You know we talked so much, especially transit transportation in terms of the Center City corps in Toronto and those near. And suburbs, which are, you know, often dense urban cores onto themselves in many ways. How do you and inherit curious, you know, with you as a fellow Texan here you know what are your thoughts in terms of how we look at the suburbs, right? Yeah, that chicken and egg problem of the build the infrastructure? Or do you build the land use? You know what comes first? How do we look at that differently within a lower density, more auto oriented environment where we're trying to create these mobility hubs or build upon opportunities to do so? Either one of you if you want to jump in just sort of curious as to your thoughts. How do we treat the suburban areas? There's such a vast majority of the land use that we see. Evan, do you want to start? Sure, yeah I can. I can start so one of the common theme we heard. Again, this is from the non planner. We start with public health. We start with the school board and they say traffic problem is a big problem. If you guys can find a solution to
that then can be scalable. So what they have tried
to do is a model called a walk to rock
and roll. It's a walk and roll program so it's
a walking to school program cycling to school.
Program, but in order for that to work, your child
friendly walking and cycling infrastructure has to be in place
early on from a network perspective, and I think that
need tremendous leadership. Funding is not significant, but
it's really
about tremendous leadership to get that in. So going back
to the chicken and an egg, I see the next
generation of booking infrastructure. Is that similar to you?
Won't
be able to do any development until you have water.
And waste water. You won't be able to, you know,
grow a community, or improve existing community. If you
don't
have this active mobility infrastructure, it's important as that,
yeah.
That's great, go ahead area.
We're, you know we're still in the pandemic and and
it's not clear what you know what and how many
people are going to be returning to work, but it
has made it. You know, even more clear how nice
it is. You know now that we have enough, you
know an office buildings worth of workers in every residential
neighborhood. How nice it is to be able to walk
to get a cup of coffee, right walk?
To get a gallon of milk, you know have some
of that convenience and walking distance. So I think that
there's you know, maybe more opportunity for a little bit
of urbanization of the suburbs and for and for many
in many jurisdictions. I live in the Washington region. You
know that urbanization has been happening apace. You
know, for
for quite a while, and actually, the last Great Recession
was a big spur, to that, you know, one of
the things that we found in.
In our region was that the inner ring jurisdictions shed
hundreds and hundreds of automobiles. During the
recession, people dialed
down their transportation costs because they could, and
these options were available and there was very little bankruptcy or foreclosure and property values dipped, but they didn't comment and that in the same jobs and heart housing market that our region is, that was really an anomaly. The outer of the middle and the outer. Ring Suburbs had relative catastrophes, and so they started looking at adding transit and building in a transit oriented pattern even in places where they didn't yet have the transit in order to serve future transit. So I think you know, I think the idea of some walkable convenience is that is increasingly appealing in the suburbs, and because poverty has also suburbanized. You know some of the other issues around the need for transportation options. The need to actually provide affordable housing. Those are also practices that suburbs were able to pretty much avoid. You know two decades ago, but now are really having to grapple with, so I think there's a lot more in common. The urban and and the suburban these days. A couple of points to what Harry was talking about. The suburban contest definitely is transforming what we see within the Greater Toronto area. Housing affordability is a big issue, but also the aging population. People do not want to age in place, they want to age in neighborhood. So that means even the single detached Wellings is very common and many cities is now going through their statutory planning approvals to make that into as of right. So meaning to have multiple household living within one single detached housing, so I think that's becoming very common, so if that is gone going on moving forward a couple with people is working in a hybrid model. So that means these are walking and cycling infrastructure like even in the suburban area that is going through the transformation is absolutely important. So that means I think all the cities
should go back.

Work with their public health and looking at what are the streets that you don't have a sidewalk? Or maybe only have sidewalk on one side? What are the street that you don't have the connectivity to schools and very quickly doing the retrofit? Yeah.

Excellent Rowan, appreciate your patience.

No, that's OK when you have two fine speakers like this, you have a lot to say. It's always good to listen. So thanks and hello to everyone. I just wanted to go back to your original question about the definition of infrastructure.

So I think one of the things I would think is is infrastructure is absolutely dynamic, right? And it changes and it has been changing. And actually we're very fortunate in that we have in our lifetime seen a whole new category of Infrastructure created. So the definition that I tend to work with is infrastructure. Are the systems that are needed to allow us to exist in the environments in which we choose to live, and there are basically 3 environments that we experience.

