WEBVTT

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00:00:10.870 --> 00:00:15.900
Jacob Denney, SPUR (he/him): Welcome everyone. We're just waiting a few moments as zoom drops people in before we get started.

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00:00:34.360 --> 00:01:00.090
Jacob Denney, SPUR (he/him): Well, everyone my name is Jacob Denny, and I am spurs economic justice policy director. I wanted to thank you so much for joining us for this digital discourse today. Many of you here are already spur members. Thank you for your support. If you're not a member, I encourage you to join to support spurs, ongoing work and using education, policy, analysis, and advocacy to make our cities and region more prosperous, sustainable, and equitable places to live.

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00:01:00.480 --> 00:01:10.020
Jacob Denney, SPUR (he/him): Your financial support enables us to continue our work, including the hosting of programs like today's you'll find more information about membership online at Spur Org slash. Join

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00:01:11.210 --> 00:01:21.210
Jacob Denney, SPUR (he/him): our next digital discourse is scheduled for tomorrow at 1230 Pm. It is called democracy dollars, creating a more democratic system in Oakland.

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00:01:22.040 --> 00:01:32.220
Jacob Denney, SPUR (he/him): What if every city voter, regardless of income, could donate in local elections? This is the new reality in Oakland, thanks to the passage of measured W. In the November, 2022 election

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00:01:32.530 --> 00:01:53.020
Jacob Denney, SPUR (he/him): model after Seattle, based initiative, measured W. Established a public campaign finance program in Oakland, known as Democracy dollars. starting with the 2,024 election Every oakland resin over the age of 18 will be offered $100 in the form of 4, $25 vouchers to donate to their preferred local candidates

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00:01:53.420 --> 00:02:01.690
Jacob Denney, SPUR (he/him): join us for a panel discussion, exploring the origins of democracy dollars and its goal to equitably involve all Oakland residents in the political process.

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00:02:03.110 --> 00:02:08.229
Jacob Denney, SPUR (he/him): Today's digital discourse is connecting our city streets. The importance of accessible sidewalks

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00:02:08.639 --> 00:02:16.400
Jacob Denney, SPUR (he/him): sidewalks are in a central part of urban infrastructure, connecting city streets and allowing people to travel between local destinations safely and efficiently.

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00:02:16.550 --> 00:02:35.800
Jacob Denney, SPUR (he/him): but they are often neglected reflecting in equitable access to an area for residents, particularly for those who rely on safe sidewalks for work, leisure, and other purposes. Today we're chatting with experts from across the country, about their perspectives, on what makes side a sidewalk accessible, and what we can learn about making our streets safe and enjoyable, for all

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00:02:38.010 --> 00:02:39.560
Jacob Denney, SPUR (he/him): our speakers today

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00:02:39.590 --> 00:02:59.270
Jacob Denney, SPUR (he/him): are John Yi. John is the executive director of Los Angeles, walks prior to joining L. A. Walks in 2,019. John was the Advocacy Director for the American Lung Association in California, where he worked on strong tobacco control and air quality policies. His background is in community organizing and power building and immigrant and communities of color

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00:02:59.810 --> 00:03:07.270
Jacob Denney, SPUR (he/him): also joined by Mark Howen Back. Mark is the director of the Washington State Transportation Center Trac, at the University of Washington.

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00:03:07.340 --> 00:03:18.570
Jacob Denney, SPUR (he/him): He is currently helping lead a large. It's for us project funded by us, Dot. That is defining and deploying a routable open source, sidewalk network designed to scale. Nationally

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00:03:18.700 --> 00:03:25.910
Jacob Denney, SPUR (he/him): the project is building and deploying data collection tools as well as hosting and publishing all the data in an open street map. Compatible format.

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00:03:26.570 --> 00:03:37.360
Jacob Denney, SPUR (he/him): also joined by Alice Grossman. Alice is an associate research scientist at Texas Transportation Institute, where she works in the health and sustainability program in the air quality, energy and health division.

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00:03:37.650 --> 00:03:48.400
Jacob Denney, SPUR (he/him): Her research covers various areas of multimodal transportation with a focus on health impacts, accessibility, technology and transportation, vulnerable road user safety and performance measurement.

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00:03:49.030 --> 00:03:52.440
Jacob Denney, SPUR (he/him): And finally we're joined by our our moderator, Maddie Rivolo.

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00:03:52.620 --> 00:04:00.090
Jacob Denney, SPUR (he/him): Maddie is a transportation planner on the accessible services team at the San Francisco municipal transportation agency.

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00:04:00.300 --> 00:04:06.380
Jacob Denney, SPUR (he/him): where she specializes in the accessibility of active transportation and immersion, mobility projects and programs

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00:04:06.400 --> 00:04:20.350
Jacob Denney, SPUR (he/him): in 2,002 or, i'm sorry in 2,022 Maddie was appointed by President Biden to the Us. Access board an independent Federal agency that provides leadership and accessible design, and develops accessibility guidelines and standards

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00:04:20.880 --> 00:04:31.440
Jacob Denney, SPUR (he/him): now just a reminder. We want this to be an interactive conversation and plan on spending as much time as possible, engaging with you all. So I encourage you to use the chat box to share your thoughts with each other and the speakers.

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00:04:31.590 --> 00:04:40.410
Jacob Denney, SPUR (he/him): Please submit any questions that you may have by using the Q. A panel, it should appear as a button at the bottom of your screen or the top of your screen on the mobile app.

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00:04:40.670 --> 00:04:45.900

Jacob Denney, SPUR (he/him): Within the next few days. We'll also be sharing a copy of the Recording Transcript and chat with everyone who registered.

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00:04:46.020 --> 00:04:48.020
Jacob Denney, SPUR (he/him): With that I'll turn it over to you, Maddie.

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00:04:49.990 --> 00:04:53.330
Maddy Ruvolo (she/her): Thank you, Jacob, and thanks everyone for being here today.

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00:04:53.530 --> 00:05:13.020
Maddy Ruvolo (she/her): I come to this as both a planner and a member of the disability community, and I've seen how broken and missing sidewalks, great barriers for all pedestrians, and in particular folks with disabilities for a wheelchair user or someone who uses another mobility device, a broken or missing sidewalk means a calculation about whether the side lock is possible.

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00:05:13.050 --> 00:05:20.830
Maddy Ruvolo (she/her): or whether a detour is needed, whether that crack from a tree route might be enough to flip over their wheelchair. Whether it may be safer to travel in the street.

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00:05:21.170 --> 00:05:28.010
Maddy Ruvolo (she/her): The Americans, with disabilities act as passed in 1,990, and we still see major sidewalk accessibility issues across the country.

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00:05:28.470 --> 00:05:45.520
Maddy Ruvolo (she/her): Additionally, we know that people who rely on locking a rolling tend to have lower incomes than those who travel by private vehicle, and that pedestrians in general are more likely to be injured or killed in traffic collisions, thinking about sidewalk equity about who has access to site, to safe and well maintain sidewalk networks.

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00:05:45.520 --> 00:06:02.310
Maddy Ruvolo (she/her): helps us understand the human stakes behind the infrastructure decisions, and helps to see where racism, ableism classes and and other structural inequities are showing up in transportation. So i'm really excited today that we have 4 wonderful panelists who are going to share their perspectives on sidewalk, accessibility and equity.

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00:06:02.310 --> 00:06:06.760

Maddy Ruvolo (she/her): And with that I will turn it over to John to share his experience from La.

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00:06:08.010 --> 00:06:18.800
John Yi, Los Angeles Walks: Thank you well for this opportunity. If you have trouble hearing me, just let me know. I have other headphones I can put on. But yeah, no, thank you all for having me. My name is John Y. I am the executive director for Los Angeles walks.

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00:06:18.880 --> 00:06:25.730
John Yi, Los Angeles Walks: My sort of trade that I do is community organizing that sort of my background. And so when I talk about side once today, a company that's from perspective. So

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00:06:25.830 --> 00:06:42.860
John Yi, Los Angeles Walks: let's just dive right in. I'm gonna to this. I want to sort of start this conversation by setting a baseline of how side works are in opening. If you live in La, you probably know pretty notorious how side with how bad our sidewalk. Sorry about half of them get a feeling great by the city. You have a lot of saddle, some sort of buckling underneath because of the tree roots going on.

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00:06:42.980 --> 00:06:47.540
John Yi, Los Angeles Walks: there was a major lawsuit that happened to it was all the will it settlement, which then also

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00:06:47.810 --> 00:06:53.100
John Yi, Los Angeles Walks: pretty much required the city to invest in its sidewalks almost like, I think, over a 1 billiondollars. But

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00:06:53.250 --> 00:06:59.980
John Yi, Los Angeles Walks: the fact that we have to legislate I mean through lawsuits is sort of indicative of how we consider sidewalks here in Los Angeles.

