

WEBVTT

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Jackson Nutt-Beers / SPUR Public Engagement (They/Them): Hello, everyone. My name is Jackson Napier, and I am a senior associate of public engagement at Spur. Thank you so much for joining us for this Digital discourse today. Many of you here today are spur members. So thank you so much for your support. If you're not a member, I encourage you to join us for spurs, ongoing work and using education, policy, analysis, and advocacy to make our cities and region more progress

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Jackson Nutt-Beers / SPUR Public Engagement (They/Them): prosperous, sustainable, and equitable places to live. 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@spirit.org slash join.

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Jackson Nutt-Beers / SPUR Public Engagement (They/Them): I'd also like to note that the spur public engagement team has launched our summer public programming calendar. So please check that out on our website@spread.org slash events. We have a lot of really cool events coming up this summer

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Jackson Nutt-Beers / SPUR Public Engagement (They/Them): next week. We also have a lot of really great events. on Tuesday, at 1230 Pm. We'll be having a one on one discussion with the Oakland Department of Transportation director, Fred Kelly. Then on Wednesday, at 1230, we'll be hosting Oakland District 4 Council Member Gianni Ramachandran about her vision for the district.

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Jackson Nutt-Beers / SPUR Public Engagement (They/Them): and both of those events will be held virtually via Zoom. So come back here and join us virtually and then on Wednesday we'll be hosting an in person spur member social as well, so that'll be 5 to 7 pm. At the urban center. So be sure to join us for that one as well.

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00:01:56.070 --> 00:02:15.639

Jackson Nutt-Beers / SPUR Public Engagement (They/Them): but today's digital discourse. And the reason you guys are all here. is justice and the interstates. When the Us. Interstate system was constructed, spurred by the Federal Aid Highway Act of 1956, many highways were purposely

routed through poor communities and communities of color which were destroyed, isolated from the rest of the city, or left to deteriorate

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00:02:15.810 --> 00:02:37.949

Jackson Nutt-Beers / SPUR Public Engagement (They/Them): justice in the interstates, examines the toll taken on these communities over the past 7 decades, details, efforts to restore these often segregated communities and makes recommendations for moving forward. It opens up new areas for historical inquiry, while also calling on engineers, urban planners, transportation professionals, and policymakers to account for the legacies of their practice.

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00:02:38.510 --> 00:03:02.680

Jackson Nutt-Beers / SPUR Public Engagement (They/Them): And today we are joined by 2 of the authors of the book. First up we have Amanda Phillips to Lucas. Amanda is the director for the Baltimore neighborhood Indicators alliance. The Jacob France Institute. She did her post doctoral fellowship with the Carry Institute of ecosystem, studying or ecosystem studies, studying perceptions and governance of urban greening projects in Baltimore and cities across the United States.

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00:03:02.760 --> 00:03:22.419

Jackson Nutt-Beers / SPUR Public Engagement (They/Them): In 2,018, Amanda received her Phd. In Science and Technology studies from Virginia Tech. She also has degrees from Virginia, Tech, Nyu Gallatin, and Bennington College. Her dissertation examined how activists and community groups in Baltimore use technical data to protest urban interstate construction in the late 1,900 sixtys, and 1,900 seventys.

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00:03:23.220 --> 00:03:44.089

Jackson Nutt-Beers / SPUR Public Engagement (They/Them): Next up we have Ryan reft. Ryan received his Phd. And Us. History from the University of California, San Diego, in 2,014. Since 2,017 he has served as co-editor of the Urban History Association, blog the metropol. He is co-editor of East of East, the making of greater Almonte and justice in the Interstates, the racist truth about urban highways.

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00:03:44.120 --> 00:03:57.159

Jackson Nutt-Beers / SPUR Public Engagement (They/Them): His work has appeared in anthologies, academic journals, and popular publications, such as Kcet in Los Angeles and the Washington Post. The views expressed here by Rough, do not reflect those of his employer.

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Jackson Nutt-Beers / SPUR Public Engagement (They/Them): And lastly, we do want this to be an interactive conversation for up with all of you, and plan on spending as much time as possible

engaging with you, so I encourage you to use the chat box to share any thoughts that you may have

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00:04:08.780 --> 00:04:33.339

Jackson Nutt-Beers / SPUR Public Engagement (They/Them): and then I also encourage you to submit any questions that you may have for the panelists. By using the Q. A. Panel, it should appear as a button at the bottom of your screen. We do have some time left at the end. for Q. A. So, as the conversation continues, please do submit them in the Q. A. Box, so we don't lose them throughout the Forum. And then once in the next few days we'll be sharing a copy of the Recording Transcript and chat with everyone who's registered.

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00:04:33.820 --> 00:04:54.279

Jackson Nutt-Beers / SPUR Public Engagement (They/Them): So thank you all again for being here today. And with that we're just gonna jump right into it. So, Amanda Ryan, thank you so much for coming today. We really appreciate it. Very happy to have you. I guess my first question for the both of you is, you know, where do the oranges of this book originate and kind of you know what were the motivations for the both of you to take part in this project to produce this book.

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Ryan Reft: Yeah, let me just start with how it it began Amanda came on a little later and was absolutely critical to the project, but it began as a web project for the Metropol Sarah Joe Peterson, who is both a planner historian, and the author herself, came to the what the Metropol, and said she was interested in creating an argument or based around a set of pieces that said that we needed a truth and accountability structure to look at

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Ryan Reft: the history of interstate highway construction in in particular the myth that the way that the Federal Government funded and created the highways

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Ryan Reft: was unintentional in its aspects or in its effects on communities of color, and that they always intended for inter urban transportation, but not intra urban transportation, and that all those negative effects were because of municipal officials. you know, machine politicians. And you know, basically urban renewal.

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00:05:58.030 --> 00:06:21.860

Ryan Reft: But in fact, you know, when you go back and you look at the literature Sarah Joe did. And really, sir, Joe's piece is what kind of frames the entire project and kind of pushed it forward. it's actually much more complicated than that. And the truth is that the Federal Government did,

and was very aware of the intra urban potentialities of the highway system, and they very knew very well the effects it was going to have, but then whitewashed it through literature. In the seventies, eighties and nineties

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Ryan Reft: that made it seem like it was this thing that happened out of thin air, and it was all unintended consequences when reality is, it was much more complicated than that.

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00:06:31.310 --> 00:06:52.230

Ryan Reft: She brought this to us. And I said, Well, this is a great idea. What do you want to do, and she had this initial piece. But we need to build around that. So we got a number of authors in particular, to kind of help out with that, and we wanted to make it. You know, one of Sarah's big things, sir. Joe's main contentions, and I I think the Amanda probably agrees with the Us. Lacks or robust cultural analysis

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Ryan Reft: that combines, like historical inquiry, top down policy history along with the concerns and experience of practitioners. as a means to look at these, the to store, these projects moving forward and backwards.