We experience the built environment, so that's the houses we live in, the roads we drive on, the offices, we go to the shopping center as the schools, everything. There's also the natural environment which is the parks and the wilderness and the farmland and all that sort of stuff. And then we've created a third one. In our lifetimes, which is the digital environment right which is not actually? Physically present anymore.

So you know the things that we're hearing and we're talking about today and really, TOTD, you know what we're actually talking about. Here is the overlap between those environments, right? What we're actually hearing about is, you know what we're actually talking about is how people develop those systems.

To actually live their lives through those different environments, how
do we get broadband to people's homes so that they can work from home? How do we create transit systems that people can move efficiently between places? And we're always looking to optimize this, right? We're maximum output for lease cost input, so I mean, that's just sort of my perspective on it, and certainly I would agree with Avon. I'm also in Toronto and so that shift from sort of suburban to urban. Is it's a difficult one? It's one that we we made a choice in North America well over 50 years ago that we were going to be car centered. Sort of cities. That's you know one of the greatest infrastructure investments of all time was the US Interstate roadway system. You know, it's a marvel when you look at it in terms of what it was built and how quickly it was built. But it also meant that we tied our future to the car. Unwinding that now and transforming our cities and our neighborhoods, even our way of approaching life is a difficult and and transformative one for a lot of communities. And they're all going about it in different ways. Really appreciate that Rowan, thank you and and as folks are called on and I'll get to you Fabiola, in a second if you could introduce yourself just you know 5 seconds right where you're from and filiation just so we have a little context that would be tremendous. And Fabiola you are up. Hi. We lower my hand so my name is Cheryl Arkinson. I actually work for you a lot. I don't miss this events that pull organizes because I think I'm a systemic thinker and I think infrastructure is one of the best examples of how systems are nested. My question is a little more specific, so I live in Montgomery County. I'm part of the Committee for Pedestrian and Bike and Transit Safety and what's really interesting. As a volunteer is, you know there's a lot of plants and a lot of really big thinking about how to do this, but I always go back to the
simple question. My kids cannot ride a bike to get
to school, so if we don't have the way for
a cultural shift of what it is that all this
micro mobility can allow for us to connect and get,
you know, live without a car, our experiences start as
a culture, so some of your great examples have to
do with the Netherlands, and I've spent some time in
the Netherlands.
And for me, it's really interesting is it's part of
their culture, right? It is some. It is their first
choice. So in the United States you know. Yes, as
as Ron mentioned, you know we are car centric or
mostly in most continent and I should be saying that
I'm from Mexico, so that is a different kind of
perspective. But I also could not bike to school. So
my question is, is there data or is there any
of the approaches that you're you're seeing in your
organizations
and in your cities about how do you connect?
How do you do that cultural shift? And if do
we know how many schools around you know the United
States, or in Canada the percentage of kids that can
actually walk or bike to school? And of course, I
understand that there's an equity implication here to my
question,
but but I'm just curious because I think a lot
of it is. Yes, you can create that experience. You
can create those places and people will experience it, but
people do not demand it or the market will not
necessarily go there.
If you don't have early on experiences, it is to
use micro mobility. Your body or scooter.
Harriet or Ivan to do either of you know of
any such data that might be out out there or
polling.
Can share the Canadian data so through our research we
started shed light that free over 4 so it's actually
75 percent. 75% of the kids. They do not walk
or bike to school. That's the problem. So we use
that to say we need to make the shift in
planning. So right now our school board planning their district
boundary is different than the walkable neighborhood.
So that's the one disconnect. Another disconnect is culture
and

you're absolutely right. We need to find opportunity to teach
the kids how to ride a bike from day one.

So meaning having the open St.

Those are events during the weekend. Looking at how other
cities, for example in Japan is very common, that they
would actually have this program intentionally teaching kids early on

how to ride a bike just like adults would need
to go through the courses to get a driving license.

What we see emerging within the GTA is the shift
of economy. So the tech company they come with the
requirement that they want to have high quality outdoor
amenity

including trails including sports facilities and they are picking on
cities that is able to have the talent pool. But
in other words they are looking for cities that has
contributed and showing the leadership to having these high quality
walking and cycling.

And trail impulse infrastructure from day one. So I think
it's a combination of those three factors. But you're right,
the data at the moment is alarming.

And I think if we have not learning from from
COVID, it would be very unfortunate and we hope that
other than you know, working from home this will be
another key matters that would need to build that momentum
to make that shift.

You know we're in the same region.

