

Event Session

Collaborative Roadmaps: Engaging Multiple Stakeholders to Design and Build a More Resilient Regional Transportation System

Date: October 19, 2023

00:00:00 --> 00:00:02: You know as a reckon mentioned, I'm Rich Davies, I'm
 00:00:02 --> 00:00:04: the managing partner Milburn Macris.
 00:00:05 --> 00:00:08: I and my firm have been legal counsel to architects
 00:00:08 --> 00:00:11: and engineers for nearly 40 years and I I feel
 00:00:11 --> 00:00:12: every forty of them.
 00:00:12 --> 00:00:15: But I'm we're we're still very glad to spend our
 00:00:15 --> 00:00:19: time with you and most importantly support programs like this
 00:00:19 --> 00:00:21: and support AIA Philadelphia.
 00:00:21 --> 00:00:24: Now, Uli, you now have a a new sponsor to
 00:00:24 --> 00:00:29: promote discussions like this about, you know, resilience for
 00:00:29 --> 00:00:33: real
 00:00:29 --> 00:00:33: estate, land use and in the general built environment.
 00:00:34 --> 00:00:36: You know, I spend a lot of my time with
 00:00:36 --> 00:00:38: architects and and engineers.
 00:00:38 --> 00:00:39: In fact, I spend almost all of my time with
 00:00:39 --> 00:00:40: them.
 00:00:40 --> 00:00:44: And increasingly the subject of conversation is resilient.
 00:00:44 --> 00:00:48: In particular the resilience and I'd say vibrance of this
 00:00:48 --> 00:00:51: city because we're all anxious about it.
 00:00:52 --> 00:00:56: Key to its resilience is going to be a resilient
 00:00:56 --> 00:00:57: transportation system.
 00:00:58 --> 00:01:01: So I get the pleasure of introducing our moderator, RL
 00:01:01 --> 00:01:06: Moran, the Executive Director of Delaware Valley Regional
 00:01:06 --> 00:01:09: Planning Commission,
 00:01:06 --> 00:01:09: to lead this final panel entitled Collaborative Rd.
 00:01:09 --> 00:01:12: Maps, engaging multiple stakeholders to design and build a
 00:01:12 --> 00:01:15: more
 00:01:12 --> 00:01:15: resilient regional transportation system.
 00:01:15 --> 00:01:17: With that, I leave you.

00:01:26 --> 00:01:26: Thank you.

00:01:27 --> 00:01:31: It's a really short, pithy name for this third panel,

00:01:31 --> 00:01:31: huh?

00:01:31 --> 00:01:34: So before we go any further, I just want to

00:01:34 --> 00:01:38: thank ULI and AIA for putting together this forum on

00:01:38 --> 00:01:38: resilience.

00:01:39 --> 00:01:41: And in some ways, it also seems like a love

00:01:41 --> 00:01:43: letter to infrastructure.

00:01:43 --> 00:01:46: And I may sound like Stephen Colbert here, but I

00:01:46 --> 00:01:49: love infrastructure and the amount we've talked about

00:01:50 --> 00:01:54: the similarities across the different infrastructure systems we

00:01:54 --> 00:01:58: discussed today.

00:01:58 --> 00:02:01: From our water infrastructure, our energy infrastructure,

00:02:02 --> 00:02:06: housing infrastructure, open

00:02:06 --> 00:02:09: space infrastructure, now our transportation infrastructure.

00:02:09 --> 00:02:12: And one thing I love about infrastructure, besides the fact

00:02:12 --> 00:02:14: that we are all relying on it, every single individual

00:02:14 --> 00:02:16: is reliant on all these different systems.

00:02:16 --> 00:02:19: To go about our lives, to live our lives is

00:02:19 --> 00:02:21: also how interconnected they are.

00:02:21 --> 00:02:23: So I'm sure you all read everyone's BIOS and know

00:02:23 --> 00:02:27: everything about all of us.

00:02:27 --> 00:02:30: But I spent a lot of time working for the

00:02:30 --> 00:02:33: city of New York and I've been reminded often,

00:02:33 --> 00:02:34: I've been reminded a lot lately of the work we

00:02:34 --> 00:02:36: did back in 2006 and 2007 to create something called

00:02:36 --> 00:02:37: Plan YC.

00:02:37 --> 00:02:40: And and part of why it's top of mind is

00:02:40 --> 00:02:41: is the person behind it.

00:02:41 --> 00:02:43: Our our deputy Mayor Dan Doctoroff is still with ALS.

00:02:43 --> 00:02:45: Don't tell him this.

00:02:45 --> 00:02:49: We have a big surprise planned for him in a

00:02:49 --> 00:02:53: few weeks, but don't tell him anyway.

00:02:53 --> 00:02:54: And and when we were creating Plan YC, it helped

00:02:54 --> 00:02:58: for me to really crystallize this interconnection between these

00:02:58 --> 00:02:59: different

00:03:00 --> 00:03:00: systems.

00:03:00 --> 00:03:03: Because what started off as a strategic long term land

00:03:03 --> 00:03:03: use plan, right?

00:03:03 --> 00:03:03: Where are we going to live?

00:03:03 --> 00:03:03: Where are we going to put the housing land use

00:03:03 --> 00:03:03: plan.

00:03:03 --> 00:03:07: We realized you can't talk about land use without talking
00:03:07 --> 00:03:12: about transportation, and you can't talk about transportation
00:03:12 --> 00:03:13: about air quality.
00:03:14 --> 00:03:16: You can't talk about air quality, as we learned earlier,
00:03:16 --> 00:03:18: without talking about energy.
00:03:18 --> 00:03:21: And we're thinking about our energy infrastructure and our
00:03:21 --> 00:03:22: water
00:03:21 --> 00:03:22: infrastructure.
00:03:22 --> 00:03:24: We can't think about any of these things without thinking
00:03:24 --> 00:03:27: about climate change, but their impacts on it and the
00:03:27 --> 00:03:28: impacts from them.
00:03:29 --> 00:03:31: And so we're all all connected, all these infrastructure
00:03:32 --> 00:03:34: systems.
00:03:32 --> 00:03:34: So I think it's wonderful that in this day that's
00:03:34 --> 00:03:38: all about infrastructure and this interconnection where we talk
00:03:38 --> 00:03:41: to
00:03:38 --> 00:03:41: these different scales from the community scale, the building
00:03:41 --> 00:03:44: scale
00:03:41 --> 00:03:44: and now the regional scale that we see the the,
00:03:44 --> 00:03:45: the connections.
00:03:45 --> 00:03:48: But the other theme we see besides how interrelated they
00:03:48 --> 00:03:51: are and how dependent we are on them is we
00:03:51 --> 00:03:54: saw how we need to center people's needs and equity
00:03:54 --> 00:03:55: and justice on them.
00:03:55 --> 00:03:59: We've seen how challenging they are to develop and
00:03:59 --> 00:04:01: maintain
00:03:59 --> 00:04:01: and find the money to do so.
00:04:01 --> 00:04:04: And then we found that there's, you know, some political
00:04:05 --> 00:04:08: willingness and political might that's needed to to make really
00:04:09 --> 00:04:12: good projects happen because they're all really hard.
00:04:12 --> 00:04:15: So on that note, I am very excited to invite
00:04:15 --> 00:04:18: all the panel three panelists up so we can have
00:04:18 --> 00:04:20: a lively debate on infrastructure.
00:04:40 --> 00:04:41: This is wonderful.
00:04:41 --> 00:04:43: We are going to have a discussion.
00:04:43 --> 00:04:47: So I'm going to start off by asking each panelist
00:04:47 --> 00:04:50: a question, but anyone else could chime in.
00:04:51 --> 00:04:53: You all can ask questions, although we'll make sure to
00:04:53 --> 00:04:54: leave time for that at the end.
00:04:55 --> 00:04:57: But I do ask the panelist the first time you
00:04:57 --> 00:04:59: talk to make sure you introduce yourself, even though your
00:05:00 --> 00:05:01: lovely pictures are right above you as well.

00:05:03 --> 00:05:04: You could all take a look.

00:05:04 --> 00:05:04: You look great.

00:05:06 --> 00:05:07: So I want to.

00:05:07 --> 00:05:09: I was going to say I want to start with

00:05:09 --> 00:05:11: Representative Jared Solomon, but we discussed it.

00:05:12 --> 00:05:15: Jared, Jared, I would love to hear how you define

00:05:16 --> 00:05:19: equitable resilient transportation system.

00:05:19 --> 00:05:20: What are we talking about?

00:05:21 --> 00:05:23: Well, good afternoon, everybody.

00:05:23 --> 00:05:25: My name is Jared Solomon.

00:05:25 --> 00:05:29: I am a legislator in the 202nd Legislative district, which

00:05:29 --> 00:05:31: is in Northeast Philadelphia.

00:05:31 --> 00:05:33: I snapped around because I wanted to make sure it

00:05:34 --> 00:05:34: was a decent picture.

00:05:35 --> 00:05:36: And it's not that bad.

00:05:36 --> 00:05:37: It's not that bad.

00:05:37 --> 00:05:38: OK.

00:05:38 --> 00:05:41: So I guess a definitional moment.

00:05:41 --> 00:05:43: And you talked about equity.

00:05:43 --> 00:05:47: And I think when it comes to this type of

00:05:47 --> 00:05:55: inclusive transportation growth development, we're looking to make transportation more

00:05:55 --> 00:06:03: serviceable, more functional, functional for underserved vulnerable populations.

00:06:03 --> 00:06:08: And that really defines the neighborhood in which I represent

00:06:08 --> 00:06:12: or any of you from Northeast Philly or oh, really

00:06:12 --> 00:06:15: where oh, I whoever remember this Mayfair exactly.

00:06:16 --> 00:06:21: So I'm sure Mayfair as you knew it, right.

00:06:21 --> 00:06:28: It was an area that was pretty much white, German,

00:06:28 --> 00:06:39: Irish, Jewish, beginning in about the 19, about 199899 transformational

00:06:39 --> 00:06:40: change.

00:06:40 --> 00:06:45: So now I proudly represent the most diverse community in

00:06:45 --> 00:06:47: the whole state of Pennsylvania.

00:06:47 --> 00:06:52: 30% of my population is foreign born.

00:06:53 --> 00:06:56: This is the type of infrastructure needs that needs to

00:06:56 --> 00:06:57: address this type of population.

00:06:58 --> 00:07:03: Foreign born, an aging in place population.

00:07:03 --> 00:07:06: Folks that are still living in the northeast have not

00:07:06 --> 00:07:10: left one of the youngest populations in the city of

00:07:10 --> 00:07:11: Philadelphia.

00:07:11 --> 00:07:16: The highest pre-K population is right in Northeast Philadelphia.

00:07:16 --> 00:07:20: So as the Brazilian and Chinese communities come to Northeast Philadelphia, they're staying, they're planning routes.

00:07:20 --> 00:07:24: Philadelphia, they're staying, they're planning routes.