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Ryan Reft: and then at some level. We tried to create that in the book, and that's when folks like Amanda came on

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Ryan Reft: Daniel Wiggins, who didn't write for the book, but did right for the Blog Post series Joseph Rodriguez, who's an academic Reuben Anthony, Jr. Who was actually a government of issue, oversaw aspects of construction in Milwaukee. but a number of other folks that I'll let Amanda kinda chime in here because she came on at this point because Island press contacted us after we published these initial essays that had really good response. And hey, we think this can be a book a Sarah. Joe didn't think she could do the editorial side. So Amanda and Rebecca Red Slap, who also contributed to the Web series, as did her

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Ryan Reft: co-author Josh and Zanz, who is also a practitioner and planner and Amanda came on and we agreed, Rebecca, man, I to kind of put together this project. man, do you? Wanna a comment? Sure. Yeah. So to not even back up further, but just to say I was not involved in any of the initial conversations. But I also like really, but it in

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Amanda Phillips de Lucas: and emailed Ryan, and was just just said, This is my area of expertise. I would like to contribute. And he was like, Well, maybe we could slot you in which is just to say, sometimes it's worth being a little annoying and emailing people, and seeing it. there's a room for your voice, because I never imagined, when I submitted the essay to the Metropol, that this would snowball into a book. I was very early stage in my career. I was

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Amanda Phillips de Lucas: in the middle of the post doctoral fellowship at that point in time. So It really snowballed into a fantastic editorial opportunity. So once we had heard from Island Press, and we had gotten so much positive reception on the initial metropol series.

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Amanda Phillips de Lucas: we began to sort of sketch out. What did we think that this book would look like? What additional perspectives were needed on the ground, and that really started quite an interesting engagement process with community practitioners and advocacy. both individuals and groups on the ground to sort of bring them into to the book.

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Amanda Phillips de Lucas: and it wasn't a smooth process. We had some agreements that dropped out. We had it it. It took a much sort of different editorial, I on some of these because

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Amanda Phillips de Lucas: I think Ryan and I are both really used to reading history and reading policy analysis, but it was much different to sort of look at a a critical piece from the eye of an advocate who'd been working on the ground for it. This is Amy Stelling in New Orleans, which is the the last chapter before the conclusion. it to sort of say, how does

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Amanda Phillips de Lucas: how do we bring this voice, and to really resonate on all of the other chapters. So it was a really interesting editorial

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Amanda Phillips de Lucas: experience as well, because we really had to think about, how do all these stories connect not only over a historical timeframe a policy time frame, but into actually the the community perspective. And I think that that really resonates throughout the book.

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Ryan Reft: Yeah. And I would just add to that in terms of like, why, you know, why interstate construction? And I think because it's a

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Ryan Reft: it does 2 things right. On the one hand.

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Ryan Reft: it demonstrates the myth that we're trying to kind of combat here in the sense that there's no doubt that the highway system was needed on some level, that it is an engineering fee, absolutely that that's like kind of on arguable. However

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Ryan Reft: it also demonstrates the kind of impact, of decades, of policies that were made at the expense of the minority populations and kind of the culmination of them. What I mean by that is so like highway construction begins under the Bureau of Roads.

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Ryan Reft: like late thirties, like the Royal Seco, Parkway and the Congress Street Street Highway, the In. In Chicago, the the the the right of Sacco Parkway, one of the first in the nation, is in the La

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Ryan Reft: and basically the Bureau. Rose is technocratic, not really monitored. And so when they build roads, a lot of a rural highway, somewhat urban, but they tend to go around communities when you get to the Interstate Highway Act, you're building on decades of other policy. So first, you have during the new deal, you have housing policies that instituted redlining that basically damaged communities, black Latino communities and immigrant communities and some white working class ones as well, because they are rated very lowly. And then banks would not give loans

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Ryan Reft: for for people of color. That meant that they were stuck in these computing communities that were the only access of housing for folks there were, couldn't get loans for upkeep and renovation were overcrowded because the black Latino Asian folks could not live on their places. So they have to overcrowded to these communities. And then these communities end up being deteriorating because they're not getting funds. They're not being.

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00:11:39.530 --> 00:12:04.529

Ryan Reft: they're not getting the kind of sanitation and other kind of aspects policing even the other areas do. And so then they become, quote unquote light or slum, in which case you get urban renewal by the forties and fifties which says, Hey, we need to get rid of all these blight slum areas and build highways through them. And they say highway act us in this kind of new way of building highways much more modernistic amidst the Cold War technocratic. Instead of going around communities, they want straight lines and engineering fees.

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00:12:04.530 --> 00:12:17.029

Ryan Reft: Which means that these communities that have been designated as blighted because of the folks that live there, not because they're bad because of racial policies that were adopted by the Federal Government and expanded at the State and Federal level. then

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00:12:17.030 --> 00:12:37.530

Ryan Reft: also basically victimize these communities also. So what you see. When you finally get to the highway construction, you actually see folks like Mayor Daley using highways to re re re-segregate Chicago or Sam Engelhart is discussed by Josh and Zanza and Rebeccarett's lab in their their chapter. Sam Embarr, who pioneered racialized gender.

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00:12:37.800 --> 00:13:02.789

Ryan Reft: The gerrymandering in Alabama then is also the highway director who they use the highway construction to go through civil rights communities and black institutions to undermine the black community, or even La, where you get the East Los Angeles Exchange, which really victimizes Latino communities, were then forced to spread out other communities in the San Gabriel Valley, and so the advantage of looking at this history. And it's it also coincides with the cold war suburbanization, democratic change of cities, the civil rights movement.

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Ryan Reft: So it really kind of is a way not only into highway construction, but also into this layered kind of look at American history, and how, even when things are like don't necessarily say race in them. If they're built on policies that were racially cognizant in that way, they will still have racial impacts. But ultimately.

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Jackson Nutt-Beers / SPUR Public Engagement (They/Them): yeah, thank you. I think that makes a great point. Because I think a lot of people don't really recognize the ways through which the highway system has impacted specific communities. It was targeted to really impact those communities. So I really appreciate that you were that you raised that point, my my next question. And you kind of touch on this a little bit. you know the physical structure of many communities across the United States today, it's, you know, centered and catered towards automobiles. So you know, can you talk about

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Jackson Nutt-Beers / SPUR Public Engagement (They/Them): kind of like the origin of the hybrid system in the Us. And how it's construction in the United States. kind of impacted the folks living in these communities where the highways were created. So just talk about how kind of what impacts it really had kind of on those communities like how they identify with community and like the fabric of this communities and how how those were impacted.

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00:14:14.130 --> 00:14:17.930

Ryan Reft: Sure and and I know I'll I'll start Amanda. You can. You can follow up

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Ryan Reft: so just an example to what Amanda was talking about earlier and like how we were pursuing in a a diversity of voices

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Ryan Reft: to to look at this. So one example to answer your question is to look at the chapter on St. Paul by tierra bills as an engineer in Ucla

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Ryan Reft: shared discusses. She's discussing solutions that they're coming up with. to kind of remedy this highway that was built through the Rondo community in Saint Paul, literally rendered it to 2, to 2, and basically one side here on one side there. what's indicative of it to to your question is that you know, for you know, as noted, the Bureau of Road starts in 1,916.