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00:07:00.020 --> 00:07:19.820
John Yi, Los Angeles Walks: On top of that I would also add that only half of our sidewalks have our bus stops up shade in Los Angeles. So again, that impacts the experience on waiting and being on the sidewalk, and something that's been really happening more lately is, You have these corporate private firms now trying to make money off of our sidewalks, whether it's the scooters, these e delivery bots.

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00:07:19.820 --> 00:07:47.600
John Yi, Los Angeles Walks: And so our side works are getting crowded, not just as a public investment space, but also in this private space as well. So what does that mean? Especially of living communities where you these awful conditions. And so those are the conditions on the ground. But I think on top of that, I think another layer of trauma that's happening in our communities is that we have a a city government agency that is unable to really see our sidewalk as a group from the public right away, similar to how we see our freeways, how we see our highways, our our roads. And so

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00:07:47.710 --> 00:07:53.490
John Yi, Los Angeles Walks: I give you an example. It takes over a year. If you're lucky to get your sidewalk. Yes.

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00:07:53.550 --> 00:08:07.440
John Yi, Los Angeles Walks: and so if you don't speak English, if you're not juicing with your city council member if you don't have the big deep pockets to sue the city. Sometimes it's even further and distant from you. And so not only is the infrastructure port, but the system in which governs it and builds. It

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00:08:07.440 --> 00:08:20.890
John Yi, Los Angeles Walks: is also broken as well, because a ton we have, like 4 different agencies that all touch the public right away many times. They don't even talk to each other, so there's no not even a comprehensive vision of repairing sidewalks, and so i'll write out the gate. It's a losing game here in Los Angeles.

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00:08:21.460 --> 00:08:28.410
John Yi, Los Angeles Walks: And so I share this all with you to sort of set the landscape right. This is how this is the world that we face as community organizers in this space.

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00:08:28.490 --> 00:08:30.970
John Yi, Los Angeles Walks: And so in Los Angeles walks

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00:08:31.020 --> 00:08:42.299
John Yi, Los Angeles Walks: we work primarily with immigrant communities, immigrant mothers, mostly parents who have literally seen their kid almost get hit by a car because they have to either walk off the sidewalk.

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00:08:42.450 --> 00:08:57.330

John Yi, Los Angeles Walks: And so a lot of this stuff is really resonating within our communities. And so today I wanted to share with you a little bit about sort of how we sort of approach this the problem with black side watching in Los Angeles. And we do this something. We do this through what's called the safe Shape Promotora Educated program.

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00:08:57.570 --> 00:08:59.490
John Yi, Los Angeles Walks: I think when you have

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00:08:59.750 --> 00:09:19.740
John Yi, Los Angeles Walks: something as basic as city infrastructure that is not being serviced by the government. It it because it doesn't become an infrastructure question anymore. It becomes a question of power, it becomes a question of democracy, and making sure resources are coming to our communities, to your communities. And so, if it's in that kind of context, is where we sort of organize. And so through our safety dramat or educator program.

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00:09:19.930 --> 00:09:37.710
John Yi, Los Angeles Walks: we essentially train community members to become expert navigators of city systems and bureaucracy, because in la, you, captain or city council member, you have to know the right staff for any city, the city agencies, and then you have to be able to mobilize your community to pressure those power players to bring those resources to your community. Otherwise, most likely you won't, get them.

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00:09:37.810 --> 00:09:53.140
John Yi, Los Angeles Walks: and so it becomes the political exercise as well. That's just asking for asking for infrastructure becomes a political exercise, and so through our safety put on a board program. We train community members to become these navigators. So that's just for themselves, for their peers and for their neighbors. And so through that program we've managed to get

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00:09:53.230 --> 00:10:10.600
John Yi, Los Angeles Walks: some degree of infrastructure change. But I think the second part of the program that makes it so impactful is that as community members experience this really just see something as basic as sidewalks is so difficult to attain. In Los Angeles they see assistance, so they they end up running for office where there's for neighbor council.

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00:10:10.600 --> 00:10:27.750
John Yi, Los Angeles Walks: They get appointments to city commissions, and so that they're in places of power not just to change infrastructure today, but then the larger infrastructure to the in the future they can influence those as well. So again, I think what you'll see often in in the work that we do is it's not just about concrete. It's in that it is about the power system.

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00:10:27.800 --> 00:10:33.100
John Yi, Los Angeles Walks: the influences that conference. And how do we make sure our communities are in both those spaces.

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00:10:33.190 --> 00:10:40.640
John Yi, Los Angeles Walks: So that's so. A little bit of a model that you look at how we i'm going to thank you for this update and looking forward to

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00:10:42.560 --> 00:10:54.970
Maddy Ruvolo (she/her): Thank you, John. That was really great. And yes, I encourage anyone to who has questions for John or for any of our panelists to put them in the Q. A. And we we can answer them in just a little bit.

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00:10:55.030 --> 00:11:09.200
Maddy Ruvolo (she/her): I'm excited now. So we have perspectives from folks working. We're organizers, planners and and data and research folks. And we're going to go now to Alice, who is going to share a little bit about her perspective working with sidewalk data.

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00:11:10.170 --> 00:11:14.220
Alice Grossman: Great thanks. I'm. I'm. I'm glad, John, that

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00:11:14.240 --> 00:11:19.980
Alice Grossman: you made some of those good points, because i'm going to be able to build off of some of what you said, and what some of the questions coming in already

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00:11:20.010 --> 00:11:28.090
Alice Grossman: are. But so my name is Alice Kurz. When i'm a researcher at Texas, and i'm Transportation Institute Tti.

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00:11:28.250 --> 00:11:31.020
Alice Grossman: but I actually started my sidewalk

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00:11:31.040 --> 00:11:38.440
Alice Grossman: research journey back in grad school in Atlanta, working for as a researcher at Georgia Tech.

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00:11:38.680 --> 00:11:50.870
Alice Grossman: And now I'm, looking at sidewalks a little bit less from the data and engineering side, which is what I was doing in Atlanta, and more from the health and policy

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00:11:50.890 --> 00:11:54.260
Alice Grossman: and an impact on quality of life side.

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00:11:54.390 --> 00:12:13.340
Alice Grossman: So when I think about sidewalk equity, I connect it a lot to what we're working on in my current center, on the connections between public health and safety, energy and emissions and transportation. So when we're thinking about people walking, do we have the infrastructure to be able to do that safely.

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00:12:13.340 --> 00:12:20.630
Alice Grossman: What are the potential health impacts of being near high-emitting vehicles? When you're walking along the road or running along the road

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00:12:20.770 --> 00:12:27.090
Alice Grossman: versus the sidewalk versus the sidewalk that has vegetation buffer between the roadway and the sidewalk, etc.,

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00:12:27.120 --> 00:12:37.260
Alice Grossman: thinking about crash impact that's also health, and we see pedestrian fatalities rising in the United States these days.

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00:12:37.280 --> 00:12:50.300
Alice Grossman: and so that's a area of concern that's definitely also connected to sidewalks and we see those fatalities largely in low-income areas and non-white communities, which also suggest that we've got some equity issues that we need to be thinking

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00:12:50.340 --> 00:12:51.150
out there.

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00:12:51.520 --> 00:13:08.220
Alice Grossman: So how do we make this better? A lot of it is sort of the stuff that John was talking about, and that Mark and Sam are going to be telling us about. So one of the things. I

think, that that John mentioned that's really important is the sense of community ownership and engagement.

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00:13:08.250 --> 00:13:27.860
Alice Grossman: So, working in Atlanta especially, we all definitely ran into a lot of those barriers that John mentioned of, you know, finding the right allies within the city government, figuring out how to develop policies and processes to maintain our sidewalks, to do asset management.

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00:13:27.860 --> 00:13:35.100
Alice Grossman: One of the large issues that we have, which is something that I started working on in Atlanta, and that Mark is doing at a

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00:13:35.120 --> 00:13:43.410
Alice Grossman: wonderfully large scale. Now that he'll tell us about in just a moment is if we don't even know where our sidewalks are, or what condition they're in.

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00:13:43.490 --> 00:14:01.130
Alice Grossman: or where our curb ramps are like Maddie mentioned at the beginning, you know you might need to choose a different route. You might need to go in the street. If you're not going to have a ramp to exit a block. We don't even know where those are. So how do we start prioritizing and making it better before we even have information about what we're dealing with?

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00:14:01.140 --> 00:14:04.820
Alice Grossman: How widespread the issues are, what the issues are, etc.