00:07:24 --> 00:07:27: So the way I think we get this right in

00:07:27 --> 00:07:34: creating that equitable transportation infrastructure moment is by engaging constantly.

00:07:35 --> 00:07:37: And one of the ways that I do this is

00:07:37 --> 00:07:42: the Northeast services hub that we created in Northeast Philadelphia.

00:07:43 --> 00:07:46: So on Caster Ave., if you came back there, it

00:07:46 --> 00:07:49: would be a lively, vibrant place under one roof.

00:07:49 --> 00:07:54: We have and immigration, immigration support services.

00:07:54 --> 00:07:59: We have my office, mental health, mural arts, do doing

00:07:59 --> 00:08:07: entrepreneurship training, housing partner, a food security partner, an Afghan

00:08:07 --> 00:08:10: women's group all under one roof.

00:08:11 --> 00:08:17: So when we have these conversations about equity in transportation,

00:08:17 --> 00:08:22: we have built in literally in one of our anchor

00:08:22 --> 00:08:27: placemaking properties, the infrastructure to do that work.

00:08:27 --> 00:08:31: We translate everything in multiple languages.

00:08:31 --> 00:08:35: We're talking about it our local elementary school, 45

00:08:35 --> 00:08:36: spoken.

00:08:36 --> 00:08:39: So this is intentional work.

00:08:39 --> 00:08:42: And I think if you have a hub and you're

00:08:42 --> 00:08:47: bringing people into the conversation and not pushing folks away,

00:08:47 --> 00:08:53: but being as inclusive in having that conversation as possible,

00:08:53 --> 00:08:56: that's the best way to get this right.

00:09:04 --> 00:09:06: Well, I was going to say it sounds like he's

00:09:06 --> 00:09:09: speaking your language based on our prep call.

00:09:09 --> 00:09:11: I would love to hear from you if there's anything

00:09:11 --> 00:09:12: you would add.

00:09:12 --> 00:09:14: And then how do we do it?

00:09:14 --> 00:09:17: How do we design for equitable outcomes?

00:09:17 --> 00:09:18: What's the process?

00:09:19 --> 00:09:19: Yeah.

00:09:19 --> 00:09:21: So just thank you for that.

00:09:21 --> 00:09:24: You kind of stole my Thunder for another question, but

00:09:24 --> 00:09:24: yeah, it's OK.

00:09:25 --> 00:09:27: So I was, I was going to just add on

00:09:27 --> 00:09:31: to you know how do we create equitable, resilient

transportation

00:09:31 --> 00:09:34: systems by saying that you know at the core of
00:09:34 --> 00:09:37: those systems we should really focus on impact and
outcomes
00:09:37 --> 00:09:38: right.
00:09:38 --> 00:09:43: And and so those impacts and those outcomes, those teams,
00:09:43 --> 00:09:47: those those leaders also need to enable Co design, Co
00:09:47 --> 00:09:52: creation, community benefits right in that in that dialogue.
00:09:53 --> 00:09:57: And then and of course ultimately we want those specialists
00:09:57 --> 00:10:02: or subject matter experts, those community voices.
00:10:02 --> 00:10:05: The academia has a a part to play, media has
00:10:05 --> 00:10:07: a part to play in all of this.
00:10:08 --> 00:10:12: Ultimately we want to make sure that those types of
00:10:12 --> 00:10:17: outcomes, those types of impacts are also woven throughout
the
00:10:17 --> 00:10:21: whole kind of big picture project program, right.
00:10:21 --> 00:10:24: So that's making sure from from the vision strategy phase,
00:10:24 --> 00:10:28: right that that those players, those stakeholders are at the
00:10:28 --> 00:10:32: table from the planning design phase to the actual delivery
00:10:32 --> 00:10:35: and in some cases the operations and maintenance of said
00:10:36 --> 00:10:39: system, right that that we're, we're weaving all of this
00:10:39 --> 00:10:40: through.
00:10:40 --> 00:10:43: So it's not something that we we forgot to add
00:10:43 --> 00:10:45: into the the cake batter and we kind of do
00:10:45 --> 00:10:47: some sprinkling at the end, right.
00:10:47 --> 00:10:51: We we make sure that's woven throughout one of the
00:10:51 --> 00:10:52: clients that I serve.
00:10:52 --> 00:10:54: I'm just going to say in the East I'm not
00:10:54 --> 00:10:56: allowed to name any names.
00:10:57 --> 00:11:01: Speaking of hubs, you know, we're, we're helping them to
00:11:01 --> 00:11:06: develop a, what they're calling a resiliency network hub
strategy.
00:11:07 --> 00:11:09: And so that's really looking at #1, doing that vulnerability
00:11:09 --> 00:11:10: assessment, right.
00:11:10 --> 00:11:14: What does, what does this region need as far as
00:11:14 --> 00:11:19: social right, environmental, economic, you name it, what are,
what
00:11:20 --> 00:11:23: are those vulnerabilities health wise, right.
00:11:24 --> 00:11:26: And then and then really looking at how do you
00:11:26 --> 00:11:31: leverage organizations that can truly represent the
community in some
00:11:31 --> 00:11:35: of these conversations, right, that have the infrastructure that
have

00:11:35 --> 00:11:39: the think tank capability, right of really working with the
00:11:39 --> 00:11:42: community to be sitting from a place of strength when
00:11:43 --> 00:11:46: we are talking about these strategies and in this vision.
00:11:47 --> 00:11:49: So, so those are kind of one of the tactics
00:11:49 --> 00:11:52: that we use at least you know Jacobs is supporting
00:11:52 --> 00:11:54: some of our clients and and delivering.
00:11:55 --> 00:12:00: That was a lot of really useful information on the
00:12:00 --> 00:12:01: how we can do this.
00:12:01 --> 00:12:04: Chris, do you have some examples of how the city
00:12:04 --> 00:12:08: has implemented these tools or other tools for these
outcomes?
00:12:09 --> 00:12:10: Yeah, Hi.
00:12:10 --> 00:12:11: My name is Chris Pahalsky.
00:12:11 --> 00:12:14: I'm the Director of Policy and Strategic Initiatives at Otis.
00:12:14 --> 00:12:19: That's the city's Office of Transportation, Infrastructure and
Sustainability.
00:12:20 --> 00:12:24: I think the the best example is our neighbourhood slow
00:12:24 --> 00:12:24: zones.
00:12:24 --> 00:12:27: This is a program that we developed to try to
00:12:27 --> 00:12:30: bring traffic calming to neighbourhoods and to try to get
00:12:30 --> 00:12:33: over some of the barriers that we saw when we
00:12:33 --> 00:12:37: were doing projects to neighbourhoods, getting what we
thought they
00:12:37 --> 00:12:38: actually wanted.
00:12:38 --> 00:12:42: You know some of those barriers where working in
neighbourhoods
00:12:42 --> 00:12:45: when we chose the place where that that maybe the
00:12:45 --> 00:12:47: neighbourhood wasn't aligned.
00:12:47 --> 00:12:49: Maybe they had a lot of other needs that they
00:12:49 --> 00:12:51: got and we got a lot of reaction when we
00:12:51 --> 00:12:54: were coming with and what their 6th priority was, maybe
00:12:54 --> 00:12:56: it was gun violence intervention or good jobs.
00:12:57 --> 00:13:01: So we we said let's let's have neighbourhoods apply,
neighbourhood
00:13:01 --> 00:13:04: groups that we know that there's a local partner that
00:13:04 --> 00:13:06: we can really work with, but so that we don't
00:13:06 --> 00:13:09: run into the problem of, you know, we are only
00:13:09 --> 00:13:12: serving neighbourhoods that don't have those bigger needs.
00:13:12 --> 00:13:15: We're going to put equity metrics into the scoring so
00:13:15 --> 00:13:19: that we're making sure that we're serving neighbourhoods
that are
00:13:19 --> 00:13:23: disadvantaged, that have higher poverty rates, that have
higher rates
00:13:23 --> 00:13:25: of minority populations.

00:13:25 --> 00:13:26: That's also put into the scoring.

00:13:26 --> 00:13:29: Let's not just do those that are screaming at us

00:13:29 --> 00:13:31: the loudest, but the places that actually have the most

00:13:31 --> 00:13:33: traffic crashes will will score higher.

00:13:33 --> 00:13:36: So we we did that and we released a transparent

00:13:36 --> 00:13:39: scoring of who, who, who who got this program and

00:13:40 --> 00:13:41: then who didn't, you know?

00:13:41 --> 00:13:43: And we we, we would have liked to select all

00:13:43 --> 00:13:45: of them, but we only had enough money to do

00:13:45 --> 00:13:46: maybe two projects a year.

00:13:47 --> 00:13:49: So we put the scoring out and there was a

00:13:49 --> 00:13:52: lot of nervousness to say, should we put all this

00:13:52 --> 00:13:52: detail out?

00:13:52 --> 00:13:55: And 1:00 when we we found that when we clearly

00:13:55 --> 00:13:58: explained it, it's not that people weren't disappointed, they

00:13:58 --> 00:14:01: win, but they understood OK, I see why that neighbourhood

00:14:01 --> 00:14:03: is ahead of me on the list for now and

00:14:03 --> 00:14:05: why I'm on the waiting list.

00:14:05 --> 00:14:07: And then when we go through the process for the

00:14:07 --> 00:14:11: neighborhoods that we did select with that active community

00:14:11 --> 00:14:14: partner that already has community support, we said let's design this

00:14:14 --> 00:14:16: together and was almost like a like a like a

00:14:16 --> 00:14:17: charette game.

00:14:17 --> 00:14:20: Here's the Monopoly money, here's how much a speed

00:14:20 --> 00:14:22: cushion

00:14:22 --> 00:14:25: cost, here's how much a corner bump out cost and

00:14:25 --> 00:14:28: let's design these together so you tell us where you

00:14:28 --> 00:14:29: think the speed cushions versus the corner bump outs versus

00:14:29 --> 00:14:31: the gateway treatments are.

00:14:29 --> 00:14:31: And so we've we've really been able to learn a

00:14:31 --> 00:14:33: lot of what works well and you know a few

00:14:34 --> 00:14:36: things that that are more difficult when we're doing this

00:14:37 --> 00:14:40: program of of Co designing improvements together with the

00:14:40 --> 00:14:43: community being at the table having sort of on that spectrum

00:14:43 --> 00:14:46: of public engagement really going for that highest, those

00:14:46 --> 00:14:48: highest

00:14:46 --> 00:14:48: levels of community engagement participation.

00:14:50 --> 00:14:50: Thanks Chris.

00:14:50 --> 00:14:54: Those were three really interesting tactics that seemed to be

00:14:54 --> 00:14:58: successful that elevating voices of those who have not been

00:14:58 --> 00:15:02: the loudest to make sure that their needs were centered.

00:15:03 --> 00:15:07: Complete transparency which was part of explaining the the, the

00:15:07 --> 00:15:11: why the outcomes are what they are and Co creation

00:15:11 --> 00:15:14: and Co design, Co design of of the outcomes and

00:15:14 --> 00:15:17: it sounds like that process went pretty well.