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Ryan Reft: it's not that highways. It's not that they're on highway acts before 1,956, either. but the Bureau of Roads really wasn't monitored by anybody. There was no department of transportation to oversee it, and so basically did what it wanted didn't really

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00:15:02.450 --> 00:15:27.079

Ryan Reft: consult with folks too much. Now you get highway acts in 1,944, 52 and 54 that do kind of begin that process. But you don't till 56. You don't get it till the Federal Government is really funding a lot of the the highway structure. So basically, those earlier acts, the Federal Government might have funded a new highway like 50 if it with the 56 act that goes up to 90%. So it, you know, it really raises the incentive for highway building

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Ryan Reft: right? And from 1,958 to 1,966. That highway project is the largest source of Federal funding to the States. So. It is a massive, massive, massive project, and it has a massive effect, because, as noted, when you have the history of redlining which was established under the new deal

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Ryan Reft: and draw it on

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Ryan Reft: the practice of private industry. That basically what it does is it hardwires the system such that banks, once they know that. You know, loans are going to be backed up by the Federal Government, and the Federal Government has ranked communities a, you know, recording

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00:15:56.970 --> 00:16:14.780

Ryan Reft: color. They've colorized, the red lining being the worst based on the communities heterogeneity, particularly if there's a presence of look. Immigrants, African, Americans, Latinos, or Asians. Those communities get redlined can't get loans. And because those communities can't live just anywhere because of segregation.

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00:16:14.780 --> 00:16:26.899

Ryan Reft: basically, those communities get overcrowded because as you get more and more folks moving to the city in this period. minority folks can only go into this meet, which, and if you can't get money for renovation and maintenance lead to deterioration.

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Ryan Reft: Then they get labeled as blight. And when you ever been renewal light was specifically identified as things they want to remove from these days because they're worried about the organization taking away from cities. And then, of course, just minority communities become an afterthought when you have that kind of the decision making and I could go on. But I think Amanda probably has plenty to to add to that.

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Amanda Phillips de Lucas: sure. So I got into this project initially, when I was writing my dissertation specifically because I was really interested in, how did community and activist groups like participate in order to shape the actual technological form

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Amanda Phillips de Lucas: of the highway like that was, it's kind of a key theme in my field of Sts is like, how do common people shape technology. So I was really interested in that fundamental question. And I was aided by an archive at the University of Baltimore that

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Amanda Phillips de Lucas: basically has all the community records of the many community groups that were involved in highway building in Baltimore, From about the 1960 s. To 1970 s. Onward and

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Amanda Phillips de Lucas: it it more broadly. We see these sort of activist movements that popped up around the building of interstate highways. sort of called freeway revolts. they all, I would say, city, the city have different characteristics which is not uncommon in community organizing.

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Amanda Phillips de Lucas: I think we might be able to make some broad assessments that the white and wealthy community groups were particularly a bit more successful, although that's not always the case. across the board.

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Amanda Phillips de Lucas: But in the Baltimore specific context here, which I I oh, not only because I love Baltimore, and it's my job to like Baltimore, but I, the the Baltimore case is really fascinating, because for anyone who has not been to our illustrious city. we have a 1.3 2 stretch of highway that's built in the middle of the city that doesn't connect

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Amanda Phillips de Lucas: to anything. So, and that 1.3 2 stretch of interstate highway goes through Herland Park and Santown Winchester, which are sort of at. We're historically red line areas, sites of urban renewal. it sort of impoverished What you know would have been called sums in the 1930 S. And 40 S. And policy documents.

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Amanda Phillips de Lucas: So this was intentional in many ways, and you can see that in the very early planning documents that came in in like 1,944, by our good friend Robert Moses, who was hired by the city of Baltimore and

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Amanda Phillips de Lucas: His plan for Baltimore was to displace over 19,000 residents to build a arterial highway right into the heart of the city that would drop off the cars from the suburbs, and then everyone could leave

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Amanda Phillips de Lucas: And as one city council member said in response to this report, this report poses a mountain of human misery which so

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00:19:23.950 --> 00:19:25.830

Amanda Phillips de Lucas: everyone knew it was coming.

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Amanda Phillips de Lucas: I But those plans were on the Well, they weren't passed while they weren't sort of accepted. They were

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Amanda Phillips de Lucas: on the docket, so to speak. So there. So, in addition to the disinvestment that was already going on. There was a sense that well, we're not going to make investments in these communities because we know that highway plans are coming. So many of the West Baltimore activist groups. And there were a few of these groups. it.

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Amanda Phillips de Lucas: They have much different kind of claims to what they want out of highway building than what we might see in other parts of the city which we're really anti highway groups, whereas the West Baltimore groups

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00:20:03.890 --> 00:20:19.760

Amanda Phillips de Lucas: they were looking for mixed. Use solutions. They were, you know, put in a highway, but cover it, or can you give us interim? Use spaces like playgrounds, things that can make our cities and our neighborhoods usable while this construction is happening.

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Amanda Phillips de Lucas: They also These groups also requested some changes in design standards that we're not, wouldn't have been allowed under the Federal Highway Act and sort of the standards of building roads they wanted off ramps. They wanted to access

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00:20:36.090 --> 00:20:40.239

Amanda Phillips de Lucas: to this road that was going through the community.

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Amanda Phillips de Lucas: and I think that those sort of historical documents are a really important story in how we look at activism, too, because these are,

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Amanda Phillips de Lucas: Pretty tangible claims that could have been made that could have been done And instead, we we didn't. And we built a 6 lane highway in the middle of the city that is still there and doesn't connect to anything. So there were options on the table and possibilities for future development that we're just not pursued. for for many reasons.

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Amanda Phillips de Lucas: But we often call to looking to wanting community participation in projects. I think we very rarely see the fruits of that labor. And there's a history to that process, and that was sort of my

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Amanda Phillips de Lucas: it, both horrifying and favorite part of writing the chapter.

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00:21:33.610 --> 00:21:40.789

Ryan Reft: Yeah. And you know, I would just add to that. It's like, you know, a point that you know Amanda kind of made tacitly and I guess I did, too, is that you know.

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00:21:40.870 --> 00:22:05.419

Ryan Reft: when they build these highways they destroy these communities. They remove homeowners from their home. They, while they do competitive, they don't compensate them. What we would argue is probably the market rate, and you get the elimination of the transfer of generational. Well, for these communities, too. So it's not just that they lose their community, or it's been rendered into 2 pieces. It's also that you're talking about. You know the the one of the primary ways, families, whether this is good or bad. It's a look at different discussion when the primary ways families build well this through their

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00:22:05.420 --> 00:22:16.189

Ryan Reft: through their home ownership. And again, that that's a bigger discussion. But nonetheless it robs him of that ability. And you know, and local actors use the Federal, and you know, different places. Local actors act differently. But it was.

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00:22:16.190 --> 00:22:34.110

Ryan Reft: you know, several people who are interviewed back in the fiftys about this use, like the racist equivalent of term to describe the communities if they're going to build the build the highways through. So clearly, it was on the minds of some of these urban planners and and and officials as well. And I would just add finally, is that one of the kind of the the

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Ryan Reft: magic of the highway is that it was always couch in a language that wasn't really racial, but actually like modernistic and tech technocratic. So it made it sound like the future all the time, in a way that was kind of like a deraciated, almost right such that, you know, if you look at California like Southern California when they're building highways out there in the fortys and fiftys towns that resistant were presented as being like recalcitrant

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00:22:56.960 --> 00:23:07.699

Ryan Reft: and opposed to modernity. So you know you you couch it in language that isn't racial, even though the effects are very racial, and you make it seem like this march of linear march of progress when it's not.