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00:14:04.860 --> 00:14:14.780
Alice Grossman: So that's something that I think you know, is a current barrier. But we're seeing a lot of good work, and we need to make sure that we're communicating that out to the policymakers and to cities, and

78
00:14:15.170 --> 00:14:20.470
Alice Grossman: that they can have this information. And then the question is, what do you do with it.

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00:14:20.520 --> 00:14:40.460
Alice Grossman: and that's getting groups like you know, the one that John is involved in and getting community members excited and reminding them why they want sidewalks. We've got

communities that say they don't even want sidewalks. They don't want to have to deal with the uptake. They want to have wider streets for their roads or for their vehicles, or parking, or whatever.

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00:14:40.460 --> 00:14:45.950
Alice Grossman: but communicating those health benefits. You know we're seeing more children with asthma

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00:14:45.960 --> 00:14:51.860
Alice Grossman: and other respiratory issues in communities where we've got high emitting vehicles

82
00:14:51.920 --> 00:14:55.490
Alice Grossman: and less space to walk in a safe and healthy way.

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00:14:55.610 --> 00:14:58.020
Alice Grossman: So I think you know there's a lot of

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00:14:58.090 --> 00:15:09.860
Alice Grossman: these big picture issues that all kind of connect to one another. And we've been making great strides recently and developing those tools and the data and the information that we need to be able to solve some of those problems.

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00:15:09.870 --> 00:15:15.800
Alice Grossman: So I think with that, actually we should yeah turn it over to someone to talk more about what we're doing.

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00:15:17.480 --> 00:15:32.020
Maddy Ruvolo (she/her): Great, Thank you, Alice. That was really great, and i'm excited to see that the connections between work different folks work. I see Mark has shared his slides, and so I will go ahead and turn it over to Mark to talk to us more about data

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00:15:35.330 --> 00:15:38.170
Maddy Ruvolo (she/her): and Mark, make sure to come off mute.

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00:15:45.930 --> 00:16:02.940

Mark Hallenbeck: There we go now. I'm off mute. Sorry about that. And yeah, i'm just too fast on my slide. Thank you, Alice, for setting it up. I. I am helping lead a project for the usdot that that the acronym is probably the best acronym in the history of acronyms.

89
00:16:02.940 --> 00:16:21.820
Mark Hallenbeck: It can be. It's for us. It can be it for the underserved. You can actually pronounce it about 5 different ways, and they're all wonderful, and the project the the its for us. Project is all about disability, mobility, and our particular project. The transportation data Equity initiative

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00:16:21.820 --> 00:16:33.130
Mark Hallenbeck: is about collecting and openly publishing data that helps people with disabilities be more mobile in a major portion of what we're doing is sidewalk routing.

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00:16:33.170 --> 00:16:49.760
Mark Hallenbeck: So to do that you actually have to know if Alice was saying where the sidewalks are and what their feature sets are. So the a huge goal of our project is to develop and publish a national standard that can be collected by a wide variety of methods.

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00:16:49.760 --> 00:17:05.579
Mark Hallenbeck: and is openly published so that it can be used. And when we talk about disability, mobility, we realize very quickly that what is accessible to one individual is not accessible to a different individual with different mobility characteristics.

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00:17:05.579 --> 00:17:18.310
Mark Hallenbeck: So the goal of our open standard is to describe the infrastructure in a very objective manner, so that that objective description can be used to say, I can use this facility or not.

94
00:17:18.310 --> 00:17:30.430
Mark Hallenbeck: So we describe where sidewalks are hopefully, how wide they are where there's a curb rip which direction the curb ramp faces. Does it have tactile delineators? How do you is there a push button in order to get you across the street.

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00:17:30.550 --> 00:17:40.570
Mark Hallenbeck: So the key thing about our open sidewalks network is that it is as objective as possible as easily collected as possible, and in a standard-eyed fashion.

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00:17:40.880 --> 00:17:56.320
Mark Hallenbeck: The other aspect of it that's important. Is it is this data standard is compatible with open street map which allows advocacy groups or individuals who are just interested to collect the data and post it. We have one city in the State of Washington, Mount Vernon.

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00:17:56.320 --> 00:18:05.930
Mark Hallenbeck: where one individual collected sidewalk data for the entire community. That we can therefore use this empowers people to do an awful lot for their community.

98
00:18:06.150 --> 00:18:26.020
Mark Hallenbeck: Once you have the data, cool things happen. So this is an example of access map. It shows a routing from the location a, which is kind of in the middle of the screen to be, which is in the upper right hand corner, and the routing follows the blue path through the street. Hopefully you can see the blue path on on your screen.

99
00:18:26.020 --> 00:18:37.300
and I've done some annotations and this particular routing as my individual, I have put in preferences that say, hey? I can only go up hills that are so steep in Seattle. That's a really big issue for us.

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00:18:37.300 --> 00:18:56.540
Mark Hallenbeck: I need curb ramps. I have to go with their cur ramps, and I'm only going to cross the street where you have crosswalks If these things are in your database and you can use them a smart routing engine can send you on the path that works for you, which may not be the most direct path, but it's the most successful. This allows an individual

101
00:18:56.540 --> 00:19:02.450
Mark Hallenbeck: to determine in advance what are good paths for them and what is accessible for them or not.

102
00:19:02.710 --> 00:19:19.490
Mark Hallenbeck: The cool thing about data is once you have data, you can do other things. For example, we often talk about access to transit. Oh, people can go a quarter mile or a half mile to transit. Well, yeah, maybe. But it depends on who you are. So this particular graphic shows in the purple lines

103
00:19:19.490 --> 00:19:25.310
Mark Hallenbeck: what's accessible within the effort of essentially a ha a 10 min walk

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00:19:25.650 --> 00:19:43.400
Mark Hallenbeck: if you require curb cuts, whereas if you can step off a curb, you can go all the direction of the red lines on this graphic as opposed to a half mile circle. So this allows someone to actually plan what is accessible. Can people reach that

105
00:19:43.400 --> 00:19:51.910
Mark Hallenbeck: bus stop? It might be a great bus service, but if you can't get to it, it's pointless. We want to put these tools in the hands of the average citizen.

106
00:19:51.940 --> 00:19:57.220
Mark Hallenbeck: We want to be able to say is my neighborhood walkable? What can I get to

107
00:19:57.250 --> 00:20:16.840
Mark Hallenbeck: in a database? That is gis compatible? You can say, Can you walk to school. Can you walk to a park? Can you walk to a grocery store? Those things are really important, and if not, what attributes, what sidewalk segments. What curb ramps are missing, which gives you a much better story to tell as you advocate for yourself and your community

108
00:20:16.840 --> 00:20:37.770
Mark Hallenbeck: with those power brokers that you are hearing about from John. In the end you can make a wide variety. We have what we call a walkshed tool that made our transit map. This. This is a a walkshed to an elementary school who can actually get to an elementary school, and there can your kid from your house get there? If not, what's missing? And can you do it?

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00:20:37.770 --> 00:20:58.210
Mark Hallenbeck: The goal being to put information into the hands of people who need it, whether it is you as an individual looking for mobility for your particular characteristics, or whether it's for you as an advocate to go, argue for additional resources, and to be able to prioritize those particular resources to help your community the most.

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00:20:58.250 --> 00:21:13.280
Mark Hallenbeck: So we look forward to being able to work with you. We are building tools to help you input data and to visualize data. If you're interested in it. By all means, please contact me. And with that I will give back my access control and pass this on

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00:21:13.470 --> 00:21:14.960
Mark Hallenbeck: to Samuel. Thank you.

112
00:21:17.890 --> 00:21:20.140
Maddy Ruvolo (she/her): Okay, thanks, Mark.

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00:21:20.910 --> 00:21:32.630
Maddy Ruvolo (she/her): That was great. And I see we're having some excuse me. Conversation and discussion in the chat, which is really great. We keep that going, and we want to see questions as well in in the Q. A.

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00:21:32.960 --> 00:21:38.590
Maddy Ruvolo (she/her): I see Sam has shared his slides, so I will go ahead and turn it over to him.

115
00:21:39.850 --> 00:21:52.620
Samuel Piper: Awesome, Thank you. And sorry, My, I've only got one screen here, so you'll see that the the folks on the panel at the bottom of your screen. So i'm Sam Piper. I'm a multimodal planning supervisor with the Denver Department of Transportation and infrastructure.