00:15:17 --> 00:15:22: This questions for for Dan outside of Philadelphia.

00:15:22 --> 00:15:23: Are these examples?

00:15:23 --> 00:15:28: Where have you seen these tools deployed for equitable, resilient

00:15:28 --> 00:15:29: transportation?

00:15:31 --> 00:15:35: You know, it's it's actually really difficult to get there.

00:15:35 --> 00:15:37: I mean, it's as as sure most of the people

00:15:37 --> 00:15:41: in this audience know doing these public meetings is hard.

00:15:41 --> 00:15:43: You know, I've, I've been to many public meetings as

00:15:44 --> 00:15:44: a journalist.

00:15:44 --> 00:15:46: I've been to public meetings as a staffer.

00:15:47 --> 00:15:48: You know, people are upset.

00:15:48 --> 00:15:51: To Chris's point, a lot of the time you're coming

00:15:51 --> 00:15:54: there to fix a problem that's not their top problem.

00:15:54 --> 00:15:56: It doesn't mean it doesn't need to be fixed, but

00:15:56 --> 00:15:59: it means that they're saying why is the city showing

00:15:59 --> 00:16:02: up here for something like a crosswalk when we have

00:16:02 --> 00:16:05: opioid abuse and drug and gun violence and all these

00:16:05 --> 00:16:07: other issues in our community.

00:16:07 --> 00:16:11: So it's I think being realistic is kind of a

00:16:11 --> 00:16:14: a good start place to start.

00:16:14 --> 00:16:18: And and having translators who are trusted advocates who are

00:16:18 --> 00:16:22: within their communities who can kind of vouch for what

00:16:22 --> 00:16:25: you're trying to do is is really essential.

00:16:26 --> 00:16:29: Other cities that do this really well, I mean it's

00:16:29 --> 00:16:33: unfortunately in in this country it's been cities where there

00:16:33 --> 00:16:36: is not, there is a high trust in government where

00:16:36 --> 00:16:38: it's easy to make this happen.

00:16:38 --> 00:16:41: I mean I look for cities that have reduced traffic

00:16:41 --> 00:16:45: fatalities and I'm looking at Hoboken and I'm looking at

00:16:45 --> 00:16:45: Jersey City.

00:16:46 --> 00:16:49: These are relatively high income places where people have a

00:16:49 --> 00:16:51: lot of trust in government and you look at where

00:16:52 --> 00:16:54: people are dying and it's lower in compete places where

00:16:54 --> 00:16:56: people don't have trust in government.

00:16:57 --> 00:17:00: So bridging that gap is something that from my point

00:17:00 --> 00:17:04: of view in the media, I know that everybody's doing
00:17:04 --> 00:17:07: as good of a job as they can and really
00:17:07 --> 00:17:07: trying.
00:17:07 --> 00:17:09: But it's just going to be really hard and it's
00:17:09 --> 00:17:11: going to take some time and you have to, I
00:17:11 --> 00:17:13: think, you know, kind of keep that in mind as
00:17:13 --> 00:17:15: you're going through the process.
00:17:16 --> 00:17:19: Toya, in some ways your job is to help as
00:17:19 --> 00:17:22: a consultant, to help government figure out how to build
00:17:22 --> 00:17:24: trust through the process.
00:17:24 --> 00:17:25: What have you seen work best?
00:17:26 --> 00:17:26: Yeah.
00:17:26 --> 00:17:29: And I didn't do this earlier, but Toya and Oban
00:17:29 --> 00:17:30: Fellagio with Jacobs.
00:17:30 --> 00:17:33: I'm the director for our Social Value and Equity North
00:17:33 --> 00:17:34: America practice.
00:17:35 --> 00:17:39: So as far as, yeah, building trust, that's a tough
00:17:39 --> 00:17:39: one.
00:17:39 --> 00:17:43: Yeah, I guess number one would be helping our clients,
00:17:43 --> 00:17:47: public or private clients, quite frankly, #1 take, take a
00:17:48 --> 00:17:52: look at what the public perception is of said organization
00:17:52 --> 00:17:53: or agency.
00:17:53 --> 00:17:53: Right.
00:17:53 --> 00:17:55: Because the last thing you want to do is, you
00:17:55 --> 00:17:58: know, because you've been high fiving yourselves in your
meetings,
00:17:58 --> 00:18:00: going how awesome you are, and then you kind of
00:18:00 --> 00:18:02: step out into the public realm and everyone's like, Nah,
00:18:02 --> 00:18:03: right.
00:18:03 --> 00:18:06: So so taking that kind of honest look at right
00:18:06 --> 00:18:09: what, what, what what does your community really see, see
00:18:09 --> 00:18:12: you as what's the perception of you because you know
00:18:12 --> 00:18:15: a lot of times you'll get the what have you
00:18:15 --> 00:18:16: done for me lately, right.
00:18:17 --> 00:18:19: And so if you show up and the truth is
00:18:19 --> 00:18:22: you haven't done a whole lot lately, you need to
00:18:22 --> 00:18:26: talk about what you're going to do And then and
00:18:26 --> 00:18:30: and then having a really robust stakeholder communications
and in
00:18:30 --> 00:18:34: some cases marketing plan and making sure that you are
00:18:34 --> 00:18:37: not coming to people, just to #1 just tell them
00:18:37 --> 00:18:39: what you're going to do to them.

00:18:39 --> 00:18:40: Right.

00:18:40 --> 00:18:43: So your project's gonna, you know, do this widen that

00:18:43 --> 00:18:45: and make things more right.

00:18:45 --> 00:18:46: Annoying for them.

00:18:46 --> 00:18:47: There's gonna be more traffic.

00:18:47 --> 00:18:49: You know, see you have a nice day.

00:18:49 --> 00:18:51: But come to them when there is not a a

00:18:51 --> 00:18:54: true quote, UN quote objective, right, Because you're you're
at

00:18:54 --> 00:18:57: the minimum just trying to build relationships, right?

00:18:57 --> 00:19:00: Especially in a in an environment when there isn't, there's

00:19:00 --> 00:19:02: not a thing to create hostility.

00:19:02 --> 00:19:05: So I I would say number one, owning up to

00:19:05 --> 00:19:10: where there might be mistrust, having honest dialogue and
biting

00:19:10 --> 00:19:11: the bullet showing up.

00:19:11 --> 00:19:14: And you know, if you know that that's the day

00:19:14 --> 00:19:17: you're gonna get the tomatoes thrown at you just bring,

00:19:17 --> 00:19:20: you know, bring a change of clothes and then and

00:19:20 --> 00:19:23: then and then taking it from there and and really

00:19:23 --> 00:19:26: talking about and you talked about the Dan, you know,

00:19:26 --> 00:19:29: the the small things people might show up to at

00:19:29 --> 00:19:31: a public event to talk about.

00:19:31 --> 00:19:33: But I think it's trying to address those small things

00:19:33 --> 00:19:35: but also letting them know where they fall in the

00:19:35 --> 00:19:36: bigger picture.

00:19:36 --> 00:19:41: I think about this conversation about regional resiliency and I

00:19:41 --> 00:19:45: think about the EU NS-17 Sustainable Development Goals,
right.

00:19:45 --> 00:19:49: There's this really big global conversation around, you know,
what

00:19:49 --> 00:19:52: we do here locally impacts this more global survival of

00:19:52 --> 00:19:53: all of us, right.

00:19:53 --> 00:19:56: And so kind of giving them some insight into where

00:19:56 --> 00:20:00: they play into the bigger picture for the organization, for

00:20:00 --> 00:20:03: the community, for the larger state country is also, you

00:20:03 --> 00:20:04: know, a good approach.

00:20:06 --> 00:20:10: I'm sure, Jared, you have lots of thoughts on both

00:20:10 --> 00:20:13: what the needs of your community are as one of

00:20:13 --> 00:20:17: the biggest advocates and and fighters for their needs, how

00:20:17 --> 00:20:21: you've built that trust and keep yourself accountable.

00:20:21 --> 00:20:25: And also specifically how you see the needs of your

00:20:25 --> 00:20:31: community connecting to the larger region because

transportation is about
00:20:31 --> 00:20:33: access and that connectivity.
00:20:35 --> 00:20:38: The question is about how we connect to the larger
00:20:38 --> 00:20:39: needs of the city.
00:20:41 --> 00:20:42: Actually of the region.
00:20:42 --> 00:20:47: The region, yeah, the the Northeast is at its best
00:20:47 --> 00:20:50: when we are connected.
00:20:50 --> 00:20:56: Now, Northeast Philly has a kind of checkered history of
00:20:56 --> 00:21:01: being connected to the rest of the city.
00:21:01 --> 00:21:06: And every time we have made a major transportation
infrastructure
00:21:06 --> 00:21:10: move, it is come with intense backlash.
00:21:11 --> 00:21:15: Remember, my part of the city is the city, that
00:21:15 --> 00:21:18: part of the city that tried to secede from the
00:21:19 --> 00:21:20: rest of the city.
00:21:21 --> 00:21:25: This was an actual piece of legislation a former state
00:21:25 --> 00:21:30: senator named Hank Salvatore actually proposed in the state
Senate
00:21:30 --> 00:21:34: for the Northeast to secede from the rest of the
00:21:34 --> 00:21:37: city and and become Liberty County.
00:21:38 --> 00:21:43: With that as a backdrop every time we have tried
00:21:43 --> 00:21:47: to connect to the rest of the city to the
00:21:47 --> 00:21:52: rest of the region bucks Montgomery Jersey it's come with
00:21:52 --> 00:21:57: a intense fight to Coney Palmyra bridge Roosevelt Blvd.
00:21:57 --> 00:22:01: especially and the and and it was very heated in
00:22:01 --> 00:22:06: the in in the planning stages the engagement around the
00:22:06 --> 00:22:11: market Frankfurt line because it was seen as the northeast
00:22:12 --> 00:22:17: giving up independence connecting my opinion is in the end
00:22:17 --> 00:22:21: we are best connected in the rest of the city
00:22:21 --> 00:22:25: and the rest of the county and the rest of
00:22:25 --> 00:22:30: the surrounding counties and that's where the Roosevelt
Blvd.
00:22:31 --> 00:22:34: subway or some form of rapid transit comes in.
00:22:35 --> 00:22:40: We are so overdue for a large scale transformation
infrastructure
00:22:40 --> 00:22:45: project that if we brought that to Northeast Philadelphia in
00:22:45 --> 00:22:50: the region, we would completely transform the Northeast for
a
00:22:50 --> 00:22:51: generation.
00:22:53 --> 00:22:56: And for those who don't know, Roosevelt Blvd.
00:22:56 --> 00:22:57: is a Blvd.
00:22:57 --> 00:23:02: known nationally for safety concerns, crashes, people who've
been injured