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00:23:08.170 --> 00:23:33.160

Amanda Phillips de Lucas: And we do not talk about this in the book. But we can't sort of deny the impact of the the Belgettis exhibit at the 39 World's Fair, or the feature on the exhibit. I mean, millions of people attended that there were lines out the door of that exhibit week after week, month after month, it was.

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00:23:33.160 --> 00:23:53.630

Amanda Phillips de Lucas: I want to like, see what it looks like, but that really captured the imagination not only of the public but of designers as well. And there's some really interesting shifts in spatial perspective that happen over the course of that exhibit. That meant that made you sort of step into modernity

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00:23:53.630 --> 00:24:18.289

Amanda Phillips de Lucas: and that it that was very much in the ethos. I you know it. It was the vibes and and and I don't. I I don't think you know, ours is a very specific history about urban interstates and the sort of, and the impact of of communities and urban spaces. But it it's also unfair to sort of deny that broader history of

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Amanda Phillips de Lucas: people were excited about what interstates meant as a as a country. There was a real momentum behind. You know what that would mean.

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Ryan Reft: Our ownership was increasing every day, you know, for decades on end, and you know, so some of it. That's the complicated part of the story. Is that yes. On the one hand, you know, you have these actors who we can point fingers at. But, on the other hand, you do have to look in the mirror a little bit too. and our embrace of automobility has come at a cost to for some parts of our our, you know, society.

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00:24:48.560 --> 00:25:11.239

Jackson Nutt-Beers / SPUR Public Engagement (They/Them): Yeah. And I think it's interesting when you talk about, you know generational wealth and home ownership, and you know I did. When I was in grad school. I did a lot of research in Nashville, which is like coincidentally, my hometown and it's for those that don't know. There's like 3 different interstates that connect in Nashville, interstate 65, 40, 24.

93

00:25:11.680 --> 00:25:27.269

Jackson Nutt-Beers / SPUR Public Engagement (They/Them): And when they were constructing those communities. It was just a large black neighborhood called North Nashville, where they just like went right through that neighborhood without any input from the community. And it was like one of the few places that people of color could live at the time.

94

00:25:27.650 --> 00:25:43.719

Jackson Nutt-Beers / SPUR Public Engagement (They/Them): And you know, and doing my research. I talked to a lot of people who and I was really interested in learning how to change the literal change of physical space in their communities, kind of like impacted their sense of belonging and their int in their connection with their community.

95

00:25:44.340 --> 00:26:10.120

Jackson Nutt-Beers / SPUR Public Engagement (They/Them): and you know, a lot of people didn't have they lost this like sense of community, or like they lost this connection to this place that they've called home. And it's it's very interesting, because national is kind of going through this Renaissance now being this, it city and where people are moving to because the cost of housing is lower. But you can still get a really nice home. And so it's it's interesting to kind of see this happening again.

96

00:26:10.120 --> 00:26:31.849

Jackson Nutt-Beers / SPUR Public Engagement (They/Them): and urban spaces where there are like large black populations who are relegated to specific parts of the city, which is like now, the prime area where a lot of these you know, people are wanting to move to so. And Jackson, could I just comment on that? Because it is funny. I have a friend who works in development from I used to teach high school in New York City. So he he works in New York. But to this point.

97

00:26:31.850 --> 00:26:58.749

Ryan Reft: He, he said to me, and he's a nice guy but he's like not a historian or anything. And like he was saying that well, great thing with Nashville is, if there's no racism, there's no like segregation. And some of these, and I was like, well, that's because they built highlights through the black communities in Nashville. So like what was there? And that's a chat. One of our chapters actually talks about that. What I'll come to later. But to your point. That's one of the reasons we wrote this book is because there is this idea that you don't see the costs, because the highway pave them over.

98

00:26:58.750 --> 00:27:09.710

Ryan Reft: but they're there, and you just have to look below the service. I'm not saying Nashville is racist in the morning and other places. It, you know, probably isn't. I'm just saying that there has been a similar history there, even if it's not evident, because it's been paid over.

99

00:27:10.220 --> 00:27:20.560

Amanda Phillips de Lucas: I I recognize that Nashville is not Memphis, but, Ryan. Do you want to talk about Overton Park a little bit, now that we're we're in Tennessee.

100

00:27:21.010 --> 00:27:26.030

Ryan Reft: Sure, I mean we Do you want to jump to that, Jackson? Or we can also come to it later.

101

00:27:26.520 --> 00:27:28.170

Jackson Nutt-Beers / SPUR Public Engagement (They/Them): Yeah, we can go ahead now.

102

00:27:28.200 --> 00:27:37.620

Ryan Reft: So what's good is that the the over the park example kind of like the factors into what you were talking about. So there's this, and also the so

103

00:27:39.100 --> 00:27:58.670

Ryan Reft: one of the response that people have about the highway structures like, well, these unintended consequences happened. But in the sixties we passed all these environmental laws and the movement that Amanda refer to as the free revolts pushed back. And well, we we corrected this right. And now you had. You probably have a environmental history of environmental law and historic preservation law that protects communities. Well.

104

00:27:58.710 --> 00:28:04.669

Ryan Reft: to some extent, that's true, and to some extent that's not so. We we looked at the Overton part case, which was a famous civil of

105

00:28:04.760 --> 00:28:18.909

Ryan Reft: Scot. This case, Supreme Court case, in which Thurgood Marshall issued the majority ruling. And what's good about this is it gets it 3 kind of things. We're talking popular, political and popular support for environmental reform in the moment during the Sixtys

106

00:28:18.970 --> 00:28:23.249

Ryan Reft: public participation that Amanda can follow up on to and kind of explain, like the

107

00:28:23.530 --> 00:28:29.290

Ryan Reft: some of the like the the parts of it that may not seem so obvious that can actually hold you back

108

00:28:29.540 --> 00:28:40.509

Ryan Reft: the role of courts and judicial view. So one, you have the citizens preserve over the park that organizes itself to oppose construction of i. 40 that you mentioned through this park.

109

00:28:41.020 --> 00:28:54.149

Ryan Reft: you know, it's led by this middle upper class kind of group so specifically a known as Stoner Who is The wife of businessmen had their own experiences in finding highway construction. Carlos Smith, who was like a local academic.

110

00:28:54.280 --> 00:28:56.649

Ryan Reft: And they basically they put they

111

00:28:56.930 --> 00:29:05.760

Ryan Reft: put forth a a very aggressive form of kind of push back in which they they lever all their their their political capital.

112

00:29:05.850 --> 00:29:12.800

Ryan Reft: they write lots of letters. They lobby officials, they meet with officials and eventually they go to court.

113

00:29:13.180 --> 00:29:28.060

Ryan Reft: this happens at the same time that in Texas a a similar highway is being being proposed. We built through the bracken ridge. almost parklands and in both cases you know what happens is, laws come along that help them

114

00:29:28.060 --> 00:29:50.309

Ryan Reft: adjudicate their arguments right? So in the. For, for example, in the Overton part case you get the 62 Highway Act, and then the 66 Federal Highway Act, which creates the department transportation and the key phrase that when they are planning highways they need to consider feasible and prudent alternatives to highway plans. If they fail to do that then folks have legal standing to take action.