116
00:21:52.780 --> 00:21:59.170
Samuel Piper: and wanted to provide some highlights about the progression of both sidewalk master planning

117
00:21:59.240 --> 00:22:09.510
Samuel Piper: sidewalk implementation in a city which was the fifth fastest growing city in the United States over the past decade, and how that's evolved to a brand new

118
00:22:09.730 --> 00:22:16.970
Samuel Piper: measure that was citizen-driven which is going to fundamentally reshape how we implement sidewalks citywide

119
00:22:17.970 --> 00:22:26.200
Samuel Piper: So just to provide some context, Denver really started to improve our

120
00:22:26.320 --> 00:22:27.550
Samuel Piper: okay perfect.

121
00:22:28.050 --> 00:22:39.380

Samuel Piper: It really started to make headway to more proactively complete our pedestrian, and in 2,018 when we published and removed pedestrians and trails.

122
00:22:39.510 --> 00:22:49.750
Samuel Piper: and this, I I think, is a good example, for example, for communities across the country, about the importance of strategic planning for this specific emphasis on the pedestrian network.

123
00:22:49.790 --> 00:23:09.110
Samuel Piper: While this plan didn't result in our ability to rapidly deliver sidewalks, it was the very first time that we created a proactive implementation program to construct sidewalks, and so based on based on this work effort. Back in 2,018 we were able to successfully

124
00:23:09.190 --> 00:23:16.780
Samuel Piper: collect around 10 million dollars of resources to to build softbox over.

125
00:23:17.120 --> 00:23:20.510
Samuel Piper: Since that that passage in 2,018,

126
00:23:22.720 --> 00:23:38.810
Samuel Piper: and in Denver we have a lot of work to do when it comes to improving our side block network. So, just to give some statistics on the scale and the magnitude of creating a complete pedestrian network which which is really the foundation

127
00:23:38.890 --> 00:23:43.630
Samuel Piper: of our transportation system. We've got 2,300 miles of existing.

128
00:23:43.920 --> 00:24:00.980
Samuel Piper: When we look at the network we have 300 miles of sidewalk apps and 830 miles of what we call narrow sidewalks. These are deficient sidewalks. So they're they're they're approximately less than 4 feet wide. So they don't need 88 standard.

129
00:24:01.010 --> 00:24:19.200
Samuel Piper: They're often too narrow for someone to push a stroller or to travel in a wheelchair along them. So you'll see folks who are traveling in the street adjacent to what is considered a sidewalk. But again it really doesn't perform in the manner which is necessary to provide an adequate route for pedestrians. To travel separated

130
00:24:19.300 --> 00:24:20.390
Samuel Piper: from the street

131
00:24:23.840 --> 00:24:29.660
Samuel Piper: and sidewalks have a really critical nexus with transportation equity.

132
00:24:30.210 --> 00:24:32.960
Samuel Piper: And so when we look at how people travel

133
00:24:33.120 --> 00:24:39.440
Samuel Piper: in Denver today, this is this is data from 2019. So from from just before the pandemic.

134
00:24:39.460 --> 00:25:05.170
Samuel Piper: What we see is that lower income folks in Denver walk bike and take transit and higher rates the more affluent Denver rights. And when we look at how people identify, we see a similar trend. We see people who identify as white driving at at higher rates, or having the opportunity to work from home. People identify as persons of color, black, indigenous, or pro, or other people of color. We see that they

135
00:25:05.170 --> 00:25:23.990
Samuel Piper: rely on on walking as well as transit to complete more trips, and we know that every transit trip involves a walking trip to get to that station, so that nexus between how the the transportation choices we have today. It demonstrates how critical our our pedestrian network is

136
00:25:24.020 --> 00:25:32.430
Samuel Piper: to to all Denverites, and especially for people who historically have been disadvantaged by our transportation system design.

137
00:25:32.530 --> 00:25:52.970
Samuel Piper: And so, while we have that understanding of how people travel, we wanted to go the next step to understand where those folks live that rely more on walking, bicycling and in transit to complete more trip. So we have developed what we call our priority areas for transportation equity. And this is a multi variable model that looks at different

138
00:25:52.970 --> 00:26:05.070

Samuel Piper: characteristics of populations that have a a stronger link to populations, who rely again more on walking, bicycling in in, in transit to complete more trips. And so

139
00:26:05.200 --> 00:26:23.050
Samuel Piper: there's a correlation to each of the underlying variables like, how do people identify their age? Educational attainment levels. And when we combine and we mesh those individual variables together really starts to highlight parts of Denver where those concentrations are are more pronounced. And so

140
00:26:23.050 --> 00:26:37.690
Samuel Piper: these really help us to target where our investments are necessary to provide better access to the populations that rely more on these modes of transportation to complete basic life necessities and in basic trips.

141
00:26:43.030 --> 00:26:52.200
Samuel Piper: and one of the other panelists mentioned this as well, just that that strong link between sidewalks and safety. And and again. This has that nexus with transportation equity.

142
00:26:52.210 --> 00:26:59.580
Samuel Piper: We looked at all of the trips that are made in Denver. This isn't just commuter. It's all trips in the city.

143
00:26:59.860 --> 00:27:17.940
Samuel Piper: and when we look at the composition of people walking, we we found that about 7% of all trips in Denver are people walking. But when we look at the that they represent a transportation of of traffic fatalities, we found that pedestrians are involved in in 31%

144
00:27:18.000 --> 00:27:25.960
Samuel Piper: of traffic fatalities. So pedestrians are heavily overrepresented, and in serious injuries and fatalities on our streets.

145
00:27:25.980 --> 00:27:36.850
Samuel Piper: and there are certain populations that rely on these modes of transportation to complete more trip. So it really emphasizes that pedestrian access is an equity issue.

146
00:27:37.660 --> 00:27:41.770
Samuel Piper: And so, coming full circle, our 2,018

147
00:27:41.790 --> 00:27:56.790
Samuel Piper: pedestrian and trails plan establish a small side block implementation program so that we could proactively complete those gaps and make and have a plan to eventually complete our deficiency blocks. And

148
00:27:56.790 --> 00:28:02.320
Samuel Piper: there was a and then in 22 there's a citizen led ballot measure called Denver deserve sidebox

149
00:28:02.400 --> 00:28:14.900
Samuel Piper: and and in Denver systems can petition to get a a ballot initiative on the measure which can create a dedicated funding stream for any type of city service, including transportation.

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00:28:14.910 --> 00:28:23.090
Samuel Piper: infrastructure improvements. And so this measure was on the ballot last fall, and it did pass with the majority of people voting

151
00:28:23.120 --> 00:28:38.250
Samuel Piper: in the affirmative to Yes, we want this measure to exist, and so this provides a property tax assessment that creates a dedicated revenue to construct, upgrade, and repair all all sidewalks in Denver. So this covers everything from those 300 miles of gaps

152
00:28:38.250 --> 00:29:01.240
Samuel Piper: to those 800 miles of division sidewalks, and includes things such as sidewalks that are in need of repair. So, previous to the measure that was the responsibility of individual property owners to fix those broken, cracked sidewalks. And now this measure will move that burden from individual property owners, and place that on the city and county of Denver to create a program to repair.

153
00:29:01.240 --> 00:29:18.170
Samuel Piper: So right now Daddy is working to stand up this program. It represents a huge in in rapid escalation of the program that we'd established, using our existing funding sources, and the initiative was branded. Denver deserved sidewalks. So that's a little bit about

154
00:29:18.200 --> 00:29:26.340
Samuel Piper: who I am, and and the work that we've been leading on sidewalks in Denver and I'll I'll stop sharing, and i'll pass back now.

155
00:29:28.610 --> 00:29:45.020
Maddy Ruvolo (she/her): Great, Thank you so much, Sam. We're gonna move now into the the Q. And a. Section. I see we're we're starting to get some questions. I'm just gonna start off with that question of mine. I think we've heard a lot about

156
00:29:45.160 --> 00:29:59.720
Maddy Ruvolo (she/her): some tools that can help folks understand the current quality of of sidewalks and what what is currently out there on on the sidewalk. And i'm wondering for our research and data folks, how do you sort of envision

157
00:29:59.750 --> 00:30:16.240
Maddy Ruvolo (she/her): advocates and planners using these tools in their work, and how can they get access to them? And then for the folks who are more on the advocacy and planning side, how do you see these tools being potentially valuable for you? And how could you incorporate them into your work?

158
00:30:17.020 --> 00:30:20.220
Maddy Ruvolo (she/her): So i'll let anybody who wants to to jump in first. Go ahead.

159
00:30:22.090 --> 00:30:26.950
Mark Hallenbeck: I I always talk quickly, and so please shut me up when when when you wish.