00:23:02 --> 00:23:06: or have died on this busy highway that cuts through
00:23:06 --> 00:23:10: the Northeast and connects Bucks County through close to
Center
00:23:11 --> 00:23:13: City and into Montgomery County.
00:23:13 --> 00:23:15: It's a really important arterial.
00:23:16 --> 00:23:19: It's also been in the news a lot for a
00:23:19 --> 00:23:21: lot of federal funding wins.
00:23:22 --> 00:23:24: So maybe Chris, you can explain some of the mega
00:23:24 --> 00:23:26: grants and some of the safety investments happening?
00:23:28 --> 00:23:29: Yeah.
00:23:29 --> 00:23:33: So to pick up the story from Rep Solomon, there
00:23:33 --> 00:23:37: was a subway proposal in the early 2000s that ended
00:23:37 --> 00:23:37: up dying.
00:23:37 --> 00:23:40: And there was some folks in city government who said,
00:23:40 --> 00:23:41: what do we do now?
00:23:41 --> 00:23:43: And I see some of them in the room here
00:23:43 --> 00:23:46: who helped start it and they they did a little
00:23:46 --> 00:23:48: bit of work which led to a little bit of
00:23:49 --> 00:23:51: more work which led to a TIGER grant from the
00:23:51 --> 00:23:54: federal government to do the plan for the Blvd.
00:23:54 --> 00:23:57: And it was to be a holistic plan.
00:23:57 --> 00:23:59: It was to be an implementable plan.
00:23:59 --> 00:24:01: And one of the things that was best about this
00:24:01 --> 00:24:04: TIGER funded study which became the route for change is
00:24:04 --> 00:24:07: that we said we can't wait till this plan is
00:24:07 --> 00:24:09: over to start implementing this plan.
00:24:09 --> 00:24:12: So before the plan was done, we had already implemented
00:24:12 --> 00:24:13: the Roosevelt Blvd.
00:24:13 --> 00:24:13: direct bus.
00:24:13 --> 00:24:16: It was a limited stop service that it cost a
00:24:16 --> 00:24:20: few \$1,000,000, so in the in the scheme of things
00:24:20 --> 00:24:23: it was pretty small, but it saved something like 39%
00:24:23 --> 00:24:24: of the travel time.
00:24:25 --> 00:24:27: If you went from end to end, you went from
00:24:27 --> 00:24:30: 88 stops to only having to stop 8 times and
00:24:30 --> 00:24:33: it helped grow bus ridership on that corridor by 12%.
00:24:33 --> 00:24:36: While the other, you know the rest of the system
00:24:36 --> 00:24:38: had shrunken ridership over the next two to three years.
00:24:38 --> 00:24:40: And that was all done before the plan was even
00:24:40 --> 00:24:41: released.
00:24:41 --> 00:24:43: So this idea that you have to plan for the
00:24:44 --> 00:24:47: big long term awesome stuff, but you also have to

00:24:47 --> 00:24:51: start making some short term very implementable small ball type

00:24:51 --> 00:24:54: improvements today I think is critical.

00:24:54 --> 00:24:57: And those those small improvements they only build the case,

00:24:57 --> 00:25:00: they're not in opposition to some of the the big

00:25:00 --> 00:25:01: dreams that you might have.

00:25:01 --> 00:25:04: So we we we we finished this plan.

00:25:04 --> 00:25:05: We implemented some short term things.

00:25:05 --> 00:25:09: We released the plan and because we had done a

00:25:09 --> 00:25:13: good job of getting getting the region together, we done

00:25:13 --> 00:25:17: just untold like I think like a billion public meetings

00:25:17 --> 00:25:20: was the final total all up and down the Boulevard.

00:25:21 --> 00:25:23: By the end we had gotten all the partners to

00:25:23 --> 00:25:26: agree between SEPTA and PennDOT and we did a lot

00:25:26 --> 00:25:28: of engagement to political leaders whether it was at the

00:25:28 --> 00:25:29: state or local level.

00:25:29 --> 00:25:32: We got one of the few mega grants that that

00:25:32 --> 00:25:35: mega is it, it's multimodal something something it's a federal

00:25:35 --> 00:25:39: grant program that that comes from the bipartisan infrastructure law.

00:25:39 --> 00:25:42: We got \$78,000,000 and together with the city and PennDOT

00:25:42 --> 00:25:45: and other match it's \$137 million that's going to fund

00:25:45 --> 00:25:46: all the short term improvements.

00:25:47 --> 00:25:49: So we had the improvements as part of this plan

00:25:49 --> 00:25:51: that we finished before the plan was even done.

00:25:51 --> 00:25:54: We had the short term improvements that are about, you

00:25:54 --> 00:25:57: know, \$137,000,000 and then we have the long term, you

00:25:57 --> 00:26:01: know, really transformational things that you know will probably take

00:26:01 --> 00:26:01: decades.

00:26:01 --> 00:26:03: We'll probably take billions of dollars.

00:26:04 --> 00:26:06: And that way we're trying to make sure we're, we're

00:26:06 --> 00:26:08: getting stuff done now for the needs of today.

00:26:08 --> 00:26:11: Because when we were doing engagement at those billion meetings,

00:26:11 --> 00:26:14: people looked at 2040 and said I'll be dead by

00:26:14 --> 00:26:14: then.

00:26:14 --> 00:26:16: I don't care what you want.

00:26:16 --> 00:26:17: I don't care about this board.

00:26:17 --> 00:26:19: I care about this board and we OK, I get

00:26:20 --> 00:26:22: that we we still need to work on those 2040

00:26:22 --> 00:26:22: things.

00:26:22 --> 00:26:24: But we also, I get you, we need to really
00:26:24 --> 00:26:27: focus on getting some stuff done, you know, with before
00:26:27 --> 00:26:29: you die so you can enjoy them.
00:26:30 --> 00:26:35: What What's really interesting about the trajectory from when
that
00:26:35 --> 00:26:40: process began to 2040 with all the billion meetings in
00:26:40 --> 00:26:44: between, is how much the way we travel and might
00:26:44 --> 00:26:47: travel changes as well, right We make.
00:26:48 --> 00:26:52: Looking at recent commuter data, we now take more trips
00:26:52 --> 00:26:55: during the day and on the weekends.
00:26:55 --> 00:27:01: We are thinking of new technologies that we use, whether
00:27:01 --> 00:27:06: it's E bikes, which I'm obsessed with, or or something
00:27:06 --> 00:27:07: else.
00:27:07 --> 00:27:10: We have electric vehicles, we have autonomous vehicles, we
have
00:27:10 --> 00:27:11: new types of transit coming out.
00:27:12 --> 00:27:16: So Dan, from your beat, what role does technology play
00:27:16 --> 00:27:20: in not only making sure we're centering people and having
00:27:20 --> 00:27:24: equitable outcomes, but also planning for these long term or
00:27:24 --> 00:27:26: transformational changes, I mean?
00:27:29 --> 00:27:34: Technology is, I mean, technology is always changing
transportation, right?
00:27:34 --> 00:27:37: And it's really hard to predict how it's going to
00:27:37 --> 00:27:38: change transportation.
00:27:38 --> 00:27:41: I was saying earlier, you know, one of the images
00:27:41 --> 00:27:44: that always sticks in my head is produced by the
00:27:44 --> 00:27:49: organization of three different periods of Philadelphia's
development, 19/30/1970 and
00:27:49 --> 00:27:50: 2010.
00:27:50 --> 00:27:53: And it's really changed by one single piece of technology,
00:27:53 --> 00:27:54: the private automobile.
00:27:54 --> 00:27:57: And I don't think in 1930 people would have expected
00:27:58 --> 00:28:00: the 2010 map to look exactly the way it does
00:28:00 --> 00:28:02: because they had no idea.
00:28:02 --> 00:28:06: So technology for me is a lot of ways.
00:28:06 --> 00:28:09: It's a challenge for people like Chris.
00:28:09 --> 00:28:12: I mean it's an opportunity too, but it's also a
00:28:12 --> 00:28:16: challenge because people are very suspicious of new
technology.
00:28:16 --> 00:28:19: You talk about self driving cars for example, and you
00:28:19 --> 00:28:21: you get a very polarized response.
00:28:21 --> 00:28:23: You get some people who are like I would call
00:28:23 --> 00:28:24: them techno optimists.

00:28:24 --> 00:28:25: They're like this is great.
00:28:26 --> 00:28:27: Five years from now I'm not going to need to
00:28:27 --> 00:28:28: drive anymore.
00:28:28 --> 00:28:30: I have an 8 year old just never going to
00:28:30 --> 00:28:30: get a license.
00:28:30 --> 00:28:32: I'm like I don't know about that.
00:28:32 --> 00:28:32: I got a four year old.
00:28:32 --> 00:28:34: She's probably going to get a license someday.
00:28:35 --> 00:28:36: You know, even though we live in South Philly, like
00:28:36 --> 00:28:37: you know, it's probably going to happen.
00:28:38 --> 00:28:42: So you know, I think we can't take any technology
00:28:42 --> 00:28:45: gains for granted until they actually exist, right.
00:28:45 --> 00:28:48: I mean we can't and it's tough because you might
00:28:48 --> 00:28:52: be building something right now based on assumptions that
are
00:28:52 --> 00:28:55: going to be completely outdated not too long from now.
00:28:55 --> 00:28:58: But you know it's it's going to happen.
00:28:58 --> 00:29:01: You know there's there's there's white elephants all all over
00:29:01 --> 00:29:01: the place.
00:29:01 --> 00:29:04: You know I grew up right near a bourgeois Blvd.
00:29:04 --> 00:29:05: Subway white elephant.
00:29:05 --> 00:29:09: They actually built a whole station, Sears did because they
00:29:09 --> 00:29:12: had a warehouse and an office building and it never
00:29:12 --> 00:29:13: ended up getting used.
00:29:13 --> 00:29:16: They demolished the, the, the warehouse, I think in the
00:29:17 --> 00:29:17: 80s I guess.
00:29:18 --> 00:29:20: And so it's you, you don't really know.
00:29:20 --> 00:29:22: You could spend a ton of money based on something
00:29:22 --> 00:29:23: that's going to change.
00:29:24 --> 00:29:26: That's for Chris to figure out.
00:29:29 --> 00:29:32: I was just about to launch into my three final
00:29:32 --> 00:29:35: questions, but I realized that you all may have burning
00:29:36 --> 00:29:36: questions.
00:29:36 --> 00:29:41: Transportation is one of those topics that it impacts
everyone,
00:29:41 --> 00:29:45: but some of the details are very esoteric, like how
00:29:45 --> 00:29:49: we finance it, who decides, why do processes take decades?
00:29:50 --> 00:29:52: So I want to give an opportunity for all of
00:29:52 --> 00:29:55: you to ask some questions and then I'll come back
00:29:55 --> 00:29:56: to to a final one at the end.
00:29:56 --> 00:30:05: So what are some of the challenges with sorry for
00:30:05 --> 00:30:11: the recording, so just yelling.
00:30:13 --> 00:30:17: So what are some of the challenges that you guys