115

00:29:50.460 --> 00:30:20.029

Ryan Reft: there's the 1,969 Napa act. But to be honest, that has less effect on these highway construction than the the Federal Highway Act of 66, which d Ot. and that has to do with the feasible and prudent language. Right? So basically in in Texas. basically, Sam Yarborough steps in. Who is a Senator then? And as an as an amendment to the 66 Federal Highway Act that includes historic preservation to to protect the Bracken Ridge, almost parklands, at least for a period

116

00:30:20.100 --> 00:30:22.849

Ryan Reft: and in Overton they eventually

117

00:30:23.030 --> 00:30:35.329

Ryan Reft: they go. They take it to court. And basically they win. And the you know, Thurgood Marshall, issues this this decree and it and it it on some levels. It's good, because yes, it's great that you protect parklands.

118

00:30:35.410 --> 00:30:49.259

Ryan Reft: However, the problem is events space. It then privileges parklands over other other places and then fractures. The kind of the activist community into these. That's silos. But in 2 separate competing camps in this orbit that no one gets a kind of foothold in.

119

00:30:49.590 --> 00:31:08.300

Ryan Reft: and it demonstrates one that you really do have to have it one. These are all white at middle class activists, using all their political power and money. Even Overton Park had to like. Basically they were going broken, had to had to place the lobby for funds from folks to pay for all their court actions and while they do win on at the same time, you know.

120

00:31:08.300 --> 00:31:32.770

Ryan Reft: most African Americans did not live in places that were adjacent to parklands that they could use these types of arguments. So, for example, to Nashville, the same time that this is happening is to your point, they're going to build i. 40 through a historically black community in Nashville. you know, Fist University. Was there a number of other kind of prominent institutions? you know, they do form a similar type of committee to oppose it. That uses very similar tactics.

121

00:31:32.770 --> 00:31:48.980

Ryan Reft: lobbying, letter writing, meeting with officials, but they use a civil rights law to protest, and they do get the highway halted for a period. But when it gets to the the the Federal courts, they basically turn them down, even though that when they have the information session or the the the

122

00:31:49.020 --> 00:31:59.880

Ryan Reft: the public hearings, it was acknowledged by the Supreme Court that these public hearings were the notices for them had the wrong day on them, and they were only posted in like 4 places.

123

00:31:59.880 --> 00:32:25.899

Ryan Reft: so one not disseminated to incorrect information, and yet all the courts still upheld the decision. Scotus refused to hear the case, so the the ruling at the lower courts that basically allowed for the highway to be built through this community stood. And what it demonstrates is that, yes, where these laws put into place. And yes, they did work for some communities, but for African Americans in that period. If you did have a political capital on a system of segregation, it wasn't going to help you.

124

00:32:26.090 --> 00:32:36.340

Ryan Reft: And then, when you do get historic preservation laws in the, in the decades that follow, and in relation to over the park, the midtown neighborhoods that surrounded those historic preservation have often been the really the

125

00:32:36.590 --> 00:33:00.920

Ryan Reft: the purview of white middle of an upper middle class communities who were able to take advantage of it, such that you know, I think Memphis is over 60% black and like under 30 white. And yet the midtown communities over 45% white and under, I think, then 35% black. So it flips the demographics of the State because those communities have been able to use over to park for those historical preservation remnants and historic preservation law overall. According to the article I saw a couple of years ago in the New Yorker.

126

00:33:01.100 --> 00:33:27.650

Ryan Reft: covers less than 3% of all historic preservation properties, many of the African, American or Latino, or other groups, properties that were considered historically either destroyed. They were to arson by, you know. Very kind of, you know, cynical landowners, or just deteriorated over time. Or or we're the kind of buildings that we're just like, important, historically, but not architecturally and historic preservation tends to favor the architectural aspect of this and not the community. History of

127

00:33:27.650 --> 00:33:36.130

Ryan Reft: so it kind of embodies all those things, and also demonstrates that you know court rulings are only going to take you so far in 2,014. There are Milwaukee example by

128

00:33:36.270 --> 00:33:52.120

Ryan Reft: Professor Rodriguez and and Ruben Anthony they did in 2,014. There was actually the Black Health Coalition, Wisconsin, when a major victory over construction plans there where they got 13 million that they put towards a express bus lane for interstate residents who worked in the suburbs.

129

00:33:52.120 --> 00:34:16.530

Ryan Reft: However, that was described as a landmark decision in 2,014 meaning those decisions don't happen very often, and even at the Supreme Court level. I think today the court ruled against environmental interest. And I think in general, the environmental interest record under Nepal, for example, is like, Oh, for 12 or something. It's pretty bad. So that's just to say that that case, that you kind of reference, and the Amanda kind of mentioned it kind of embodies a lot of like both the myth making, and also kind of the the

130

00:34:16.810 --> 00:34:21.339

Ryan Reft: not the negatives of public participation, but the limits. And Amanda can expand on that last part.

131

00:34:21.960 --> 00:34:37.530

Amanda Phillips de Lucas: Yeah, I I well, just sort of to briefly say, while Neepa didn't necessarily influence the judicial decisions. What Neepa did introduce was the sort of 2 required public hearings, and you'll see over and over and over in

132

00:34:37.530 --> 00:34:54.759

Amanda Phillips de Lucas: It transcripts from community meetings, from sort of planning tactics and confronting the highways in my archives in Baltimore. And I'm assuming across the Us. You know. How do we use the these public hearings to to delay? They became sort of a delay tactic?

133

00:34:54.760 --> 00:35:14.160

Amanda Phillips de Lucas: So if dates were wrong, if the not enough groups were notified. That was sort of call for the groups to, you know. Either go to the courts and continuing lawsuits to say, Hey, you didn't meet this requirement of Nepo. We have to go back to the drawing table. So it did become a very. It. It became a

134

00:35:14.300 --> 00:35:28.609

Amanda Phillips de Lucas: procedural tactic that was used in or in like activist spaces to delay highway building. The one other thing that that I think is interesting and is not as

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00:35:28.610 --> 00:35:53.609

Amanda Phillips de Lucas: developed as what's in the book, but is something that I'm beginning to dig more into is a Baltimore also had a it. One of the segments of the highway was going to be routed through Gwynn Falls, Lincoln Park, which is a old growth forest on the west side of Baltimore. it. It gave me a lot of poison iv this weekend, so it might have been better if it was a highway. I don't.

136

00:35:53.610 --> 00:36:09.409

Amanda Phillips de Lucas: No, I really shouldn't be weighing in. you know. I don't know if I can be an objective observer right now, but it it's still there. It's still a very nice park, but It is the westward route. In order to get into the city of Baltimore.

137

00:36:09.410 --> 00:36:27.539

Amanda Phillips de Lucas: Gwyn Falls. We can. Park has a long history of of stewardship which the the Friends group there now will will tell you, started at the at their highway protest. They're very proud that they were able to stop the highway protest. But As Ryan mentioned before.

138

00:36:27.540 --> 00:36:39.460

Amanda Phillips de Lucas: in order to make a claim to make a legal claim to stop a highway through park area you had to have standing, and there weren't a ton of park groups prior to

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00:36:39.520 --> 00:36:44.750

Amanda Phillips de Lucas: interstate construction. So how did these groups get standing?

