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 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 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 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 infrastructure and
00:01:50 --> 00:01:54:	the similarities across the different infrastructure systems we discussed today.
00:01:54 --> 00:01:58:	From our water infrastructure, our energy infrastructure, housing infrastructure, open
00:01:58 --> 00:02:01:	space infrastructure, now our transportation infrastructure.
00:02:02 --> 00:02:06:	And one thing I love about infrastructure, besides the fact
00:02:06 --> 00:02:09:	that we are all relying on it, every single individual
00:02:09 --> 00:02:12:	is reliant on all these different systems.
00:02:12 --> 00:02:14:	To go about our lives, to live our lives is
00:02:14 --> 00:02:16:	also how interconnected they are.
00:02:17 --> 00:02:19:	So I'm sure you all read everyone's BIOS and know
00:02:20 --> 00:02:21:	everything about all of us.
00:02:21 --> 00:02:23:	But I spent a lot of time working for the
00:02:24 --> 00:02:27:	city of of New York and I've been reminded often,
00:02:27 --> 00:02:30:	I've been reminded a lot lately of the work we
00:02:30 --> 00:02:33:	did back in 2006 and 2007 to create something called
00:02:33 --> 00:02:34:	Plan YC.
00:02:34 --> 00:02:36:	And and part of why it's top of mind is
00:02:36 --> 00:02:37:	is the person behind it.
00:02:37 --> 00:02:40:	Our our deputy Mayor Dan Doctoroff is still with ALS.
00:02:40 --> 00:02:41:	Don't tell him this.
00:02:41 --> 00:02:43:	We have a big surprise planned for him in a
00:02:43 --> 00:02:45:	few weeks, but don't tell him anyway.
00:02:46 --> 00:02:49:	And and when we were creating Plan YC, it helped
00:02:49 --> 00:02:53:	for me to really crystallize this interconnection between these different
00:02:53 --> 00:02:54:	systems.
00:02:54 --> 00:02:58:	Because what started off as a strategic long term land
00:02:58 --> 00:02:59:	use plan, right?
00:03:00 --> 00:03:00:	Where are we going to live?
00:03:00 --> 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 without talking
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 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 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 to
00:03:38 --> 00:03:41:	these different scales from the community scale, the building 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 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 functionable, 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
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 languages
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 didn't
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 partner
00:14:11 --> 00:14:14:	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 cushion
00:14:20 --> 00:14:22:	cost, here's how much a corner bump out cost and
00:14:22 --> 00:14:25:	let's design these together so you tell us where you
00:14:25 --> 00:14:28:	think the speed cushions versus the corner bump outs versus
00:14:28 --> 00:14:29:	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 community
00:14:40 --> 00:14:43:	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 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 wiggy 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 community
00:37:26 --> 00:37:27:	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 funding that was
00:38:26 --> 00:38:28:	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
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
00:40:31 --> 00:40:34:	early planning, how do you really incorporate the community?
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
00:40:39 --> 00:40:43:	then also is diverse and looks like the community that
00:40:43 --> 00:40:48:	you're actually talking to and preferably is from that community
00:40:48 --> 00:40:51:	or has long standing relations with that community.
00:40:51 --> 00:40:54:	So you're not just the latest person from government to,
00:40:54 --> 00:40:57:	you know, parachute in and then parachute out.
00:40:57 --> 00:41:00:	You're you, you, you really have some authentic voice that
00:41:00 --> 00:41:01:	takes a long time.
00:41:01 --> 00:41:04:	You know, progress moves at the speed of trust, but
00:41:04 --> 00:41:06:	the more you can do that, the better the outcome
00:41:06 --> 00:41:07:	you're going to have.
00:41:07 --> 00:41:09:	So that you know when they say I don't like
00:41:09 --> 00:41:12:	this, they are actually talking about this because this is
00:41:12 --> 00:41:13:	where the listening comes in.
00:41:14 --> 00:41:16:	OK are you actually, you know, OK, you know why
00:41:17 --> 00:41:18:	why don't you like this?
00:41:18 --> 00:41:19:	What's going on?
00:41:19 --> 00:41:22:	Because sometimes people, they just don't like you or it
00:41:22 --> 00:41:24:	was the thing that happened to them today or they're
00:41:24 --> 00:41:28:	angry with the government in general and they're they're fine
00:41:28 --> 00:41:30:	with your, you know, if they if they if you
00:41:30 --> 00:41:33:	could get to that point of actually talking about what's
00:41:33 --> 00:41:35:	in front of you, they would be fine with it.
00:41:35 --> 00:41:36:	Right.
00:41:36 --> 00:41:39:	And so it's working through that, that that's not dismissing
00:41:39 --> 00:41:41:	them, telling you I don't like that, but it's taking
00:41:41 --> 00:41:44:	them seriously and saying, OK, tell us more, why don't
00:41:44 --> 00:41:45:	you like it?
00:41:45 --> 00:41:47:	Let's come back next week, talk about it more.
00:41:47 --> 00:41:48:	Let's see what changes we can make.
00:41:49 --> 00:41:50:	I think it takes a long time to work through
00:41:50 --> 00:41:51:	it.
00:41:51 --> 00:41:54:	The more you can have that trusted community partner on
00:41:54 --> 00:41:55:	your team, also the better.
00:41:55 --> 00:41:58:	So when we were working here in Chinatown on the

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.

Timestamp	Text
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 then 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
00:54:56 --> 00:54:58:	be, which we don't, you know, we don't, we didn't
00:54:58 --> 00:55:00:	have that, you know that height anymore.
00:55:00 --> 00:55:02:	Although I found it interesting they said brick, I would
00:55:02 --> 00:55:05:	have said siding is like the most common material of
00:55:05 --> 00:55:05:	the Northeast.
00:55:06 --> 00:55:09:	But you know, but I, but I think you also
00:55:09 --> 00:55:12:	have to you know recognize when you know that the
00:55:12 --> 00:55:15:	panel before us talked about, you know do work when
00:55:15 --> 00:55:18:	the walls already open, right and root for change.
00:55:18 --> 00:55:21:	One of the options is a capped Expressway on the
00:55:21 --> 00:55:24:	Boulevard, which kind of would do all the things that
00:55:24 --> 00:55:26:	the the subway would have done.
00:55:26 --> 00:55:28:	So I think for me and for Jared, for Jared
00:55:28 --> 00:55:31:	and for Jay, that was one of the reasons we're
00:55:31 --> 00:55:34:	like, hey, look, you're open up the wall, you know,
00:55:34 --> 00:55:35:	put the put the tracks in.
00:55:35 --> 00:55:38:	So you know, I think taking advantage too of those
00:55:38 --> 00:55:41:	kind of opportunities where if you're already going to be
00:55:41 --> 00:55:44:	disrupting people, at least give them the best version of
00:55:44 --> 00:55:45:	that disruption.
00:55:46 --> 00:55:49:	Make sure they have everything that they actually want and
00:55:49 --> 00:55:51:	or don't disrupt their lives.
00:55:51 --> 00:55:53:	Just give them the the Neighborhood Blvd.
00:55:53 --> 00:55:57:	plan that's cost only a billion dollars or something instead
00:55:57 --> 00:55:59:	of in the $10 billion range anyway.
00:56:03 --> 00:56:06:	I would, I would say as far as trying to
00:56:06 --> 00:56:10:	mitigate unintended consequences, right, definitely you know 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 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.
00:56:40 --> 00:56:41:	It's people.
00:56:41 --> 00:56:44:	Even though it's like we design stuff and we're, you

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.