See how I?

Fabiola

and you know, you probably know this about DC. Second
graders have a bicycle course, right? So they are taught
how to ride bikes and about bike safety, and about
the kinds of trips that they can take. And they
routinely testify in the district for the Council about, you
know how important it is to have bike safety, but
you mentioned the Netherlands on and I always take a
lot of comfort in knowing that you know.

The.

The Dutch were not always the cycling maniacs that they
are now.
You know that really it was in the 1970s that they kind of turned away from automobility and in reaction to how much cars had taken over the streets and the you know, and and and pollution and crowding and parking on sidewalks and things like that. So I would just say that.

It it.

You know the other. The other side of this is that a lot of us on the call, you know, walk to school. When we were kids, right? And so what's changed is not just. You know that maybe there are a lot more heavy SUV's, but how people parent this part of what's changed, right? That it's that what we would now consider. We consider it parental neglect. Was Muhammad of us grew up like you know your parent. You saw your parents when you left in the morning, and especially in the summer you didn't come back until sunset, right? And and and you know, we were kind of on your. Own and that.

Would that would just doesn't happen today, so it's it's a lot of factors which doesn't help answer your question. But you know, land use convenient make making short trips convenient and and talking about equity. Almost 40% of the households in our city don't have access to cars, so we're constantly saying how is it fair that all the public right of way goes to cars? We need protected bike lanes. We need protective pedestrian ways we need. We don't just need lower speed limits because they're not effective.

We need infrastructure that sends the signal. To to drive slowly so it's a it's a process, but I think that you know your advocacy is really appreciated and we all need to be advocates you know for for these changes in our communities. Yeah, and and and that actually I'm gonna ooh go ahead Fabiola.

No, it's just gonna say I think your your point. Harriet about parenting is really, really important. It is a cultural thing. I think other countries in the world don't feel that the streets or the city is always a dangerous place. And there's statistics that support that that
we

are not living in a much more dangerous time. You
know, notwithstanding what's happening with gun control in
the United States but just you walking out to your neighborhood park,
there's just really not the statistics to support the fact
that we can't do that.
So the experience that most kids have of infrastructure has
really been kind of mediated by that way of parenting
so.
And I'd also like to buy, you know, Harry. You
had mentioned that the need for the provision of the
infrastructure itself, not to mention the signaling and all. And
Fabiola you had mentioned the Netherlands, and I think this
is a very good time to remind people that Amsterdam
wasn't always Amsterdam. And what do I mean by that
right? There's this great picture. Many of you might have
seen it where you know there was a period where
Amsterdam had been auto centric.
And there's this public square or whatnot, and it's basically
a parking lot and it looks anything but what you
imagine as this pedestrian bicycling Wonderland that it is
today.
And that's a reminder of two things. One, we have
to make intentional decisions. You know, they made an
intentional
decision to steer away from that which has brought them
to a different present now. But it was a different
future when they made that decision, and secondly reminds
me
of the self fulfilling prophecies we create. You know, I'm
in Dallas, no one walks in Dallas. No one's ever
going to bike.
And part of the reason why is in many ways