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00:36:45.010 --> 00:37:06.219

Amanda Phillips de Lucas: there were big nonprofits like the Sierra Club, who came in and gave groups funding to start and organize, to get standing in order to take these cases, to to the judiciary and in the Baltimore archives it's very clear that this caused tension between different groups.

141

00:37:06.220 --> 00:37:21.109

Amanda Phillips de Lucas: What the city, what? Walmart? A big coalition group of neighbors across the city who were trying hard to work with each other. Despite racial demographic class differences, there was real attempts to stop the whole highway.

142

00:37:21.270 --> 00:37:22.230

Amanda Phillips de Lucas: Once

143

00:37:22.350 --> 00:37:34.999

Amanda Phillips de Lucas: money came in for park specific lawsuits, though that coalition activity began to follow part of it, because you was much more difficult to take a legal case

144

00:37:35.000 --> 00:37:56.629

Amanda Phillips de Lucas: against the entire highway design than it was to stop a single segment. So there was frequently a lot of money to stop these park segments, and those were the cases that were invested in, because that was sort of the. These were the test cases that were emerging with these these sort of changes in Federal policy, and because of that

145

00:37:56.770 --> 00:38:18.869

Amanda Phillips de Lucas: you didn't see a ton of momentum to sort of challenging. You know whether a city needed an interstate. To begin with, there wasn't the framework in order to be able to do that. And that really really fractured activist activity in in and organizing momentum. Once that influx happened. And I I think that that's

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00:38:18.870 --> 00:38:29.080

Amanda Phillips de Lucas: it. An important, but under study, part of this as well, is, you know, where were resources diverted in the cases that one

147

00:38:29.080 --> 00:38:52.739

Amanda Phillips de Lucas: which is, you know, a next direction I'm interested in. But I think for anyone on this call who sort of is in the environmental space. Right now, we're seeing huge influxes of money for community forestry from Ira funds for investment in kind of environmental assets in the city, and we often think about those in terms of distribution. Where will things be

148

00:38:52.740 --> 00:39:22.300

Amanda Phillips de Lucas: same thing as with the highway? Where will it go? Whereas we really need to be thinking about these broader systemic effects of can we invest invest in our systems of forested areas? Can we invest in our systems of street trees. and start from the outside in which it the in Baltimore. It's very much. Our outside areas are highly disinvested. It will be different patterns in different cities. But can we sort of build up our systems to counter these

149

00:39:22.490 --> 00:39:28.029

Amanda Phillips de Lucas: really long and complex legacy of harm that that we've implemented.

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00:39:29.730 --> 00:39:38.349

Jackson Nutt-Beers / SPUR Public Engagement (They/Them): Yeah, I think that is a great segue into. We have an audience question here that I think goes right into that. So this is also just a friendly reminder that

151

00:39:38.350 --> 00:40:01.310

Jackson Nutt-Beers / SPUR Public Engagement (They/Them): we are accepting audience questions. So be sure to submit any questions that do come to your brain. into the Q. A button at the bottom of your screen, and then we will get to them shortly. So this question from Andrea, she asked, what cities do either of you know up that are actively working to remove segments of highways and reconnect reconnect communities and to repair the original harm that's been done. So there any

152

00:40:01.310 --> 00:40:07.680

Jackson Nutt-Beers / SPUR Public Engagement (They/Them): examples out there that either of you know that are that are addressing this? I mean one. I mean, one example

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00:40:07.970 --> 00:40:11.970

Ryan Reft: isn't about room rooming the highway, but rather kind of reuniting

154

00:40:12.140 --> 00:40:21.569

Ryan Reft: the community that was rendered into by the highway. And that's the reconnect rondo program, which is put together by well covered by tier bills in our

155

00:40:21.780 --> 00:40:40.429

Ryan Reft: in the book. Basically, when I run those a a nonprofit organization, they want to build a land bridge over the highway that reconnects these 2, the community that have been divided because one of the issues about the construction, like, for example, in Chicago, was that it isolated these communities from jobs, from opportunities and all kinds of stuff like that.

156

00:40:40.430 --> 00:40:57.889

Ryan Reft: By billing the language you would, and re back the community, both literally by reconnecting it, but also to the amenities and to the other opportunities over the language, and set and reduce the need for automobility between the the space that's one example, and that's in progress. They're trying to work towards that. I mean, in terms of like the general kind of

157

00:40:58.210 --> 00:41:14.080

Amanda Phillips de Lucas: way to address this. And I think Baltimore actually, do you want to talk about bathroom? I'm sure they have Amanda

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00:41:14.190 --> 00:41:29.239

Amanda Phillips de Lucas: for as long as they've been built for the moat for a a good part, but more recently, with justice, 40 funding and the sort of recomme reconnecting communities grants that have come through to to deconstruct to

159

00:41:29.390 --> 00:41:41.550

Amanda Phillips de Lucas: Take a part to do these sort of reworkings of space land bridge coverage mixed use. There's a lot of lot of proposals on the table, and I think that's also why I don't want to step into that space. I don't.

160

00:41:41.560 --> 00:42:01.370

Amanda Phillips de Lucas: I looked at it from the past. I don't think I have much of a voice in what comes next. And I I don't think I should either. but I I wish I had the figures in front of me but one of the I recently read an article that there were just so many applications to these reconnecting community grants and so few

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00:42:01.370 --> 00:42:12.639

Amanda Phillips de Lucas: projects could get funded from what a pretty sizable pool of money these are very expensive. there are a lot of groups. Amy Stelli, for instance, has been working with

162

00:42:12.650 --> 00:42:41.119

Amanda Phillips de Lucas: different urbanist groups across the Us. For almost a decade, on plans, on concept, and like shirts on different ways to sort of. Take down these interstates. There's been plans and momentum for many years, and now that there's money we're finding. Oh, my gosh! There's cities all across the Us. And we're grappling with these these same issues. And this is very, very under resourced. in in it. so I I

163

00:42:41.210 --> 00:42:55.829

Amanda Phillips de Lucas: I think that these are both. We've got some potential to do some restorative work in cities. but there needs to be more investment. There needs to be a focus on ground up on

164

00:42:56.470 --> 00:43:03.390

Amanda Phillips de Lucas: it it reparations particularly for the housing side of things. you know.

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00:43:03.650 --> 00:43:20.300

Amanda Phillips de Lucas: complex issues require complex solutions. that I think that's where we're at with this sort of next phase of of this. And and the one thing I will say is, when I started doing research on urban highways, which was

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00:43:20.500 --> 00:43:49.220

Amanda Phillips de Lucas: almost 10 years ago. Now I thought the idea of taking down I like urban highways was preposterous, like I. If someone, when someone said that to me. I was like, Yeah, that will never happen in an American context. And we're seeing it. And like, I am so grateful to be proven wrong, that there are real conversations that are happening about this, that there's real momentum. But there's investment being made in in taking these downs because this was not a policy

167

00:43:49.220 --> 00:43:52.640

Amanda Phillips de Lucas: horizon I saw on our future. And that's really cool.