160
00:30:27.050 --> 00:30:40.180
Mark Hallenbeck: The intent of our system is to actually make data available routinely on the web in a standardized format. So I think Google maps are openstreetm. I don't care. The the idea is that

161
00:30:40.220 --> 00:30:56.740
Mark Hallenbeck: anyone can write an application that accepts the data in a standardized format and then produces results from it. And once data shows up anywhere on the Internet in this format. So long as you know that the data is there, then your tools work.

162
00:30:56.790 --> 00:31:10.350
Mark Hallenbeck: So one of the things we're really interested in is to essentially help people build applications that help them describe, tell stories about the condition of their

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00:31:10.800 --> 00:31:12.300
Mark Hallenbeck: pedestrian network.

164
00:31:13.440 --> 00:31:17.230
Mark Hallenbeck: The core of that is what data do you have

165
00:31:17.260 --> 00:31:21.340
Mark Hallenbeck: right now? For the most part we're trying to put out the data that we can

166
00:31:22.000 --> 00:31:40.460
Mark Hallenbeck: collect at a at scale at a, at a cost that people are able to provide. And so things like permeability are really hard. It's not too hard to figure out where a sidewalk is. It's not too hard to have a pretty good idea of how wide it is.

167
00:31:40.460 --> 00:31:49.770
Mark Hallenbeck: but it it's hard to describe whether it's permeable or not, depending on how you decide permeability. So we like to have that value. But we're we're

168
00:31:49.840 --> 00:32:08.360
Mark Hallenbeck: we're reluctant at this stage to add that particular value into the data set, although it's designed to to accommodate it. And then what we want is people to come to us, or to simply say, Great! Here's a Api, which is the data standard. How you extract data out. I'm going to do this really cool application.

169
00:32:08.360 --> 00:32:22.720
Mark Hallenbeck: and as soon as Denver adds their data into this application, there into the data set, then look. Denver gets our application. So we want to work with Denver and say, oh, you know, can we help you? Stand up your data

170
00:32:22.720 --> 00:32:36.370
Mark Hallenbeck: and we'll talk to their planning people their advocacy, people and say, oh, you know, look if we describe it this way. Does that help you? You know my slides are just examples of how this might look. Do you want this as an index? Do you want this as a graphic.

171
00:32:36.400 --> 00:32:42.210
Mark Hallenbeck: You know, which one might be? Well, I don't know those answers. We want to talk to people, and then, once you build them

172
00:32:42.260 --> 00:32:47.050
Mark Hallenbeck: great, all your cool work essentially scales nationally. That's our goal.

173
00:32:47.080 --> 00:33:06.930
Mark Hallenbeck: It doesn't mean you can't download the data and do your old stuff. Those are also things we want to do. But we we want to help the Johns and the samples of the world display the things that are important to them. So part of that's collecting it. But part of it is, then the applications would take advantage of it. So that that's that's the concept behind what we're trying to do.

174
00:33:07.380 --> 00:33:22.830
Alice Grossman: And i'd say, you know, for people who are involved in in research beyond Marx Project. There's other people working on this, too, and a good place to just kind of look and see what's going on would be the Trb: Pedestrians Committee

175
00:33:22.860 --> 00:33:27.800
Alice Grossman: pretty much. Most of the sidewalk data collection research

176
00:33:29.120 --> 00:33:46.090
Alice Grossman: people are are going through through that avenue. So i'd say that's a good place to look, and just, you know, doing some quick literature of use. Google searches to see what all the options are out there. Obviously the marks work, I think, is a a fabulous option.

177
00:33:46.160 --> 00:34:00.480
Alice Grossman: but also to see, you know what data have already been collected. We we found when I was doing data collection and in Atlanta for a while. We weren't that the city didn't seem to remember that we had the data on and off.

178
00:34:00.520 --> 00:34:18.480
Alice Grossman: So that's also on us as researchers to make sure that we're communicating well with our policymakers. And so i'd say also, anybody who's on our side and the data collection side or the research side. Make sure that you're talking to people and make sure people know what you're doing, and how they can use it, and how they can apply it.

179
00:34:18.820 --> 00:34:25.580
Alice Grossman: And then, lastly, I I go back to some of the things that a number of the other panelists have mentioned with community engagement.

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00:34:25.670 --> 00:34:33.020
Alice Grossman: and getting that element of it, too. And that's one way, you know. Obviously the the city planners have ideas of what they want.

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00:34:33.100 --> 00:34:46.150
Alice Grossman: but the more they engage with different communities, especially from an equity, perspective. communities that are currently being underserved in a pedestrian infrastructure and pedestrian safety and health perspective.

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00:34:46.199 --> 00:34:54.380
Alice Grossman: That's also a good way, like Mark said we also, when I was working on sidewalk data collection, we had community members volunteering to do data collection for us.

183
00:34:54.400 --> 00:35:05.360
Alice Grossman: and that can help keep your cost down. It can help you do your data collection more quickly. It helps the community feel a sense of ownership over caring about the pedestrian infrastructure in their community.

184
00:35:05.480 --> 00:35:09.860
Alice Grossman: So lots of ways, I think to move forward productively.

185
00:35:13.370 --> 00:35:18.980
Maddy Ruvolo (she/her): Great thanks. And then I yeah, I see John is going to jump in. Yeah.

186
00:35:19.120 --> 00:35:24.700
John Yi, Los Angeles Walks: Yeah, I mean, that is always great with organizing work. And so I can work. When I, When you saw that I was like it, kind of remind me of like a Google

187
00:35:24.740 --> 00:35:37.540
John Yi, Los Angeles Walks: map search. Can you try to find a rout where you want to go? And it gives you the best pedestrian route? I think that's pretty bad as and right, because we do that for cars right. They give you the short card of the fastest way. We should have the same thing for potentially. So I dream of the day Google Maps takes that on you.

188
00:35:37.560 --> 00:35:45.560

John Yi, Los Angeles Walks: So dad, like this would help with the walk. Audits collecting an argument and making a case for safe streets or sidewalk fixes, especially when you engage in government.

189
00:35:45.810 --> 00:35:52.450
John Yi, Los Angeles Walks: And so I I think yes, across the board. I would just add this because I mean, the question is, how can this be made useful for community groups?

190
00:35:52.460 --> 00:35:57.930
And I I go back to what I was saying earlier, which is this is not a technical question. This is always a political question.

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00:35:57.990 --> 00:36:05.750
John Yi, Los Angeles Walks: and as such data can only take you so far when it comes to politics. You have to have an emotional component. You have to have sort of the popular component. And so

192
00:36:05.860 --> 00:36:23.240
John Yi, Los Angeles Walks: oftentimes, I think there is a there's a lot of focus on numbers and data which is important. But at the same time there's also an active storage of the community members. And so if there's a way to merge this kind of these kind of tools for stories, experience in the community. That sort of shows both those things. I think that'd be a pretty powerful sort of tool that we can use. I've seen like

193
00:36:23.580 --> 00:36:43.260
John Yi, Los Angeles Walks: gis mapping tools, where, like they show different sidewalks that are broken, and then you click on. You see the story of like a local community member and sort of what's happened to them because of that sidewalk so definitely, i'm coming to the recognize like emerging of data and added to it and community experience, it can be a pretty possible. So yeah, that's that's really amazing to let you have mark. So anybody share it with us.

194
00:36:43.350 --> 00:36:55.280
Mark Hallenbeck: I I agree completely with what you just said, John. It's absolutely it can't be data. It can't be stories. It's both, and when you have both you you have a much better chance of of making progress. Well said.

195
00:36:57.390 --> 00:36:58.090
Maddy Ruvolo (she/her): speak.

196
00:36:59.840 --> 00:37:08.740
Maddy Ruvolo (she/her): I think we're gonna move now to a slightly different question. I see we have a couple of questions in the chat that seem related to me about

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00:37:09.970 --> 00:37:22.480
Maddy Ruvolo (she/her): mixing use of sidewalks and and outdoor dining, and shared streets. And so i'm gonna ask a couple of these questions that we've received, and then asked folks to to chime in. So the first question

198
00:37:22.670 --> 00:37:36.640
Maddy Ruvolo (she/her): is that in San Francisco we're seeing resistance to contemporary street designs, such as shared streets due to accessibility concerns. How can we put street design in the city to be more pedestrian, focused in coordination with important accessibility requirements.

199
00:37:36.790 --> 00:37:53.620
Maddy Ruvolo (she/her): And then on a connected note we have a question. I'm: curious how you think about mixed use of sidewalks, especially since 2,020. I love outdoor events and parklet, dining, etc., but at the same time as a wheelchair. User some implementations of this block, or hinder my use of the sidewalk.