we make it almost aggressively impossible to do so, so
it's that self fulfilling prophecy of if you don't create
the infrastructure or the options. Of course, no one's going
to use it, and then it's very easy to come
back and say well no one bites or no one
walks and we have to make these intentional decisions and
it relates as we have discussed before, to breaking down
those silos of land use of housing policy, and certainly
both transportation and infrastructure funding and how we
01:07:03 --> 01:07:03: actually build
that.
01:07:03 --> 01:07:06: And you would also mention we've heard it a couple
times. COVID, I think we'd be remiss to not discuss,
01:07:09 --> 01:07:12: you know, how has this changed our perception of how
01:07:12 --> 01:07:16: and what you know. Infrastructure and transportation is,
whether it's
01:07:16 --> 01:07:19: commuting patterns, whether it's a more diffuse path or not,
01:07:19 --> 01:07:22: everyone going from you know your suburban lawns. You know
01:07:22 --> 01:07:26: I came from Long Island. Everyone went in One Direction
in the morning, One Direction in the evening. That's a
01:07:29 --> 01:07:32: bit different in some of the, you know, megalopolises, such
01:07:32 --> 01:07:33: as the DFW region.
01:07:33 --> 01:07:37: Because we have many polls, so it's not just everyone
01:07:37 --> 01:07:40: going to a downtown and back, but curious Yvonne and
01:07:40 --> 01:07:43: Harriet. And some folks in the audience. How do you
01:07:43 --> 01:07:47: seal this post? COVID hybrid centric world affecting, you know
01:07:47 --> 01:07:51: transit because the trips might not be as simple to
01:07:51 --> 01:07:54: quantify and maybe it even provides more importance to that
01:07:54 --> 01:07:59: first and last mile because those micro mobility options
instead
01:07:59 --> 01:08:01: of being used to get to work and back might
01:08:01 --> 01:08:03: be what you used on a Monday.
01:08:03 --> 01:08:06: Tuesday, Thursday when you don't have to go into the
01:08:06 --> 01:08:09: office so that you can cut down those local trips.
01:08:09 --> 01:08:11: What does this post COVID world look for us and
01:08:11 --> 01:08:14: I'm curious for some audience thoughts on that too.
01:08:14 --> 01:08:17: Yeah, so I have three thoughts to share. I just
01:08:17 --> 01:08:18: want to go back to what?
01:08:20 --> 01:08:24: Our last conversation. All the cities that are struggling in
01:08:24 --> 01:08:28: terms of public health dollars. So we know that by
01:08:28 --> 01:08:33: enabling an active living style that could dramatically reduce
healthcare
01:08:33 --> 01:08:37: spending, I think that's huge and really early on. You
01:08:37 --> 01:08:41: know, putting that from a number of perspective, secondly is
01:08:42 --> 01:08:45: safety. So there are many meetings with a lot of
01:08:45 --> 01:08:49: engineers in the room. Nobody's able to make a decision
01:08:49 --> 01:08:50: about lane reduction.
01:08:51 --> 01:08:54: But if somebody asks a question if there is a
01:08:54 --> 01:08:58: danger on the road, do you remove the child or
01:08:58 --> 01:08:59: you remove the car?
That is a very powerful way of looking at problem solving very differently, and I think this is about time. Particularly we are coming out of COVID with these major shift is to ask these type of questions. So going back to modeling so instead of looking at how many hours or how much congestion will we expect in this area. But it's really thinking about. The peak hour very differently. So instead of trying to design the infrastructure that you don't have congestion during your peak hour, but it's the peak period and really expanding that peak period, because once we do that, I think my suspicion is more than half of the existing other infrastructure we we're going to find those redundant, and if we don't retrofit those, those are costing all the cities and region within Northern America. Billions and billions of dollars.