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00:43:52.970 --> 00:44:02.370

Ryan Reft: Yeah, let me just add to that and to to I mean this point. there haven't. There has been some removal of highways. There are times there like in Milwaukee, where they do try to do it in. The

169

00:44:02.370 --> 00:44:25.329

Ryan Reft: local folks have actually, despite the the fact that they were victimized by years ago, they have been made adjustments and now take like taking away is actually resisted. So we actually, the book does actually present kind of like a an umbrella of solutions to kind of follow. And I just run through them real quickly. They're not as they're honestly site specific to that question, but they do provide, they can over to and kind of address some of Amanda's points or right one is that

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00:44:25.350 --> 00:44:53.530

Ryan Reft: to the accountability utilized infrastructure we already had. The Federal Government already has a number of university transportation centers. They could dedicate one or or create a new one. Folks on the harms of highway construction and development of methods to undo set harms. We already we already budget money for research in this area. So there's no reason not to specialize in this. In particular. The Transportation Research Board is another existing institution that could dedicate itself to this. And then, if you look. In the past we've used commissions

171

00:44:53.530 --> 00:45:17.960

Ryan Reft: to study a situation and then put forth solutions and then adopt them. So the Commissioner wartime relocation in terms internment of civilians. Steven Hkashidae wrote our conclusion, and we're getting and made many of these kind of policy prescriptions. Right? he also wrote the book. Better buses for better cities. So this is someone who's, you know, an advocate and a practitioner. he said, like, look at the Japanese and term and funding query. And they, they basically

172

00:45:17.960 --> 00:45:29.080

Ryan Reft: they. They use historians practice, and others to kind of look at that. What happened under internment and come up with a set of solutions. And that's how we end up with the redress movement in the in the 1919 eighties.

173

00:45:29.080 --> 00:45:54.609

Ryan Reft: So something like that for highways land bridges who are discussing. You know there are land bridges and other places like in the stitch in Atlanta as well, and Clyde Warren Park in Dallas. So it's not just a a St. Paul expand public transit through bike ways, public transit better and safe for pedestrian walkways and congestion pricing. That's more like a small bore kind of local level type thing, but nonetheless does add up, if you do it, enough places, and for the example, Milwaukee so

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00:45:54.650 --> 00:46:02.380

Ryan Reft: they they're not removing highway, but because cold weather cities require highways to be kind of updated and and make maintained over time. There's always kind of

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00:46:02.740 --> 00:46:21.690

Ryan Reft: periodically returns to like, Hey, what can we do this time? So with their with their market interchange project they basically found a way to at least incorporate more. They they could large 500, I think over 500 million Mega project broke it up into smaller pieces so they could then contract 2 firms that were

176

00:46:22.000 --> 00:46:48.940

Ryan Reft: traditionally either marginalized because of size or race. So they they drew. They drew in more inner city residents for his workers, and more inner city contracts from kind of work on the highway, so at least, that the folks have been affected by the highway construction could then, oh, I guess, perform it. This is the negative part of it. You you're not really changing the highway in the situation. You're kind of just helping the folks who are victimized by kind of, I guess. Improve it. but so it's not a perfect solution, but at least gets more. Act the agency for local folks into that.

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00:46:48.940 --> 00:46:56.730

Ryan Reft: And then, you know, a final round is like a point more highway reformers, 2 State transportation agencies you could reform funding such that

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00:46:56.730 --> 00:47:17.130

Ryan Reft: instead of block grants aligned Federal funding along performance test for like environmental benefits, land use safety, and then, like folks like Deborah Archer, who's a civil rights attorney, and this coming up their own book on highway construction, you know, use a, a, a racial equity impact statement, the multi agency multi domain and regionally focused statement that accounts for systematic and perverse racial biases.

179

00:47:17.130 --> 00:47:37.299

Ryan Reft: and then develop fair and equivalent of policy, using the same things. The the the justice system has uses for years, and the D. Ot. Already uses it for some urban transportation projects. You could expand this to State governments and make it more of a uniform kind of a policy. And that's just kind of an umbrella I just wanted to cover. We do offer those prescriptions throughout the book, particularly in Stevens. conclusion.

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00:47:39.540 --> 00:48:06.759

Jackson Nutt-Beers / SPUR Public Engagement (They/Them): Yeah, thank you so much. There, there were a couple of examples that you referenced about. you know them being like local solutions to like these like larger issues that are being F, or that we're facing across the country. So I also recognize that the book is is kind of structured in that way. So could you talk a little bit about you know how the book examines like a national issue through like local problems, and like why the book was chosen to be structured that way.

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00:48:08.050 --> 00:48:15.990

Ryan Reft: Yeah, I mean. I would say that like Sarah Joe's Peterson's introduction are kind of our first piece in the book kind of lays out the national

182

00:48:16.070 --> 00:48:29.269

Ryan Reft: situation, I guess. And then we want to go on the local one, because there's this book by this guy. This is story Mark Brilliant, that came out a couple of years ago, called the Color of America, and really just looks at California and says, Look, you've got all these different groups. They're all subject to racism.

183

00:48:29.420 --> 00:48:34.900

Ryan Reft: But that race is an identical to each group, and the way each group responds is going to be different. So

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00:48:35.160 --> 00:48:37.860

Ryan Reft: what I what I mean to say by that is that

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00:48:38.150 --> 00:48:50.200

Ryan Reft: you know, highway construction affected different groups of different places we often think of as as afflicting African American communities in particular, but in like on the West Coast and in Texas, it also affected Latinos. And you know, as well.

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00:48:50.210 --> 00:48:51.559

Ryan Reft: and so

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00:48:51.930 --> 00:49:20.410

Ryan Reft: how those things play on the ground are different. So you know, for example, in La, with the construction of East Del Rey interchange, you got this the destruction of a Latino community and forcing them out to the San Gabriel Valley, which was a working class, white community, basically replacing those populations. And so you come up with the spine of Latino Homeowners, who are forced out in this tragic circumstance, but nonetheless, become one of the strongest political kind of Latino groups in in the Us. As Mike Davis points out, and one of the most diverse

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00:49:20.760 --> 00:49:26.970

Ryan Reft: saga Valley is now like a large portion of Asian, American, and Latino homeowners, and this gets to the the different effects.

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00:49:27.120 --> 00:49:40.979

Ryan Reft: Latinos were affected by highway construction, too, but suburbanization, even though they face discrimination as the nation Americans, the civilization has been particularly perverse. negatively perverse for African Americans. And so this is to the point that, yes, we have a national

190

00:49:41.220 --> 00:50:10.350

Ryan Reft: interstate highway system. But at the local level it does impact groups differently. So African American systemly didn't have the same access in some of the communities, such as in Alabama, to those other suburban locations that Latinos and Asian Americans were able to kind of carve out in Southern California, for example, and that's to to variety of factors. We don't need to like dig into too deeply. But just to say that the those effects need to be looked at at the local level, too, because they are very specific to the local. Even if, as a man to point out, there's an overarching similarity to all of them.