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00:37:53.640 --> 00:38:05.170
Maddy Ruvolo (she/her): I guess more generally, i'd love to hear people's thoughts on advocating for accessibility interests without getting red as opposed to projects like this. We've certainly seen this Pre Covid as well with things like street festivals.

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00:38:05.290 --> 00:38:07.930
Maddy Ruvolo (she/her): So again, this is sort of this.

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00:38:08.820 --> 00:38:18.650
Maddy Ruvolo (she/her): perhaps conflict. Or maybe there are ways out of this that has has emerged around like different uses of of street and sidewalks, spaces that take accessibility into account.

203
00:38:19.720 --> 00:38:23.380
Maddy Ruvolo (she/her): I'm wondering if there's some folks who have thoughts about that here.

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00:38:25.220 --> 00:38:32.240

Mark Hallenbeck: I I always have thoughts, but I talk too much. So anybody else want to go, or shall I weigh in? I'll go first, Mark, and you can go after me.

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00:38:33.300 --> 00:38:39.450
Alice Grossman: I I would say that I think both both of those people who have those questions touched on something that's really important.

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00:38:39.460 --> 00:38:42.920
Alice Grossman: which is that we have seen examples of it working

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00:38:43.210 --> 00:38:52.120
Alice Grossman: right? So just because usually this poses a accessibility issue, or often it's not designed. Well, places like the Us. Access Board

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00:38:52.160 --> 00:39:03.450
Alice Grossman: have great guidance on a lot of these types of designs. There's also papers out there that do best practices and different types of designs. I think necto generally has some good

209
00:39:03.550 --> 00:39:06.580
Alice Grossman: resources out there for this kind of thing.

210
00:39:06.610 --> 00:39:08.500
Alice Grossman: So I would say that, like

211
00:39:09.120 --> 00:39:12.040
Alice Grossman: most of the time, it is possible

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00:39:12.210 --> 00:39:18.050
Alice Grossman: it's just a matter of getting the right guidelines and information to the people who are doing the designing of it.

213
00:39:18.160 --> 00:39:21.600
Alice Grossman: to design it in an inclusive and safe and accessible manner.

214
00:39:21.780 --> 00:39:30.010

Alice Grossman: And so that's what we need to be pushing, for, you know, find those guidelines find those best practices, find those design guides, and put it in front of the people who are doing this

215
00:39:30.030 --> 00:39:34.070
Alice Grossman: and say, You know, hey, we can do this better like Don't do it wrong.

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00:39:34.260 --> 00:39:37.150
Alice Grossman: That's that's where we run into the issues

217
00:39:38.460 --> 00:39:56.710
Mark Hallenbeck: and and actually i'll. I'll support that. I I spent my morning in the Trb Disability Research Committee. What should we be proposing for research meeting right? And and they were specifically looking at what they the term would be temporary barriers to them, but it includes

218
00:39:56.930 --> 00:40:12.330
Mark Hallenbeck: parklets, and, you know, open cafes and whatever, and and they one of the things they would really like to understand better, and by this also construction events that destroy sidewalks or block sidewalks, while the construction of it is going on.

219
00:40:12.330 --> 00:40:30.990
Mark Hallenbeck: and one of the things they would really like are templates to be able to give cities. This is how you should do it. Look for these things. Make sure these things work, you know, and and it, of course, is way more complicated than we wish it was. But but I think that's a a really good idea. We do, in fact need better guidance.

220
00:40:30.990 --> 00:40:50.320
Mark Hallenbeck: and the big part of the guidance is the guidance needed by different con. Different individuals often is different, and we all struggle to understand how to be more universal in that guidance, but but definitely being able to put that guidance out there, engineers are really good at following somebody's guide.

221
00:40:50.320 --> 00:41:03.020
Mark Hallenbeck: they can follow the checklist. It helps educate them. So we need more of that in these new universal designs, whether it's shared street in a universal way, or whether it's in unit or more

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00:41:03.400 --> 00:41:17.220
Mark Hallenbeck: adaptive use of of our existing sidewalk space, so that guidance is a big thing and tier B is definitely looking at it, and if anybody has suggestions that means, pass them to me, and i'll pass them on to the committee that's trying to organize that work.

223
00:41:18.030 --> 00:41:25.960
Mark Hallenbeck: Don't, you see our hand go, or or Sam Go ahead, Sam. Oh, I, Matt, if we should, should I go or do you? Wanna

224
00:41:26.100 --> 00:41:28.990
Maddy Ruvolo (she/her): Yeah, you can go, and then John will chime in.

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00:41:29.900 --> 00:41:38.620
Samuel Piper: I'm sorry, John, for for jumping the gun there. Well, Mark, I just thought wanting to lead from your perspective.

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00:41:38.660 --> 00:41:47.560
Samuel Piper: So the COVID-19 pandemic, I really think, ushered in a a unique paradigm shift in how we approach transportation

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00:41:47.700 --> 00:41:52.130
Samuel Piper: as cities across the country. You know, we went from really

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00:41:52.240 --> 00:42:09.640
Samuel Piper: trying to change our transportation systems in kind of an incremental fashion. To really overnight cities across the country were successful and closing streets down to increase space for social distancing and businesses being able to expand to the public right of way to provide again more distancing.

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00:42:09.640 --> 00:42:19.370
Samuel Piper: And so, typically, you know, I work for a a transportation agency that is as mark noted, governed by design standards. And it was a

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00:42:19.420 --> 00:42:37.960
Samuel Piper: unique instance in my career where we were able to operate without those guidelines, in order to rapidly change the way our streets operated. And what we're seeing now is that desire to say people liked aspects of of of those enhancements to our streets, but they also

231
00:42:37.960 --> 00:42:54.860
Samuel Piper: introduce challenges, and I think accessibility is one that we were we. We we really needed to take a closer look to verify how we can make these spaces more accessible. And so right now Denver is developing both a shared street.

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00:42:54.890 --> 00:43:01.590
Samuel Piper: a design guideline as well as what we're calling an outdoor open places, design guidelines, so that we can provide

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00:43:01.690 --> 00:43:16.120
Samuel Piper: folks who are interested in doing both of those things better guidance in order to create streets that that operate well. And I think this underscores the need to really integrate folks

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00:43:16.270 --> 00:43:30.030
Samuel Piper: into those design guideline processes, so they they can be the ones to say, hey, we need to change this design detail. We need to make it wider to to make it more accessible. And so I think cities can do a better job in this space

235
00:43:30.030 --> 00:43:42.540
Samuel Piper: to to bring to to open up more doors into these collaborative design guideline processes, because we then do use them to build streets, and then I also think it reinforces that once we make a guideline, it can't

236
00:43:42.550 --> 00:43:54.560
Samuel Piper: just sit as a static thing and not be revisited and improved upon, and we always need to iterate in in transportation space to make even better and better street. So I think

237
00:43:54.730 --> 00:44:09.420
Samuel Piper: to to to summarize it. It's a good thing that we're creating more space for people in our cities across the country. I think the pandemic allowed us an opportunity to be more nimble in this space. But now we need to create better guidelines that

238
00:44:09.420 --> 00:44:20.790
Samuel Piper: formalize these spaces and into truly accessible places where people can safely operate and and manages conflicts between different modes on within these zones.

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00:44:26.400 --> 00:44:32.200

Maddy Ruvolo (she/her): Yeah, absolutely. I know. John had some thoughts about this as well.

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00:44:32.870 --> 00:44:34.060
John Yi, Los Angeles Walks: Oh, no, go ahead, Mary.

241
00:44:35.340 --> 00:44:38.440
Maddy Ruvolo (she/her): No, I I'm I'm turning it over to you.

242
00:44:39.250 --> 00:44:47.870
John Yi, Los Angeles Walks: No, I yeah. I just wanted to go there. There's a whole question about like the sidewalk space, especially when it comes to like people like outdoor joining. And you know

243
00:44:47.930 --> 00:44:56.800
John Yi, Los Angeles Walks: our sidewalk is getting busy, and there's people making tons of money off of our sidewalk space, public space. A lot of these are tech companies. and so I think you know it behooves.

244
00:44:58.030 --> 00:45:04.250
John Yi, Los Angeles Walks: Let me say this as an advocate. It takes me so it takes me so long to get one sidewalk fixed right?

245
00:45:04.260 --> 00:45:10.160
How am I supposed to go up against big tech companies who have billions of dollars that are trying to make a profit off for a public space.

246
00:45:10.220 --> 00:45:27.010
John Yi, Los Angeles Walks: And so in that kind of dynamic it's the responsibility, I think, of government to create, and some of my colleagues who are setting a sort of a standard of what the quality should be. And I don't know how it is in other cities. I can't speak on that, at least in Los Angeles. There, there's been sort of a resignation of that, and you sort of see a wild wild West when it comes to our sidewalk space.