I think one of the things that we're saying in so many places is that that concentration of office only uses or. Let's be honest, office and cultural and government uses in the downtown, you know, is really left them vulnerable. The East and West parts of our downtown developed later, and they're mixed. They have a lot of housing. They have a lot of different kinds of offices and a lot of flexibility because of the building type to switch in between, so I think. Uh, that is the that's one of the issues. UM, we you know, we really love our cultural institutions, many of which are centered in our downtown and they need support. You know, the restaurants and the other, the other great destinations need support, but we also need more mixed uses, and I think a lot of downtowns are having this conversation with their cities. Now, depending on the what the office rents are, the feasibility of of taking the hit to do a conversion to residential.

And finding the right buildings to do it in because some buildings are completely impractical for that conversion and others are like not so bad.
No, I think that's greater than and you know, I'll do a comment. And if anyone else I'd love to hear from thoughts from some folks in the audience of what you are seeing and your cities, your markets through your work or just life experience, you know from that perspective, to sort of to sort of get that broader perspective. So please do do. Feel free to sort of chime in. One thing I can say, and it goes back to choices. You know where it's not only COVID, we're seeing you know. Certainly here in the states, you know gas prices that we've just never seen because it's always been such a relatively low barrier here as compared to.

Prices you know in other markets around the world you know, and you're now seeing people that are forced to make a decision. You know they're saying, well, it's good. It's costing me X dollars every day to get to or from work and beyond the ability to go hybrid. It's forcing people to look at some of these other options and it reminds me I've been either consulting or developing sort of walkable communities. You know, going on 20 years? Well, until about 6-7 years ago I had lived on Long Island where we invented the suburb for better and certainly for worse. And I couldn't walk other than two stores, so I was not walking the walk. I moved here to Dallas and I specifically chose a location where I could live car free and did so for almost two years. But a lot of intention went into that. I I specifically chose an apartment that was across the street from the trolley, which happened to be my commute to work. I would walk often, but on your hot days or your rainy days, that would be my option and it forced me to think in the terms of the types of places I was building. Because if I lived literally two blocks of these are big blocks here, they're not, you know, New York short blocks, you know, two blocks further on, a 98 are certainly 160 degree day as we might hit this week, I don't think I make that three blocks. I say, you know what? I'm just going to find it. I'm
just going to drive. I'm going to get lifting an
Uber so it really is about these inflection points and
having those choices available. But then making those
choices attractive
for folks. So I think that's something that's very, very
important.
So I don't see anything from the audience right now.
Do you want you all to jump in? But how
about something else we see in the future, which is
going to change a lot, but not as quickly as
people I think had imagined five years ago, and that's
the autonomous vehicle revolution, right? I mean, you know
you
have folks that are saying this is going to change
everything. I'm not going to at least start off by
taking a side, but whether it's Elon's tunnels and we
know that there are thoughts on that front or other
means of ATV vehicles, curious as to your thoughts.
I will start with you Harriet and go to you,
Yvonne and again folks in the audience. How do you
see the autonomous vehicle revolution changing for the
better or
for worse? How we build infrastructure. How we utilize
infrastructure
and the nature of transportation and mobility in general?
Well, we had this conversation a lot about.
About electrification and about you, know, autonomous
vehicles, I think
that the the city where everybody finds it easy, convenient
and inexpensive to take a car trip is not a
great city. And so I'm a little concerned about that
there. There have been some studies done. One in particular
I'm thinking of in the Bay Area where they tried
to stimulate the trick, taking that.
People would make if they had an autonomous vehicle by
basically providing households with a driver, a car and a
driver. So like the the trip making went at 60%
right and a lot of people use the car and
driver to pick up and deliver things and they never
stepped into the car.
So I'm a little concerned about about, you know about
how that is a shiny thing, and you know a
shiny future object that my people kind of forget about
the importance of making cities that are livable, walkable, and convenient for people who want to, you know, use what you know has to be considered the fountain of youth, right? Being able to walk and get your daily exercise just by living your life, not having to spend hours at the gym, but. Being able to you know, to walk to meet a lot of your daily needs is that it's a great way to, you know to stay, you know, to stay healthy and and engage in your community. I also don't love the city where everybody in it is in a vehicle behind a tinted screen and you know, like how do you know your neighbors? How do you know if you're the lone person out by yourself? How do you? How? How are you safe? So I think it's absolutely coming. But I think for those of us who care about place making, we have to keep our eye on the ball.

Agreed upon your thoughts, and then I'll chime in on my own.

So what we observe is starting to learn from the Scandinavian model. So for example, in Helsinki even ten years ago, if you have a transit pass that give you the token to car share, in other words, the city early on, they know it's not possible to build all the infrastructure to meet all the trips, so going back to the conversation about autonomous vehicle. So there are some master planning communities and some of the really progressive.