00:30:17 --> 00:30:22: have seen in collaborating with other entities in the region
00:30:23 --> 00:30:27: like across the river to New Jersey or with the
00:30:27 --> 00:30:31: metropolitan planning organization or with the state?
00:30:31 --> 00:30:33: What have been some of those challenges?
00:30:39 --> 00:30:43: I think it's a matter of context and perspective and
00:30:43 --> 00:30:43: values.
00:30:43 --> 00:30:49: And so climate equity and Traffic Safety have really guided
00:30:49 --> 00:30:54: our transportation policy and I don't think, I don't think
00:30:54 --> 00:30:58: those are the same top three priorities everywhere.
00:30:59 --> 00:31:02: Certainly I don't think they are just real talk.
00:31:02 --> 00:31:05: If you look at the lived out actions of all
00:31:05 --> 00:31:09: the other partners and so for instance we've been pretty
00:31:09 --> 00:31:13: steadfast in either outright opposing or wanting to give a
00:31:13 --> 00:31:17: very hard look at any highway expansion and because we
00:31:17 --> 00:31:20: think that is going to grow emissions and we we
00:31:20 --> 00:31:24: haven't had that same concern or even belief in the
00:31:24 --> 00:31:27: basic science from every partner and it's the same on
00:31:27 --> 00:31:30: Traffic Safety and it's the same on equity.
00:31:30 --> 00:31:33: And when we're in you know that the poorest large
00:31:33 --> 00:31:37: city in America, you know majority minority and we talk
00:31:37 --> 00:31:38: about equity.
00:31:38 --> 00:31:40: Some people only see that as us trying to be
00:31:40 --> 00:31:43: self-serving and getting a larger slice of the pie.
00:31:43 --> 00:31:45: So it's really hard to translate those values that a
00:31:45 --> 00:31:48: lot of people seem to state into on the ground
00:31:48 --> 00:31:50: actions, especially if it means a dollar that they might
00:31:50 --> 00:31:52: have gotten goes to Philadelphia.
00:31:52 --> 00:31:54: I think that's we're beyond the 70s.
00:31:55 --> 00:31:57: We have such a better relationship with all of the
00:31:57 --> 00:32:00: outside partners than we used to be, but it's still
00:32:00 --> 00:32:02: still not where I'd like it to be.
00:32:04 --> 00:32:07: And I'll just add, you know, Speaking of communities and
00:32:07 --> 00:32:10: engagement and doing it well or not doing it well
00:32:11 --> 00:32:14: and and Representative Solomon alluded to it in terms of
00:32:14 --> 00:32:18: creating that connectivity even within city of Philadelphia.
00:32:18 --> 00:32:21: But let's be honest, you know, not everybody wants a
00:32:21 --> 00:32:23: rail line extended into their neighborhood, right?
00:32:23 --> 00:32:26: Or you know down the street from them because the
00:32:26 --> 00:32:30: perception is that, you know, it's going to bring, you
00:32:30 --> 00:32:33: know all the big and bad wiggly monsters from the
00:32:33 --> 00:32:33: city into.
00:32:33 --> 00:32:34: Right.

00:32:34 --> 00:32:34: You name it.

00:32:35 --> 00:32:35: So.

00:32:35 --> 00:32:37: So that's a reality, right?

00:32:37 --> 00:32:41: And and sometimes a lot of times those voices and

00:32:41 --> 00:32:46: the resources to amplify those voices are outweigh those
those

00:32:46 --> 00:32:50: communities who you know could benefit the most.

00:32:54 --> 00:32:56: You know, Chris brings up highway expansions.

00:32:57 --> 00:33:00: You know, I live in South Philadelphia where people have

00:33:00 --> 00:33:03: been very surprised to find out that I-95 is going

00:33:03 --> 00:33:05: to be expanded very soon.

00:33:05 --> 00:33:09: People are getting up in arms about this because it's

00:33:09 --> 00:33:12: going to affect our only grass sports field at Bigler.

00:33:12 --> 00:33:14: It's the only grass fields that are high quality in

00:33:14 --> 00:33:15: all South Philadelphia.

00:33:16 --> 00:33:19: Most of the plans have a significant impact on that.

00:33:19 --> 00:33:22: People you know things are going to get demolished.

00:33:22 --> 00:33:25: People are going to have Highway Traffic coming right into

00:33:25 --> 00:33:29: their residential street where they don't currently have
Highway Traffic.

00:33:30 --> 00:33:34: And it's really interesting that the the burden of community

00:33:34 --> 00:33:36: feedback for this is actually very low.

00:33:37 --> 00:33:40: You know, there's a PennDOT presentation that's gone
around and

00:33:40 --> 00:33:42: most people have said to me that I don't know

00:33:42 --> 00:33:43: what it's telling me.

00:33:43 --> 00:33:44: How do I use this?

00:33:44 --> 00:33:46: This is something that comes up a lot about this

00:33:46 --> 00:33:47: particular presentation.

00:33:48 --> 00:33:50: They have to go into different rooms like, like like

00:33:50 --> 00:33:53: it's almost like trying to simulate a virtual environment.

00:33:53 --> 00:33:55: But I don't think most of the people doing it

00:33:55 --> 00:33:55: get that.

00:33:56 --> 00:34:00: So it's it's very interesting how you know when you're

00:34:00 --> 00:34:05: making decisions for the region, you know with a with

00:34:05 --> 00:34:09: a Kop rail type of project, what the local community

00:34:09 --> 00:34:11: wants is a very top priority.

00:34:11 --> 00:34:15: But for a highway expansion, it's kind of a secondary

00:34:15 --> 00:34:18: thought that comes in at the very end.

00:34:18 --> 00:34:20: And most of the people in South Philadelphia that have

00:34:20 --> 00:34:22: brought this up to me feel like they're not going

00:34:22 --> 00:34:24: to really have a real impact on whether or not

00:34:24 --> 00:34:27: this goes through, perhaps just how it will go through.

00:34:28 --> 00:34:29: What is your name?
00:34:31 --> 00:34:32: Sharnell.
00:34:32 --> 00:34:36: So Sharnell, I'll take the question from like elected official
00:34:37 --> 00:34:37: standpoint.
00:34:38 --> 00:34:41: I was elected in 2016.
00:34:41 --> 00:34:45: I defeated a long serving member of the legislature and
00:34:45 --> 00:34:49: I had run a nonprofit, a community organization before.
00:34:50 --> 00:34:53: And my and I would, I would invite all these
00:34:53 --> 00:34:54: elected leaders in.
00:34:55 --> 00:34:55: Right.
00:34:55 --> 00:34:58: State reps There's a lot of government in Philly, right?
00:34:58 --> 00:35:01: You have council, you have state government, you have
federal
00:35:01 --> 00:35:02: government.
00:35:02 --> 00:35:08: And I thought everyone was collaborating and coordinating
on everything,
00:35:08 --> 00:35:10: on everything.
00:35:10 --> 00:35:12: Like there would be a text chain.
00:35:12 --> 00:35:13: You'd get up.
00:35:13 --> 00:35:15: This is what I'm thinking about doing.
00:35:16 --> 00:35:20: And then I take office in 2017 and no one
00:35:21 --> 00:35:21: talks.
00:35:22 --> 00:35:23: There's no text chain.
00:35:24 --> 00:35:27: There are very few emails or phone calls.
00:35:27 --> 00:35:33: So imagine when confronting something as big and
transformational as
00:35:33 --> 00:35:40: completely changing transportation patterns and injecting
equity into that up
00:35:40 --> 00:35:42: and down the Boulevard.
00:35:43 --> 00:35:47: You have to bring folks together and that a core
00:35:47 --> 00:35:51: group or the elected leaders have to be on the
00:35:51 --> 00:35:53: same page now.
00:35:53 --> 00:35:58: So on this project and Dan, was that hearing everyone
00:35:58 --> 00:36:02: up here was that a hearing one or multiple hearings
00:36:02 --> 00:36:07: that we hosted in Northeast Philly and now Councilman
Driscoll
00:36:07 --> 00:36:11: hosted one in in council transportation committee.
00:36:12 --> 00:36:17: I've never everyone is supporting this effort of doing
something
00:36:17 --> 00:36:20: transformational up and down the Blvd.
00:36:22 --> 00:36:26: and ensuring that we bring rapid transit to Roosevelt Blvd.
00:36:26 --> 00:36:30: That's a big so I have a chance to bring
00:36:30 --> 00:36:35: back the text chain and actually do what I've been

00:36:35 --> 00:36:37: looking to do since 2017.

00:36:41 --> 00:36:42: I don't know do I want can I be on

00:36:42 --> 00:36:43: that text chain?

00:36:43 --> 00:36:43: No.

00:36:43 --> 00:36:46: Or do I not want to be on that text

00:36:46 --> 00:36:47: chain right.

00:36:48 --> 00:36:50: I I feel like I should clarify because you asked

00:36:50 --> 00:36:51: the question.

00:36:51 --> 00:36:54: I guess I actually didn't fully introduce myself.

00:36:55 --> 00:36:59: I I'm the executive Director of our MPO, our Metropolitan

00:36:59 --> 00:37:02: Planning Organization DVRPC, but I'm relatively new.

00:37:02 --> 00:37:06: I'm going to use that hat pretty often because I

00:37:06 --> 00:37:09: get to listen and and learn and I I just

00:37:09 --> 00:37:11: learned something.

00:37:11 --> 00:37:14: I I remember seeing that virtual room that Acom put

00:37:14 --> 00:37:18: together for I-95 and thinking, this is cool, this is

00:37:18 --> 00:37:21: engagement to the next level, that you can feel what

00:37:21 --> 00:37:25: these changes after dozens and dozens and dozens of

00:37:26 --> 00:37:27: community

00:37:28 --> 00:37:32: engagement look like.

00:37:28 --> 00:37:32: But it's interesting to hear because you don't always realize

00:37:32 --> 00:37:35: that maybe it's not resonating and so that feedback is

00:37:35 --> 00:37:36: really useful.

00:37:36 --> 00:37:39: I think we're always trying to figure out how we

00:37:39 --> 00:37:41: can better communicate and engage.

00:37:41 --> 00:37:43: So thank you for that, that feedback and and thank

00:37:43 --> 00:37:44: you for the the question.

00:37:45 --> 00:37:47: Who else has a question?

00:37:47 --> 00:37:49: I know we only have a little bit of time.

00:37:58 --> 00:38:03: Hello, Yeah, Hi, Silva Garcia with Connect the Dots.

00:38:03 --> 00:38:05: We're doing good commuter engagement all the time.

00:38:05 --> 00:38:09: I have the pleasure to be working with DBRPC, Otis,

00:38:09 --> 00:38:10: Penn, dot, you name it.

00:38:11 --> 00:38:15: So as a city, I would, I'm confident to say

00:38:15 --> 00:38:18: that we're moving in the right direction, OK.

00:38:19 --> 00:38:22: Either because someone was curious and wants to do like

00:38:22 --> 00:38:26: more creative engagement, either because someone got

00:38:26 --> 00:38:28: funding that was

00:38:28 --> 00:38:31: labeled as public engagement.