247
00:45:27.090 --> 00:45:39.980
John Yi, Los Angeles Walks: And so it's something that's actually really needed. And Rc. For example, is a comprehensive and a coherent approach to our sidewalks. Who can use it? How do we repair it? Who are the who pays for it, and who benefits me? And there there's just no sense of like conference and approach that. I think

248
00:45:40.730 --> 00:45:44.540
John Yi, Los Angeles Walks: sort of a an example of that is in La. We don't even have a capital infrastructure plan

249
00:45:45.010 --> 00:45:57.540
John Yi, Los Angeles Walks: like a list, right? And so other cities have sips and their side. What's a part of those sips? But, la! We don't even have that, and so I think it just goes to show the systems issue that we're facing. Ultimately it is up to the Government to really be able to figure this out.

250
00:45:58.420 --> 00:46:05.470
Alice Grossman: I think that one of the important things you also just said that we haven't touched on. Yet, John, is the idea of funding and financing these projects.

251
00:46:05.490 --> 00:46:11.880
Alice Grossman: and the pushback that I usually hear. When you know it's well make it accessible. We know how to do it there.

252
00:46:11.990 --> 00:46:24.810
Alice Grossman: or we can figure out how to do. It is well that's so much more expensive, and we can't afford it, or we can. Only, you know we have to cut the number of projects by 70, if we're going to make them accessible, because that's what we have in the budget.

253
00:46:24.910 --> 00:46:27.100
Alice Grossman: But when we do see

254
00:46:27.290 --> 00:46:32.930
Alice Grossman: other entities coming in and making money off of our public infrastructure.

255
00:46:32.940 --> 00:46:40.410
Alice Grossman: We can centralize charging for it as well. Right. So if you want to park your vehicles on this public infrastructure, then.

256
00:46:40.530 --> 00:46:48.720
Alice Grossman: you know, maybe the city or the county, or whatever the jurisdiction is, can think about ways to utilize

257
00:46:48.760 --> 00:46:53.230
Alice Grossman: that as a way to make more funds available to then also

258
00:46:53.260 --> 00:46:57.670
Alice Grossman: be able to create the infrastructure that's inclusive, that we want.

259
00:46:58.420 --> 00:47:10.520
John Yi, Los Angeles Walks: like the amount of Amazon trucks that are double parking. I live in Korea town in Los Angeles the amount of Amazon trucks that are costly double it. It's everywhere right? The scooters that are also on our sidewalk spaces are everywhere. So

260
00:47:10.670 --> 00:47:14.300
John Yi, Los Angeles Walks: it's it's it. The communities are impacted. But someone is making a buck off of all that.

261
00:47:18.120 --> 00:47:22.950
Maddy Ruvolo (she/her): Thanks, and I think it's a good point that These barriers are both

262
00:47:23.080 --> 00:47:28.890
Maddy Ruvolo (she/her): infrastructure, where, like the physical infrastructure issues of the physical infrastructure, but then also

263
00:47:29.000 --> 00:47:42.020
Maddy Ruvolo (she/her): like items in the right of way, and and how that impacts people's ability, and how those things are not necessarily static. But the experience that somebody might have if they're constantly encountering.

264
00:47:42.310 --> 00:47:47.550
Maddy Ruvolo (she/her): You know, a scooter or or vehicles along there right away on the sidewalk.

265
00:47:48.110 --> 00:47:50.170
the barriers that that causes.

266
00:47:51.030 --> 00:47:59.360

Maddy Ruvolo (she/her): I'm gonna move us. Now there's some great questions in the chat. I see Also some folks are answering some of the questions in the chat.

267
00:47:59.790 --> 00:48:05.900
Maddy Ruvolo (she/her): I'm. Seeing a question so about sidewalk data and working with people who are blind and low vision

268
00:48:05.940 --> 00:48:23.060
Maddy Ruvolo (she/her): that the characteristics of street crossings, particularly intersection properties, like the number of lanes across the presence of slip lanes, and so on, as something that's quite important. And the question is, is there any work being done to standardize intersection or crossing properties in data

269
00:48:23.060 --> 00:48:30.660
Maddy Ruvolo (she/her): to help provide this critical information to people who are blind and low vision. And I see Mark is jumping on this question.

270
00:48:31.170 --> 00:48:47.660
Mark Hallenbeck: Stocking! Shocking! That Mark would jump on these questions. So yes, we are definitely working on that. The real question is, how much can we put in? I I just finished typing a question on on, you know, when is the sidewalk standard published. We have a version.

271
00:48:47.660 --> 00:49:06.700
Mark Hallenbeck: the the but that version is based on work that was a couple of years old that we knew is we. We we need to update, and we have a new list of updates. There's a big meeting. Open the past conference on Friday and Saturday of this week. We will get a lot more information out of that we have. So we have a list of things we're going to improve. So

272
00:49:06.700 --> 00:49:24.370
Mark Hallenbeck: the the the answer is, we are well aware of the issues associated with visibility, or and excuse me with the giving information to people who have vision disabilities, and we are trying to figure out exactly how we can code that objective information

273
00:49:24.370 --> 00:49:32.360
Mark Hallenbeck: in ways that we can deliver it so that people can use it. So the the vision side actually is

274
00:49:32.500 --> 00:49:42.170

Mark Hallenbeck: probably the most complex for us to handle in terms of of data. We we're working directly with the lighthouse for the blind, on how we collect that information

275
00:49:42.190 --> 00:49:57.050
Mark Hallenbeck: a life has to do with what tactical information exists that we can tell you about, so that you can use it in order to be able to orient yourself and move forward. And and I would say, I do not know those answers.

276
00:49:57.050 --> 00:50:15.180
Mark Hallenbeck: But there are people in our project that are working as hard as they can to actually collect that in for, or figure out how to describe that information objectively. And and so, yeah, it's, it's it's a huge topic within our standards

277
00:50:15.180 --> 00:50:24.250
Mark Hallenbeck: update and within our data collection. And I I do not. I do not expect us to have up the perfect answer. I hope that our

278
00:50:24.280 --> 00:50:33.250
Mark Hallenbeck: update to the standard gets us 90 to 95 of the way there. But that left last 5 could be pretty hard in that area.

279
00:50:33.600 --> 00:50:49.160
Mark Hallenbeck: so that that that's the best I can say in that we're really aware of it. We have a special project with Washington State duty right now they have a an issue to close crossings where they particularly want to put a sign essentially there. That, says Don't cross the street here.

280
00:50:49.160 --> 00:51:07.170
Mark Hallenbeck: and they they're trying to decide. How do we actually indicate that in the tactile way for people who don't see or can't read the sign, and that that's an ongoing project until they figure out how they're gonna to do that. We can figure out how they're gonna how to describe it in our data standards. So there's there's gonna have to be an update process.

281
00:51:07.170 --> 00:51:25.140
Alice Grossman: But yeah, we're really aware of the problem. And hopefully, we'll solve parts of it, if not all of it.

282
00:51:25.140 --> 00:51:28.730
Alice Grossman: Sidewalks were listed as attributes to road data.

283
00:51:29.020 --> 00:51:34.950
Alice Grossman: Right? So there wasn't even an option right? It was sidewalk, yes or no, essentially.

284
00:51:35.100 --> 00:51:54.180
Alice Grossman: And so then, how do you get any of this additional information? So by taking the sidewalk networks and sidewalk data like what Mark is creating, we can then start thinking about how we add all of these different attributes, and what more information we need? And we have a framework that we're able to build upon to add that information.

285
00:51:54.380 --> 00:52:06.350
Alice Grossman: So you know, just again as a baseline you've got to. We've got to start getting these sidewalk networks to be their own data set, so that we can even start thinking about and adding all of this important information.

286
00:52:06.690 --> 00:52:16.460
Mark Hallenbeck: And and there have been questions asked about our tooling. We're trying very hard to build the tooling, some of which exist so you can hand a map stuff. We take advantage of the open street map tooling

287
00:52:16.460 --> 00:52:26.970
in order to add these things in. And again we're trying to produce documentation. Please code it this way: an open street map, and that allows advocacy groups to actually go map their neighborhoods.

288
00:52:26.980 --> 00:52:43.710
Mark Hallenbeck: and we just have to make sure that the way they map it can be extracted and and and displayed. So part of it's what you map. Part of it is the tools to map it. And again, we're trying to make that easier. But the goal is that advocacy. Groups can then be able to say

289
00:52:43.910 --> 00:52:56.350
Mark Hallenbeck: in my neighborhood. I can map my neighborhood so people can use it. I I have this desire. There's a a walk score you go on any of the real estate sites Red Fin, Zillow whatever, and you can get a walk score.