On local Transit Authority, they already, you know, been looking at it. But is it possible to do it for on demand but as a shuttle? And it's not meant to use it to have more cars on the road. I think from the economic or technical design standpoint this can potentially provide a very creative solution. For example, can you design your transit routes without worrying about some of the hot infrastructure? That is very costly. For example, you
may not need a track.
But you need to test enable the root is.
Is it possible to design that to go at a
different speed like? In other words, it can really filtrate
to the existing neighborhood where it's very hard for anybody
to start from scratch. And then lastly, I want to
share a thought about the future. I think City should
start thinking about how to address the non work commute
like. In other words, there's a tremendous opportunity looking at
the transit system. Can you not create a point of
destination?
That provide a collective experience. In other words, create
the
reason that people would use transit not just for commute
but for other purposes, and I think that in turns
is important of having these mixed uses. Having a different
way of living, and also I think equalizing also diversifying
where urban can happen.
I think that's great and and I think we'll probably
have time after I give my thoughts on this subject
for one more question. So if anyone from the audience
has something, please do. Otherwise we'll line up one last
one you know. I think what we're recognizing Harry? You
really pointed to this. You know, it's it's not the
driver that's the issue, right? It's the vehicle itself, and
that's not to say cards are bad, right? Everything has
its place. It's just sort of overbuild at some point
or or get skewed as a society. But in terms
of the vehicle, it's the size and the space that
it takes up both.
When it's driving and when you're storing it right for
parking, it's emissions and right recent studies in terms of
the rubber emissions just from, it's not just switching to
electric, that's going to be a panacea, but what I
see is is maybe a flip side to to what
you would point to Harriet, which is somewhat dystopian and
we have a lot of those potential futures out there
in terms of I see two things I see, one
autonomous vehicles continuing the shift away from a prior visit,
private vehicle ownership.
To subscription models that are based on your use and
need for use patterns, and you know a consumer is going to, then you know pay for what they want and can use. Certainly a bulk of us that don't just have unlimited funds and and maybe that sort of curtail some of those needless trips. But we started with the lease right which took some away from the. You're basically renting a car for a period of time and you see some of these subscription models already, even in amenities for some communities that are being built. I think the real key here is I think we're going to see with AVG Technologies sort of lack a lack of distinguishing between public and private transportation, and what do I mean? There will always be a need for that high throughput. Basically the train or the bus, whether it's bus, rapid transit or otherwise, but larger vehicles that can simply take far more people from point A to point B. But especially in these suburban regions, so many people don't live near a point A or a point B. And what I think we're going to see is those right of ways. Will still be gold, they just may not need tracks anymore to your point of one, it might just be a lot less expensive. Whether it's the build a new route, you still need the right of way, but you can take part of a build highway. It might not be the perfect scenario and sort of utilize that for mass transportation and that public transportation where you're talking about that last mile, which could be last three or five miles. Even in some suburbs and exurbs where you have, maybe you know a 6 to 10 person or even a four person more micro mobility. Type of A V that picks up people within a neighborhood brings them to that sort of 1 common transit hub, and then either literally ties together where you don't get out of that vehicle, or you walk out and you get on to what would be the train today. So I do see that there are possibilities where we can see decreased emphasis on ownership and also a blending of what is public or private, so we'll finish off and this is something that's dear to me as a
developer and we had talked about you, had a slide, Yvonne.
I believe it was you that talked about the timing of infrastructure and the timing of development. You know how?
What role do the real estate developers, the private sector play you know as opposed to just sort of waiting around or building where existing infrastructure is? How does that public and private sector work together that you will I we focus so much on what the private sector can do? Because there are simply opportunities that might not exist in the public sector. And then when we talk about the power of P3 and public private partnerships? Really expands those opportunities, so would love to hear both of y'all's thoughts on how the private sector and the development community plays into some of this where we have long term plans for infrastructure and those don't certainly go by the timelines of your IRR driven development. You know, private sector experience?
So I think I can share from the Toronto greater region perspective right now there is a huge need for housing, but in order for housing to happen, that means cities.
Are interested to work with developer with the intent to build.
Lay in other words, clearly communicate early on your timeline.
Is it two years? Is it three years? Is it four years? What is the scale trying to reduce as much as certainty as possible? I think there are two Model 1 model is that I create a condition for developer to upsizing the infrastructure.
And making that as a very straightforward way to make it happen. I think that's very important.
This is a model that has been experimenting in some part of the region but hasn't been taking it a broad scale and I think now is the opportunity to yeah to to to capture that new new way of delivering.
Excellent any thoughts Harriet?

I think that.

But infrastructure and development both have really large timelines and long timelines, and I think that.

You know that in some ways long is good, especially if what you're trying to do is get out ahead of displacement threats and to do things to try to ensure that the promise of coming infrastructure you know doesn't raise property values so much that the people that the infrastructure is intended to serve can't afford to be there.

So I know you guys have talked before about the 11th St Bridge project. As an example, that's another local one for us here in Washington, but it's you know it's been more than 10 years with that project has been in development, but in the meantime they've spent the same amount as they're spending on the infrastructure in Community investment, community development, and it, and that long time frame has really been fruitful year. So I've started to have a different perspective about what you can do with the time that you had it, and it's not always bad.

That's that's great. Really appreciate it. You know, Paul, I don't know if you want any closing comments, but I just want again. Wanna thank Harriet and Evan and you know if we can all give them sort of a virtual or real a round of applause there some really great information we could continue this conversation, but we are cognizant of the time and want to get everyone out. As we promised Paul any closing thoughts on this?

This has been really fun so very very true. Thanks to you all and and you a lot for this platform well.

Thank you for moderating, Brandon. Thank you to Harriet.

Thank you to Yvonne. So much for speaking. I really appreciate it. The questions from the audience and just let you know that our next session is going to be in August 18th to focus on the this very small issue of climate change. And so it's going to be a really big conversation. Really, one of your input and
01:24:57 --> 01:25:00: thank you so much for joining and and see you all.
01:25:00 --> 01:25:01: In a couple months.

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