191

00:50:13.490 --> 00:50:14.819

Amanda Phillips de Lucas: The

192

00:50:15.330 --> 00:50:35.680

Amanda Phillips de Lucas: the one other thing I would say, and I I was trying to pull up some other city names. But in in the 2020 census We saw great growth in cities. sort of across the board, but there are a few notable exceptions. Baltimore was one where we lost population. I think Memphis was another one, and

193

00:50:35.960 --> 00:50:52.029

Amanda Phillips de Lucas: There are a few. There are few cities that lost population when we sort of dig into the trends of where population loss is happening in Baltimore and in these other smaller cities we find that we're seeing similar racial

194

00:50:52.030 --> 00:51:11.929

Amanda Phillips de Lucas: patterns. We are seeing that communities and neighborhoods that lack connectivity both in terms of road and public transit connectivity. Those are the neighborhoods that are are leaving and and moving out to exurven or suburbanization, that

195

00:51:11.930 --> 00:51:28.019

Amanda Phillips de Lucas: to suburban areas that either have that connectivity or are just sort of more desirable places to live based on the conditions in the city. So there's long term impacts here. it, there's a lot on

196

00:51:28.280 --> 00:51:47.619

Amanda Phillips de Lucas: connectivity within and throughout regions. some of these highway building projects have effectively created spaces and neighborhoods that people are completely cut off from the rest of the city unless you have a car. So this is all to say that

197

00:51:47.620 --> 00:52:12.050

Amanda Phillips de Lucas: the many strategies that we have for enhancing connectivity in our urban areas are one of the keys to reversing population loss in cities that are experiencing that trend. another sort of. And this is a Baltimore specific example. But I wouldn't be surprised. It's happening elsewhere. We see a growing in our aging population, in

198

00:52:12.050 --> 00:52:17.810

Amanda Phillips de Lucas: in our city, and we see that aging population is growing in our like

199

00:52:17.810 --> 00:52:42.569

Amanda Phillips de Lucas: sort of edge neighborhood, so ones that are very close to the county line. Those are also the communities that need enhanced connectivity that will need mo mobility link that will need buses. that will need bike lanes. I know we think about Bike Lane just for bikes, but I also see people in wheelchairs using them constantly in front of my door that these are important pedestrian lanes. that we can sort of

200

00:52:42.570 --> 00:52:51.520

Amanda Phillips de Lucas: implement and invest in to make sure that our cities are more and more accessible. I think every single author who contributed to this

201

00:52:51.790 --> 00:53:05.609

Amanda Phillips de Lucas: that this book is gonna have an example from their archive, from their research somewhere, a a road, or a thoroughfare, or a main street, or a boulevard that was just like cut in half

202

00:53:05.660 --> 00:53:25.900

Amanda Phillips de Lucas: and you know, sometimes there are desire lines still connecting that where people cut across the highway to get there. Sometimes they're just like abandoned buildings and chops on either side. But I think at the heart of it. Our urban interstates cut off connectivity to so many communities.

203

00:53:25.900 --> 00:53:53.379

Amanda Phillips de Lucas: And so, as we think about these next steps, it's about well, what do we have to do to reconnect them and make these neighborhoods better places to live? with healthier infrastructure, and and just sort of a better quality of life for those who have been most harmed. and the highways are a really effective tool for showing people that they're much more visible than our sewer systems, which are just as poorly maintained.

204

00:53:53.700 --> 00:54:05.499

Ryan Reft: Yeah. And just looking at some of the comments, I think. And how are here? Just to a point, I think is important to highlight is that she's right. There were folks that did remain like in in East L. A. In our chapter by go over to Strata and Jerry Gonzales.

205

00:54:05.500 --> 00:54:30.500

Ryan Reft: you know, there were folks that remain. But, as and Howard points out in the comments, they were subject to less parkland and increasingly noise, pollution and environmental pollution that they were subject to living around. And you know, even with the environmental movement. When you do have the environmentalism. Improving some of these local neighborhoods, it also leads to environmental gentrification as an hour point. So also, which is a very good point that some of these solutions have their own problems baked into them. So you have to kind of, I think.

206

00:54:30.500 --> 00:54:33.549

Ryan Reft: reconnect rondo initiative, has tried to

207

00:54:33.730 --> 00:54:42.670

Ryan Reft: look at the gentrification issue as well in their language, to kind of account for that. But there's a complexity to solutions as well. So that's that's also that's also true.

208

00:54:44.500 --> 00:55:08.189

Jackson Nutt-Beers / SPUR Public Engagement (They/Them): We are almost at time. So I just want to make sure we have room for our final thoughts. so I just want to thank you both for coming? How can people in the audience? And you know, whoever reaches this recording, how can they continue to learn about? You know the truth that's coming from this book, and how can our viewers continue to follow both of the works that you 2 are both working on?

209

00:55:11.080 --> 00:55:30.959

Amanda Phillips de Lucas: If you live in a city with an urban interstate highway. There is likely a transit equity, coalition, a transportation alliance, a group that's working on these issues. and if there's not, I would like to hear from you, because I want to know what's going on in your city.

210

00:55:31.350 --> 00:55:56.490

Amanda Phillips de Lucas: But as sort of at a broader level, feel free to reach out to those groups, attend those meetings. listen to what they have to say, and, as always, with community engagement and participation, being a listener is just as powerful as being a talker or a communicator. more broadly. I I I work as the director of the Baltimore Neighborhood Indicators alliance. We are a

211

00:55:56.490 --> 00:56:10.229

Amanda Phillips de Lucas: a group that aggregate census and other data throughout the city and analyzes it at the neighborhood level. we are a part of a partnership called the National Neighborhood indicators partnership

212

00:56:10.230 --> 00:56:36.000

Amanda Phillips de Lucas: indicators, partnership, and an IP, it's it's in there but you might have that in your own city. you might have a hub there. That's sort of looking at neighborhood level data and trying to work with communities to develop policy solution to develop grant applications to do the work of sort of figuring out what's going on in our city's neighborhoods. So if you're interested in that work I would recommend looking up in an IP

213

00:56:36.000 --> 00:56:42.240

and seeing if there is a group near you. working on these issues, they probably are.

214

00:56:42.780 --> 00:56:50.379

Ryan Reft: Yeah, I don't have a whole lot to add. I think it's great answer. I would just say, often, there's a blog dedicated to these issues in your in your city because it it's

215

00:56:50.500 --> 00:57:13.520

Ryan Reft: these are almost non-political in some ways, because everybody needs to get from point A to point P. And so it's like greater. Go to Washington in the DC. Area is just one example. I'm sure there's one near you. You can always follow that way. And then that's an easy way into the kind of act activism, or even just awareness that Amanda is talking about. And you can always just reach me on the dark web that is Twitter at Ryan raft. So you're there. You go. Yeah, and I'm e-wack and roll

216

00:57:13.530 --> 00:57:14.870

Amanda Phillips de Lucas: long story.

217

00:57:15.890 --> 00:57:41.540

Jackson Nutt-Beers / SPUR Public Engagement (They/Them): Maybe we'll have. Maybe we'll have another digital discourse on the history of People's Twitter handles. Ryan, Amanda. Thank you so much for being here today. We really appreciate it. This quite invigorated discussion. everybody in the audience, just from the reminder. We did record this. So we will be sharing a copy of the recording, the chat, the Transcript. All that good stuff and an email within the next couple of days.

218

00:57:41.540 --> 00:57:56.540

Amanda Phillips de Lucas: And also please go by this book. It is available online island press org. Use the Code webinar to get 30% off. You will not regret it. all right. Thank you both so much. I really appreciate it. Enjoy the long weekend. Thank you.