290
00:52:56.350 --> 00:53:16.100

Mark Hallenbeck: but walk score doesn't actually know where any sidewalks are, and it sure is he doesn't know whether they are curb ramps, and you can actually roll there in a wheelchair, or whether they're tactical delineators, that if you have vision impairments that you can't, you know, Get your way around. We want to be able to make that so that you have scores that tell you. This is a great neighborhood for you to live in.

291
00:53:16.100 --> 00:53:25.790
Mark Hallenbeck: because you can get to whoever you are. Whatever your mobility characteristics are, you can get to a grocery store and 3 bus stops, and you know this park.

292
00:53:25.790 --> 00:53:43.180
Mark Hallenbeck: You know this is a great place. Don't live in this other apartment, which is, you know 20 bucks a month less in rent, but you can't get to anything given who you are. We want to put those tools in your hands, but then we want other people to help us. Say, you know we need these features. We'll code these features for you.

293
00:53:43.180 --> 00:53:59.540
Mark Hallenbeck: We want to to give you power, because then you can go talk to the La City Council. Then you can go argue why Denver should give you money to repair this, or to add a curb ramp here. We we want to be able to help you tell your stories, and we want you to help us collect the data that allow you to tell your stories.

294
00:54:01.450 --> 00:54:03.150
Mark Hallenbeck: I talked to much. Sorry.

295
00:54:03.500 --> 00:54:20.650
Maddy Ruvolo (she/her): Oh, this is great information, and sounds like really valuable tools. So it's really exciting. We are reaching the end of our session. So I just want to give all of our panelists an opportunity to share any closing thoughts, any

296
00:54:20.680 --> 00:54:31.880
Maddy Ruvolo (she/her): lessons learned that they also want to share any, You know messages that they have either for their fellow panelists or for folks who are thinking about sidewalks and transportation equity more broadly.

297
00:54:32.950 --> 00:54:34.630
Maddy Ruvolo (she/her): Yeah, so I I guess

298

00:54:34.800 --> 00:54:54.400
Maddy Ruvolo (she/her): i'll open it up if anybody wants to to start off. I know, Sam, you. I think you had mentioned that there were a lot of. There were some challenges that you had encountered working on the measure 307 and Denver, I don't know. Maybe if you want to share some some challenges or lessons learned from from that.

299
00:54:54.400 --> 00:55:11.070
Samuel Piper: you know. Large infusion. Yes, I I I think maybe i'll close with. It is such an exciting opportunity that the Denver is found itself into scaring from the rest of the panel that the citizens have voted for a dedicated funding stream to to fix our sidewalks in Denver.

300
00:55:11.160 --> 00:55:16.810
Samuel Piper: and as we embarked on what came out of our 2,018 plan, which was kind of a

301
00:55:17.060 --> 00:55:27.320
Samuel Piper: a small version of what we we are now encountering. We realize that we we know what we need to do to make a better sidewalk network. But as you heard today.

302
00:55:27.420 --> 00:55:43.120
Samuel Piper: there that the cost of them, the pace of them. We we we want to be able to go faster, but there's there's challenges associated with with. Right away do we build into this street? We have standards of how wide they should be. But we're working in constrained rights of way.

303
00:55:43.120 --> 00:56:01.520
Samuel Piper: So I think it's just something for this audience to be aware of. The Denver is going to be working on, I know, for a fact. We're going to be learning a lot in a year in 2 years that we could share back. But I think it's on kind of an unprecedented effort nationally for the city the size of Denver to have such a funding source.

304
00:56:01.630 --> 00:56:14.900
Samuel Piper: and presents very in a very exciting opportunity to to get it done to do to do it. But we're also grappling with some of the challenges of how do we operationalize the vision that the citizens have set forth.

305
00:56:14.980 --> 00:56:25.270
Samuel Piper: and and i'm sure there'll be more to come. So thank you so much for the opportunity, and and it's so good to to meet all the fellow panelists and learn about your areas of expertise.

306
00:56:25.280 --> 00:56:31.440
Samuel Piper: Thanks for giving us the opportunity. If anybody's got any question about what's up in Denver. I don't hesitate to reach out.

307
00:56:33.810 --> 00:56:40.090
Maddy Ruvolo (she/her): Thanks, Sam John. Do you want to share some some closing thoughts from a long time. Organizer.

308
00:56:40.150 --> 00:56:44.600
John Yi, Los Angeles Walks: Yeah, I'll, you know. I'll close with this and i'll close definitely with Gabriella's. Pl. There's this question.

309
00:56:45.090 --> 00:56:49.940
John Yi, Los Angeles Walks: And and if you read a question that's like a lot of stuff in there about how many things you got to think about.

310
00:56:50.260 --> 00:56:55.430
John Yi, Los Angeles Walks: you know, fixing sidewalks, maintaining some of our current side while it's dealing with like East hooters.

311
00:56:55.440 --> 00:57:04.380
John Yi, Los Angeles Walks: and it is quick and overwhelming. I get overwhelmed as an organizer, and I will say that sometimes we put a lot of burden on communities to understand these. Content

312
00:57:04.480 --> 00:57:24.710
John Yi, Los Angeles Walks: sometimes like, for that community should be left alone. You know we shouldn't become engineers overnight, and have to figure out what a speed hump does, or what a good current. But sometimes it should be automatic, those basic services of safety. And so, my I I I believe, with this, and I I said this earlier. This is not a technical question. We know what it takes to get safe streets. We have the research, the study designed all of that. This is a political question at the end of the day.

313
00:57:24.900 --> 00:57:30.850
John Yi, Los Angeles Walks: And so to your question that we all I would say. you know it's. It is overwhelming for the ending of day. It comes down to election.

314

00:57:30.880 --> 00:57:44.310
John Yi, Los Angeles Walks: making sure we vote in the right people in the right position, the power to make the decisions and prioritize pedestrian. See if we prioritize our sidewalks, because that is for me, in my opinion, how will that the systems change that we need is changing political leadership?

315
00:57:44.590 --> 00:57:46.350
John Yi, Los Angeles Walks: Thank you. Everyone for the time.

316
00:57:48.270 --> 00:57:51.710
Maddy Ruvolo (she/her): Thanks, Alice, or mark any final thoughts.

317
00:57:52.710 --> 00:57:57.240
Alice Grossman: Sure, I think you know, to to kind of piggyback on that when you're thinking about.

318
00:57:57.400 --> 00:58:02.420
Alice Grossman: you know I do policy, not politics. But obviously these things are related.

319
00:58:02.450 --> 00:58:17.040
Alice Grossman: So when you're trying to make those impacts, I'd say also, you know, remember that sidewalks are about safety. They are about public health. They are about economic opportunity. And so there's lots of different ways to think about walking and sidewalks

320
00:58:17.070 --> 00:58:24.880
Alice Grossman: to be able to frame the benefits in a way that are ways that are really going to speak to the people who have the decision making power.

321
00:58:24.930 --> 00:58:29.310
Alice Grossman: So think about what the right framing is for your situation.

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00:58:29.380 --> 00:58:37.770
Alice Grossman: and you know. Come, come to us as as researchers, or whatever, when you need that information as well.

323
00:58:37.840 --> 00:58:43.000
Alice Grossman: I think that's you know one of the ways that we can continue to to try to

324
00:58:43.070 --> 00:58:44.530
Alice Grossman: by the uphill battle.

325
00:58:45.530 --> 00:58:47.470
Maddy Ruvolo (she/her): Thanks, Alice, Mark.

326
00:58:47.950 --> 00:59:04.200
Mark Hallenbeck: All i'll say is, I I just love being on these panels. I love to hear from from Sam and John and Allison what's going on? I love the interaction from the community that's listening, you know. Go, get them, and if I can help if if if we can help.

327
00:59:04.200 --> 00:59:16.920
Mark Hallenbeck: let us know. But yes, please get out there and tell your stories, Advocate, understand your local politics, and and play it to the Max. Take it, take advantage of what other people are doing to tell those really good stories.

328
00:59:17.920 --> 00:59:34.130
Maddy Ruvolo (she/her): Thank you. Well, and thank you. Everybody for coming and joining us today. Thank you for for hosting us. Thank you to all of the brilliant panelists for sharing your experiences, and everybody asks questions, and contributed to the discussions in the chat.

329
00:59:34.210 --> 00:59:40.530
Maddy Ruvolo (she/her): This is a really great conversation. I'm really happy to be here with you all. So thank you, and have a great rest of your day.

330
00:59:40.930 --> 00:59:42.250
Mark Hallenbeck: Thank you.