00:38:28 --> 00:38:31: So people is just like invited, not forced, but invited

00:38:31 --> 00:38:33: to do some community engagement.

00:38:33 --> 00:38:36: So we're doing the right things, right.

00:38:36 --> 00:38:37: We're not there yet.
00:38:37 --> 00:38:39: There's a lot of things that needs to be improved.
00:38:39 --> 00:38:44: And jumping into Dan's comments, the intention of community engagement
00:38:44 --> 00:38:48: at the end is to make it like impact driven,
00:38:48 --> 00:38:52: right, because we could be super pro level on doing
00:38:52 --> 00:38:54: creative accessible engagement.
00:38:54 --> 00:38:57: But at the end is once I gathered that input
00:38:57 --> 00:39:01: is that I connected into the decision making process, right.
00:39:01 --> 00:39:03: So I would like to hear from you all or
00:39:03 --> 00:39:04: just one.
00:39:04 --> 00:39:08: I don't know from some of you that what's how
00:39:08 --> 00:39:12: does it look like to connect that public input into
00:39:12 --> 00:39:15: the decision making process.
00:39:15 --> 00:39:19: Acknowledging that sometimes is feedback that is I will some
00:39:19 --> 00:39:24: of our clients and partners say like reasonable feedback, you
00:39:24 --> 00:39:28: know, like so little adjustments, so instead of white, blue,
00:39:28 --> 00:39:29: right.
00:39:29 --> 00:39:32: But sometimes it's like we don't like this.
00:39:33 --> 00:39:34: I don't understand why you're doing this.
00:39:34 --> 00:39:37: So let's go back seven steps, right.
00:39:37 --> 00:39:40: So how do we connect public input into the decision
00:39:40 --> 00:39:41: making process?
00:39:41 --> 00:39:43: How does that look like?
00:39:43 --> 00:39:46: Assuming that we did a great job being accessible and
00:39:46 --> 00:39:48: creating doors and so on.
00:39:48 --> 00:39:51: So I would like to hear from I don't know
00:39:51 --> 00:39:51: anyone.
00:39:52 --> 00:39:52: Thank you everyone.
00:39:54 --> 00:39:54: Messes.
00:39:58 --> 00:40:00: Down I think that's a great question and I I
00:40:00 --> 00:40:01: don't think there's a simple answer.
00:40:03 --> 00:40:06: I think it starts with having the right team on
00:40:06 --> 00:40:10: your side, people that can really listen and are willing.
00:40:11 --> 00:40:15: To understand what the purpose of the public engagement it
00:40:15 --> 00:40:16: is at any time.
00:40:16 --> 00:40:19: So when you're, you know, two weeks from starting
construction,
00:40:19 --> 00:40:20: you've bid the contract.
00:40:20 --> 00:40:22: I don't like this thing.
00:40:22 --> 00:40:24: You know, that's that's it.
00:40:24 --> 00:40:25: That's got a different purpose.

00:40:25 --> 00:40:26: It's like we're mostly informing you.

00:40:26 --> 00:40:29: But at the beginning, I think that's what you're talking about.

00:40:29 --> 00:40:29: about.

00:40:29 --> 00:40:31: When you're trying to get an idea, you're doing the early planning, how do you really incorporate the community?

00:40:31 --> 00:40:34: And I think there's a few things.

00:40:34 --> 00:40:35: And I think there's a few things.

00:40:35 --> 00:40:39: One is having the right team that understands that, but then also is diverse and looks like the community that you're actually talking to and preferably is from that community

00:40:39 --> 00:40:43: or has long standing relations with that community.

00:40:43 --> 00:40:48: So you're not just the latest person from government to, you know, parachute in and then parachute out.

00:40:48 --> 00:40:51: You're you, you, you really have some authentic voice that takes a long time.

00:40:51 --> 00:40:54: You know, progress moves at the speed of trust, but the more you can do that, the better the outcome you're going to have.

00:40:54 --> 00:40:57: So that you know when they say I don't like this, they are actually talking about this because this is where the listening comes in.

00:40:57 --> 00:41:00: OK are you actually, you know, OK, you know why why don't you like this?

00:41:00 --> 00:41:01: What's going on?

00:41:01 --> 00:41:04: Because sometimes people, they just don't like you or it was the thing that happened to them today or they're angry with the government in general and they're they're fine with your, you know, if they if they if you could get to that point of actually talking about what's in front of you, they would be fine with it.

00:41:04 --> 00:41:06: Right.

00:41:06 --> 00:41:07: Right.

00:41:07 --> 00:41:09: And so it's working through that, that that's not dismissing them, telling you I don't like that, but it's taking them seriously and saying, OK, tell us more, why don't you like it?

00:41:09 --> 00:41:12: Let's come back next week, talk about it more.

00:41:12 --> 00:41:13: Let's see what changes we can make.

00:41:13 --> 00:41:14: I think it takes a long time to work through it.

00:41:14 --> 00:41:16: The more you can have that trusted community partner on your team, also the better.

00:41:16 --> 00:41:17: So when we were working here in Chinatown on the

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00:41:58 --> 00:42:02: Chinatown Stitch, this idea to cap the 676 and to
00:42:02 --> 00:42:05: traffic on the local lanes of Vine Street, bringing on
00:42:06 --> 00:42:09: a community partner PCDC, but then also talking to lots
00:42:09 --> 00:42:14: of other community members I think has really helped,
helped
00:42:14 --> 00:42:16: to set up the work for success.
00:42:16 --> 00:42:18: So we are trying to take one of the deeply
00:42:18 --> 00:42:22: held aspirations that's been in the community plan and
implemented
00:42:22 --> 00:42:24: and implemented with the community partner.
00:42:24 --> 00:42:27: Because I I just, you know, sometimes sometimes I'm a
00:42:27 --> 00:42:31: pessimist, sometimes I like to see the best in everybody.
00:42:31 --> 00:42:33: And I'd like to think that at least some of
00:42:33 --> 00:42:36: those highway planners in the 1960s didn't think they were
00:42:36 --> 00:42:38: destroying a community, right.
00:42:38 --> 00:42:39: They thought they were doing the right thing.
00:42:40 --> 00:42:42: I think I'm doing the right thing, but I'm going
00:42:42 --> 00:42:44: to go a little slower so that if I'm not
00:42:44 --> 00:42:47: doing the right thing, the community can tell me and
00:42:47 --> 00:42:49: I can, I can make a change to my plans.
00:42:49 --> 00:42:51: I think it, I think that's the last piece.
00:42:51 --> 00:42:54: It's coming in with some modicum of humility and being
00:42:54 --> 00:42:56: willing to really listen and to say, OK, I see
00:42:56 --> 00:42:59: what you're saying, I'll make a change or you know,
00:42:59 --> 00:43:02: maybe if it's not reasonable, maybe if it's off the
00:43:02 --> 00:43:05: wall, being able to sort through that I think is
00:43:05 --> 00:43:07: it is the, you know what you have to do
00:43:07 --> 00:43:08: when you're in government.
00:43:12 --> 00:43:15: For a comment, you reminded me of a conversation I
00:43:15 --> 00:43:17: had with one of our senior engineers.
00:43:18 --> 00:43:19: You know, they're on a meeting with me and they're
00:43:19 --> 00:43:21: like, oh, I get a toy inequity.
00:43:21 --> 00:43:21: What?
00:43:22 --> 00:43:22: That's so awesome.
00:43:22 --> 00:43:27: But, you know, the legislature and the regulatory statutes say
00:43:27 --> 00:43:32: one thing, the current CEO, head of said organization says
00:43:32 --> 00:43:33: another thing.
00:43:33 --> 00:43:37: And then by the time we're actually designing the thing,
00:43:37 --> 00:43:40: right, it's like engineer one and six are huddling and
00:43:40 --> 00:43:43: doing the designs like none of that, None of that
00:43:43 --> 00:43:47: informs what they're like actually stitching together.
00:43:47 --> 00:43:51: So for me, aspirationally to me it's about really
operationalizing

00:43:51 --> 00:43:56: all that we're talking about within your organization, again public

00:43:56 --> 00:43:57: or private.

00:43:57 --> 00:44:00: So that the words we say, you know our goals

00:44:00 --> 00:44:05: on our websites, in our, in our, you know, paraphernalia.

00:44:05 --> 00:44:08: By the time it gets to that, you know, actual

00:44:09 --> 00:44:13: engineer whoever who's designing, when it gets to the the,

00:44:13 --> 00:44:16: the, the meeting with the planners that that actually is

00:44:17 --> 00:44:19: an expectation you know to be to be to be

00:44:19 --> 00:44:24: delivered, right delivering on the promises actually happens in those

00:44:24 --> 00:44:25: rooms.

00:44:25 --> 00:44:27: It doesn't land on the cutting room floor.

00:44:27 --> 00:44:32: Obviously not everything can, not everyone's hopes, dreams and aspirations

00:44:32 --> 00:44:33: can be articulated.

00:44:33 --> 00:44:37: But but again, if we try to operationalize these conversations,

00:44:37 --> 00:44:40: then it makes it and doing something different than what

00:44:40 --> 00:44:42: we did yesterday, right?

00:44:42 --> 00:44:44: If the answer is, well, that's just going to make

00:44:44 --> 00:44:46: it harder, then we probably need to have a different

00:44:47 --> 00:44:47: kind of conversation.

00:44:51 --> 00:44:53: Two quick ones on this.

00:44:53 --> 00:44:58: I think you need to have a vision first.

00:44:59 --> 00:44:59: You have to.

00:44:59 --> 00:45:01: If you go into community engagement, you don't have the

00:45:01 --> 00:45:02: vision.

00:45:02 --> 00:45:04: It's not going to go well.

00:45:04 --> 00:45:04: And then you.

00:45:04 --> 00:45:09: I think when you engage and you get pushback, you

00:45:09 --> 00:45:14: need to make sure that the pushback is actually reflecting

00:45:14 --> 00:45:16: community sentiment.

00:45:18 --> 00:45:20: Again, I represent the most diverse community in the city.

00:45:20 --> 00:45:25: We wanted to fix revitalize our business corridors.

00:45:25 --> 00:45:27: One of the things we wanted to do is bring

00:45:27 --> 00:45:29: outdoor seating to our corridors.

00:45:29 --> 00:45:33: We had a community engagement and a bunch of neighbors

00:45:33 --> 00:45:37: said with the police that if you bring outdoor seating

00:45:37 --> 00:45:43: to Northeast Philadelphia, kids coming from Northeast High will use

00:45:43 --> 00:45:46: the outdoor seating as weapons against the cops.

00:45:48 --> 00:45:50: I said, what?

00:45:51 --> 00:45:52: Is that an OR?

00:45:52 --> 00:45:52: Is that a?

00:45:53 --> 00:45:53: They were.

00:45:54 --> 00:45:57: The folks were very serious about this pushback.

00:45:58 --> 00:46:03: It took us months working with the council person to

00:46:03 --> 00:46:07: finally push back and get outdoor seating at our the

00:46:07 --> 00:46:10: first restaurant on Lancaster Ave.

00:46:12 --> 00:46:14: Second, we wanted more murals.

00:46:15 --> 00:46:18: We had an open engagement session with Jane Golden, about

00:46:19 --> 00:46:20: 50-60 neighbors.

00:46:20 --> 00:46:25: One neighbor raised her hand and said in Northeast Philadelphia,

00:46:25 --> 00:46:26: we like brick.

00:46:28 --> 00:46:31: I said, well, it's still brick.

00:46:31 --> 00:46:35: There's just a very nice aesthetic on the brick.

00:46:35 --> 00:46:38: So we don't do murals in Northeast Philadelphia.

00:46:40 --> 00:46:43: And I think in those two examples, one of the

00:46:43 --> 00:46:46: biggest issues, and I think I, I, I fought myself

00:46:46 --> 00:46:49: in many ways, is that the room did not reflect

00:46:49 --> 00:46:50: the neighborhood.

00:46:51 --> 00:46:56: The room reflected a community that you know was maybe

00:46:56 --> 00:47:00: representative Northeast Philadelphia 2025 years ago.

00:47:01 --> 00:47:04: But you, I think the feedback you need to filter

00:47:04 --> 00:47:08: that through is or the folks in this room representative

00:47:08 --> 00:47:12: of what the community looks like and feels like and

00:47:12 --> 00:47:13: wants today.

00:47:16 --> 00:47:19: I actually am familiar with that exact restaurant store that

00:47:19 --> 00:47:22: Jared's talking about because one of the IT is and

00:47:22 --> 00:47:25: you know, because somebody brought it to me as an

00:47:25 --> 00:47:28: example of how, you know, we were talking about Streeters

00:47:28 --> 00:47:30: in Philadelphia, how it can be an obstacle to make

00:47:30 --> 00:47:33: people go through this extra step of getting a council

00:47:33 --> 00:47:37: approval because of the groups that Jared's talking about.

00:47:37 --> 00:47:40: So it's it's a I'm very familiar with that example.

00:47:40 --> 00:47:42: It's hard for me to say this to a group

00:47:42 --> 00:47:44: of people who all have professional certifications.

00:47:45 --> 00:47:47: But I think one thing to kind of get better

00:47:47 --> 00:47:50: community support is to do a little bit less credentialism

00:47:50 --> 00:47:53: sometimes for the jobs and and what Chris is talking

00:47:53 --> 00:47:56: about too with getting people who are more diverse, more

00:47:56 --> 00:47:58: representative of the community.

00:47:59 --> 00:48:01: If you go to where I'm from, Frankfurt, you're not

00:48:01 --> 00:48:04: going to find many people with playing degrees in Frankfurt.

00:48:04 --> 00:48:05: I mean, you're just not.
00:48:05 --> 00:48:07: And if you do, they're going to be very up
00:48:07 --> 00:48:09: representative of the rest of the neighbourhood.
00:48:10 --> 00:48:12: We still have a small Quaker remnant in Frankfurt.
00:48:12 --> 00:48:16: And, you know, maybe some of them are urban planners.
00:48:16 --> 00:48:19: But, you know, so I think doing a little bit
00:48:20 --> 00:48:25: less credentialism, I think you can teach individuals about
basic
00:48:25 --> 00:48:29: urban planning concepts and empower them to represent
you in
00:48:29 --> 00:48:30: the community.
00:48:31 --> 00:48:35: And that's going to be much more effective than having
00:48:35 --> 00:48:39: somebody who is just coming in from Seattle or wherever
00:48:39 --> 00:48:39: else.
00:48:39 --> 00:48:42: And in Philadelphia especially, we tend to be parochial.
00:48:43 --> 00:48:46: You know, I'm a lifelong resident and I'd like, probably
00:48:46 --> 00:48:48: like, as I try to be non parochial, but that's
00:48:48 --> 00:48:50: not how a lot of us are.
00:48:50 --> 00:48:52: And people like you're coming from somewhere else.
00:48:52 --> 00:48:54: You know, you're coming from a different community.
00:48:54 --> 00:48:56: You don't understand the city.
00:48:56 --> 00:48:58: Now to some degree, that's true.
00:48:58 --> 00:49:00: To some degree, roads function in a similar way no
00:49:00 --> 00:49:02: matter where you are.
00:49:02 --> 00:49:04: But if you can, you know, sometimes ease up on
00:49:04 --> 00:49:07: the credentials you can get people who can be those
00:49:07 --> 00:49:10: translators and and that doesn't mean that you can't hire
00:49:11 --> 00:49:12: somebody who has this.
00:49:12 --> 00:49:14: I mean, look, the Boulevard subway.
00:49:14 --> 00:49:18: Jay Arzoo is a planning student at Weitzman and he's
00:49:18 --> 00:49:22: assembled this big coalition of elected officials and ordinary
people
00:49:22 --> 00:49:24: and, you know, advocates.
00:49:24 --> 00:49:26: I mean, so you can definitely have somebody who has
00:49:26 --> 00:49:28: credentials and does this job really well.
00:49:28 --> 00:49:30: I mean, Jay's not from here, he's from the Bronx.
00:49:30 --> 00:49:34: But a lot of the time it's going to be
00:49:34 --> 00:49:34: easier.
00:49:34 --> 00:49:37: If you do ease up on the credentialism and spend
00:49:37 --> 00:49:39: a little bit of time, you might be able to
00:49:39 --> 00:49:42: shorten how much time you know it takes to do
00:49:42 --> 00:49:43: your community planning.

00:49:43 --> 00:49:45: If you can get, if you can spend a little
00:49:45 --> 00:49:48: bit of time training a group of people to do
00:49:48 --> 00:49:50: a lot of this community engagement for you in a
00:49:50 --> 00:49:53: more effective way, that's going to get more buy in
00:49:53 --> 00:49:54: and for your projects.
00:50:02 --> 00:50:04: That that was that was great.
00:50:04 --> 00:50:08: It reminds me of an opportunity that I had, I
00:50:08 --> 00:50:14: mentioned earlier working on some climate policies back
when I
00:50:14 --> 00:50:16: was in New York City.
00:50:16 --> 00:50:17: So I'm not from here, so you could be perfect,
00:50:17 --> 00:50:18: you could judge me.
00:50:18 --> 00:50:20: But I I tried to make up for it by
00:50:20 --> 00:50:20: listening more.
00:50:21 --> 00:50:24: But then as a consultant, I had a project where
00:50:24 --> 00:50:26: I had to go and I had the chance at
00:50:26 --> 00:50:30: one-on-one interviews with over a dozen environmental
justice leaders in
00:50:30 --> 00:50:32: the city of New York on those policies.
00:50:33 --> 00:50:35: Like, what do you 10 years later, 15 years later,
00:50:35 --> 00:50:36: what do you think?
00:50:36 --> 00:50:37: How did that really go?
00:50:38 --> 00:50:42: And I think every decision maker and policy maker should
00:50:42 --> 00:50:46: also have to come back and hear what happened because
00:50:46 --> 00:50:50: unintended consequences are the nature of the business.
00:50:50 --> 00:50:52: And and Chris you you said it well, right when
00:50:52 --> 00:50:56: when the Interstate highway was first being built, folks
thought
00:50:56 --> 00:50:59: this is great, we're creating access, we're creating jobs.
00:50:59 --> 00:51:00: This is wonderful.
00:51:01 --> 00:51:03: And now now we we look at it and like
00:51:03 --> 00:51:05: this is horrible, look at all the harms, right.
00:51:06 --> 00:51:08: And at the time that wasn't part of of of
00:51:08 --> 00:51:09: the thinking.
00:51:11 --> 00:51:14: So as we talked about what it create, what is
00:51:14 --> 00:51:17: required to create this more equitable but to be resilient
00:51:18 --> 00:51:21: you have to be an equitable transportation system.
00:51:21 --> 00:51:23: We we heard a few things and I want to
00:51:23 --> 00:51:25: wrap up with one final question for you.
00:51:26 --> 00:51:31: One, as Representative said, sorry Jared, you have to have
00:51:31 --> 00:51:34: the vision where we going.
00:51:34 --> 00:51:37: We have to be clear on our purpose and objectives.
00:51:37 --> 00:51:42: You gave a great example of improving commercial

corridors, access
 00:51:42 --> 00:51:45: to jobs, access to nature is the ability to get
 00:51:45 --> 00:51:48: around and see loved ones in a Safeway, right.
 00:51:48 --> 00:51:50: These are a lot of the objectives we hear in
 00:51:50 --> 00:51:51: the transportation space.
 00:51:52 --> 00:51:54: We spent a lot of time talking about the how
 00:51:54 --> 00:51:56: we have to build trust.
 00:51:56 --> 00:52:00: We have to elevate voices, be very intentional, reaching out
 00:52:00 --> 00:52:03: with two communities to make sure their voice is heard,
 00:52:04 --> 00:52:08: being transparent, Co create possible Co create solutions
 and ease
 00:52:08 --> 00:52:09: up on credentials.
 00:52:10 --> 00:52:12: Which is great 'cause there's actually not that many planners
 00:52:12 --> 00:52:13: in the world for any of us who are trying
 00:52:13 --> 00:52:14: to hire people.
 00:52:14 --> 00:52:16: There's just it's not a big field to begin with.
 00:52:16 --> 00:52:17: So we need everybody to be a planner.
 00:52:17 --> 00:52:20: We all need to be citizen planners and and we're
 00:52:20 --> 00:52:23: doing all of this to come up with the best
 00:52:23 --> 00:52:26: what what we want to implement.
 00:52:26 --> 00:52:29: And at the end of the day when we implement
 00:52:29 --> 00:52:32: it, we still might not have all the outcomes that
 00:52:32 --> 00:52:34: we expected from our vision.
 00:52:34 --> 00:52:38: So how do we mitigate for those unintended consequences?
 00:52:38 --> 00:52:40: Rising housing rates?
 00:52:40 --> 00:52:43: Displacement, The changing of the character?
 00:52:43 --> 00:52:44: Like no more brick?
 00:52:44 --> 00:52:45: What?
 00:52:45 --> 00:52:45: No, just kidding.
 00:52:45 --> 00:52:46: We're going to keep the brick.
 00:52:46 --> 00:52:46: But.
 00:52:46 --> 00:52:48: But what are some of your thoughts?
 00:52:48 --> 00:52:49: Open to anyone.
 00:52:53 --> 00:52:55: It's probably an all of government solution.
 00:52:55 --> 00:52:59: So yeah, you probably need a plan for this overall.
 00:52:59 --> 00:53:01: But short of that, one of the things we did
 00:53:01 --> 00:53:04: for the Chinatown Stitch when we're putting in the application
 00:53:04 --> 00:53:06: for planning work, it was a \$4 million total pot
 00:53:06 --> 00:53:08: and we took a half a million of that and
 00:53:08 --> 00:53:10: said we're going to do an equitable outcomes action plan.
 00:53:11 --> 00:53:13: We're going to identify the outcomes we want and we're
 00:53:13 --> 00:53:15: going to cast an equity vision to say this is

00:53:15 --> 00:53:17: how we the the we want it to affect the
00:53:17 --> 00:53:21: community that's here and has been suffering suffering with
the
00:53:21 --> 00:53:21: Expressway.
00:53:21 --> 00:53:25: And then we're going to develop the concrete policies and
00:53:25 --> 00:53:28: procedures and ordinances etcetera in order to make it
happen.
00:53:28 --> 00:53:31: So we're not just kind of leaving it to chance,
00:53:31 --> 00:53:33: but we're being at least somewhat proactive.
00:53:33 --> 00:53:36: I think the 2nd way is making sure the degree
00:53:36 --> 00:53:39: to possible that the actual funding the the work goes
00:53:39 --> 00:53:42: to Philadelphia residents so that you know too long it's
00:53:42 --> 00:53:45: it's been people coming from outside of the city, you
00:53:45 --> 00:53:48: know and you know working here and then going back
00:53:48 --> 00:53:49: in and that's great.
00:53:49 --> 00:53:50: You can be a suburbanite.
00:53:50 --> 00:53:51: I'm not ditching on that.
00:53:51 --> 00:53:53: But, you know, we have to make sure I have
00:53:53 --> 00:53:55: to have a a good percentage of the work go
00:53:55 --> 00:53:59: to actual Philadelphia residents, especially black and brown
residents who've
00:53:59 --> 00:54:01: been long, you know, excluded from a lot of the
00:54:01 --> 00:54:01: trades.
00:54:09 --> 00:54:12: Again, I think part of this is just being realistic
00:54:12 --> 00:54:17: and honest sometimes because when it comes to
transportation systems,
00:54:17 --> 00:54:21: a high impact project is by definition going to impact
00:54:21 --> 00:54:22: people, right.
00:54:22 --> 00:54:25: I mean, if if you build a transit line that
00:54:25 --> 00:54:28: nobody is upset by, nobody's going to ride it, right?
00:54:28 --> 00:54:31: I mean, that's why Christophe Spieler, who's doing
reimagining regional
00:54:31 --> 00:54:34: welfare acceptance as said and I was like, wow, that's
00:54:34 --> 00:54:34: true.
00:54:35 --> 00:54:37: You know, so it's it, it makes it really hard
00:54:37 --> 00:54:40: and it makes, you know, the job of government officials
00:54:40 --> 00:54:42: wrapped to do this work really difficult.
00:54:42 --> 00:54:44: But I think, you know you have to kind of
00:54:44 --> 00:54:47: be realistic with people that if you build a Roosevelt
00:54:47 --> 00:54:47: Blvd.
00:54:47 --> 00:54:50: subway for example, you're probably going to see some
development
00:54:50 --> 00:54:51: increase.

00:54:51 --> 00:54:53: You're probably going to see some taller buildings in Northeast

00:54:53 --> 00:54:56: Philadelphia, maybe as tall as the Sears Tower used to be, which we don't, you know, we don't, we didn't

00:54:56 --> 00:54:58: have that, you know that height anymore.

00:54:58 --> 00:55:00: Although I found it interesting they said brick, I would

00:55:00 --> 00:55:02: have said siding is like the most common material of

00:55:02 --> 00:55:05: the Northeast.

00:55:05 --> 00:55:05: But you know, but I, but I think you also

00:55:06 --> 00:55:09: have to you know recognize when you know that the

00:55:09 --> 00:55:12: panel before us talked about, you know do work when

00:55:12 --> 00:55:15: the walls already open, right and root for change.

00:55:15 --> 00:55:18: One of the options is a capped Expressway on the

00:55:18 --> 00:55:21: Boulevard, which kind of would do all the things that

00:55:21 --> 00:55:24: the the subway would have done.

00:55:24 --> 00:55:26: So I think for me and for Jared, for Jared

00:55:26 --> 00:55:28: and for Jay, that was one of the reasons we're

00:55:28 --> 00:55:31: like, hey, look, you're open up the wall, you know,

00:55:31 --> 00:55:34: put the put the tracks in.

00:55:34 --> 00:55:35: So you know, I think taking advantage too of those

00:55:35 --> 00:55:38: kind of opportunities where if you're already going to be

00:55:38 --> 00:55:41: disrupting people, at least give them the best version of

00:55:41 --> 00:55:44: that disruption.

00:55:44 --> 00:55:45: Make sure they have everything that they actually want and

00:55:46 --> 00:55:49: or don't disrupt their lives.

00:55:49 --> 00:55:51: Just give them the the Neighborhood Blvd.

00:55:51 --> 00:55:53: plan that's cost only a billion dollars or something instead

00:55:53 --> 00:55:57: of in the \$10 billion range anyway.

00:55:57 --> 00:55:59: I would, I would say as far as trying to

00:56:03 --> 00:56:06: mitigate unintended consequences, right, definitely you know

00:56:06 --> 00:56:10: one size does

00:56:10 --> 00:56:13: not fit all as far as mitigation measures.

00:56:13 --> 00:56:17: But also you know going beyond the typical kind of

00:56:17 --> 00:56:20: cost benefit analysis, right to decide why, why you chose

00:56:20 --> 00:56:24: to invest in in the particular infrastructure project and and

00:56:24 --> 00:56:28: looking at things that are going to create well-being, long

00:56:28 --> 00:56:33: lasting, sustainable well-being for those communities that are

00:56:33 --> 00:56:34: impacted by

00:56:33 --> 00:56:34: that said investment.

00:56:35 --> 00:56:37: Because at the end of the day it's the communities

00:56:37 --> 00:56:40: that are creating the need, right for the infrastructure, right.

00:56:37 --> 00:56:40: It's people.

00:56:40 --> 00:56:41: Even though it's like we design stuff and we're, you

00:56:41 --> 00:56:44:

00:56:44 --> 00:56:47: know, innovating and using technology, it's for us, like we're
00:56:47 --> 00:56:49: not doing this for the aliens to come and take
00:56:49 --> 00:56:50: over us, right?
00:56:51 --> 00:56:55: And so considering things that are going to not just
00:56:55 --> 00:56:58: create access to jobs, but create access to jobs that
00:56:59 --> 00:57:02: are are, you know, going to help a family thrive,
00:57:02 --> 00:57:03: right?
00:57:03 --> 00:57:07: Not just access to, you know, healthcare, but to green
00:57:07 --> 00:57:09: space, to blue space, right.
00:57:09 --> 00:57:12: The thing that's that's going to allow your, your, the
00:57:12 --> 00:57:15: community on on their own, to lift them their own
00:57:15 --> 00:57:18: selves up, right 'cause and create that legacy.
00:57:18 --> 00:57:20: So we aren't having this conversation in 20 years, right,
00:57:21 --> 00:57:23: saying it's kind of the same, the same thing, nothing
00:57:23 --> 00:57:23: has improved.
00:57:23 --> 00:57:27: So again, it's something that's gonna create that well-being,
that's
00:57:28 --> 00:57:31: gonna motivate people, that's gonna make people wanna get
out
00:57:31 --> 00:57:34: and and contribute and be and be better to the
00:57:34 --> 00:57:34: world.
00:57:35 --> 00:57:39: And I think we as elected leaders need to have
00:57:39 --> 00:57:43: the courage to do big things, big visionary things.
00:57:43 --> 00:57:46: And one of the things this is this is a
00:57:46 --> 00:57:50: a small example, but there's something called the local share
00:57:50 --> 00:57:53: which comes from gaming money.
00:57:53 --> 00:57:57: Now what happens in in Philly is that every elected
00:57:57 --> 00:58:01: leader, the great thing about local shares, you can almost
00:58:01 --> 00:58:05: do anything with the dollars, almost anything as long as
00:58:05 --> 00:58:07: it's legal, ethical.
00:58:07 --> 00:58:11: So the money flows down and all of us in
00:58:11 --> 00:58:15: Philly say I want my project And then our state
00:58:15 --> 00:58:20: senator was like, no, no, no, no, no, I want
00:58:20 --> 00:58:22: mine first go to Erie.
00:58:23 --> 00:58:26: In Erie, I was blown away by this.
00:58:28 --> 00:58:33: They pull their local share dollars and they've hired an
00:58:33 --> 00:58:39: executive director who has a board that evaluates every
single
00:58:39 --> 00:58:40: proposal.
00:58:41 --> 00:58:45: They have pulled millions of dollars in Erie to revitalize
00:58:46 --> 00:58:53: their business corridors, to revitalize historic properties, to
rebuild, revitalize
00:58:53 --> 00:58:54: bacon properties.

00:58:55 --> 00:58:58: And all of the elected leaders, I'm not sure how
00:58:58 --> 00:59:01: they did this, have bought into this vision.
00:59:01 --> 00:59:05: So if I am 8th on the list and my
00:59:05 --> 00:59:10: state senator and another Rep in an adjacent district is
00:59:10 --> 00:59:15: first, I'm OK because that's the best project.
00:59:15 --> 00:59:18: That's the best thing for Erie.
00:59:19 --> 00:59:20: We can do that too in Philly.
00:59:20 --> 00:59:23: But we need the political courage and the will to
00:59:23 --> 00:59:23: get it done.
00:59:25 --> 00:59:28: And we can have big things in Philadelphia and we
00:59:28 --> 00:59:32: are going to look long term and that's how this
00:59:32 --> 00:59:34: infrastructure is resilient.
00:59:34 --> 00:59:37: And if you want to help get out the word
00:59:37 --> 00:59:41: on how you can have a say on this Roosevelt
00:59:41 --> 00:59:41: Blvd.
00:59:41 --> 00:59:46: study that's looking at the long term transit options.
00:59:46 --> 00:59:53: There are two upcoming community events.
00:59:53 --> 00:59:55: There's a a website is going to come up, there's
00:59:55 --> 00:59:56: going to be Flyers.
00:59:56 --> 00:59:57: PennDOT is working on all of that.
00:59:57 --> 01:00:00: I just got an early sneak preview 'cause I told
01:00:00 --> 01:00:02: them I was talking to all of you December 4th
01:00:02 --> 01:00:04: at the Mayfair Community Center.
01:00:04 --> 01:00:06: So where's the gentleman from Mayfair?
01:00:07 --> 01:00:08: Oh no, he's not invited.
01:00:10 --> 01:00:13: And another one December 14th at the N 10 Lundfest
01:00:13 --> 01:00:15: Center, there will be a website.
01:00:15 --> 01:00:18: This is PennDOT, the Department of Transportation.
01:00:18 --> 01:00:22: They're leading this engagement effort and let's see how we
01:00:22 --> 01:00:26: elevate voices and get a long term resilient and equitable
01:00:26 --> 01:00:28: solution for Roosevelt Blvd.
01:00:28 --> 01:00:30: And Northeast Philadelphia.
01:00:30 --> 01:00:30: Thank you all.

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