

WEBVTT

1

00:00:07.080 --> 00:00:15.790

Jackson Nutt-Beers / SPUR (They/Them): Hi, everybody! Welcome! We Won't be starting momentarily. We're just gonna let a couple of more people trickle in before we get started.

2

00:00:26.170 --> 00:00:51.900

Jackson Nutt-Beers / SPUR (They/Them): All right now. Is it good a time as any? Hello, everyone? My name is Jackson Nabir and I'm. One of Spurs public programming associates. Thank you so much for joining us for this digital discourse today. Many of you here today are for members. So thank you so much for your support. If you're not a member. I encourage you to join to support Spurs ongoing work in using education, policy, analysis, and advocacy, to make our cities and regenerable prosper, sustainable and equitable places to live.

3

00:00:51.900 --> 00:01:08.920

Jackson Nutt-Beers / SPUR (They/Them): Your financial support enables us to continue our work, including the hosting of programs like Today's you'll find more information about our membership online at spurred on, or our next little digital discourse is scheduled for March 20 ninth. At 12 Pm. It is titled the Future of Coleman Corridor and Guadalupe Gardens.

4

00:01:09.210 --> 00:01:26.290

Jackson Nutt-Beers / SPUR (They/Them): spurs engaged with James Lima Planning and development, and San Jose State University's graduate urban planning studio to jointly produce a community informed division for Coleman Avenue in San Jose can learn more about key findings in this project, and contribute during a workshop exercise as we look ahead to the future.

5

00:01:26.410 --> 00:01:41.460

Jackson Nutt-Beers / SPUR (They/Them): But today's discourse in the recent you all are. Here is titled Road race for people. How can we create transportation solutions that serve people rather than cars? It's a question answered in the latest book by Lynn Peterson, former head of the Department of Transportation in Washington State.

6

00:01:41.640 --> 00:02:01.140

Jackson Nutt-Beers / SPUR (They/Them): Today she we will hear and talk about the lessons she learned while playing an instrumental role in the largest transportation bill in the States history and the ways in which a community solutions approach to transportation, engineering and planning empower, transportation professionals and policymakers to address the transportation needs of the historical marginalized community members.

7

00:02:01.760 --> 00:02:19.300

Jackson Nutt-Beers / SPUR (They/Them): and today we are joined by Len Pearson Lynn is the author of Royal Road Race for People. Rethinking, transportation, planning, and engineering. She currently serves as the Metro Council President, leading the nation's only elected regional government representing over 1.7 million Oregonians in the Portland area.

8

00:02:19.430 --> 00:02:37.100

Jackson Nutt-Beers / SPUR (They/Them): and this Will Peterson direct to staff of more than 1,000, charged with affordable housing and park investments, protections of farms, forest and water resources, planning and investment in transportation, overseeing tourism and cultural venues, as well as management of garbage and recycling

9

00:02:37.170 --> 00:02:55.440

Jackson Nutt-Beers / SPUR (They/Them): prior to serving as Metro Council. President Lynn worked in a variety of roles in the public private and nonprofit sectors. She first held elected office as a Lake Oswego County counselor before becoming the first elected chair of Claire Thomas County, one of Oregon's fastest growing suburban and rural counties.

10

00:02:55.440 --> 00:03:12.140

Jackson Nutt-Beers / SPUR (They/Them): Lynn and her husband Mark and engineering an engineer and entrepreneur share a home with 3 Alaskan malamutes and Lake Oswego, where she first ran for local office nearly 2 decades ago. We're not pouring over light rail alignments and a folded by housing plans. Len can be found cycling or hiking throughout the Northwest.

11

00:03:12.140 --> 00:03:20.410

Jackson Nutt-Beers / SPUR (They/Them): and before we get started I just want to flag that we want this to be an interactive conversation and plan on spending as much time with you as possible.

12

00:03:20.700 --> 00:03:48.180

Jackson Nutt-Beers / SPUR (They/Them): So I encourage you to use the chat box to share your thoughts with each other and the speaker, and I encourage you to submit any questions that you have by using the Q. A panel, it should appear at the bottom of your screen or at the top of your screen. If you using the mobile app, we do have time at the end to do a little Q. A. With the audience. So be sure to think about those questions as Lynn and I begin our discussion within a couple of days we'll be sharing a copy of the recording, a transcript and a chat with everybody

13

00:03:48.180 --> 00:03:50.050

Jackson Nutt-Beers / SPUR (They/Them): who has registered.

14

00:03:50.270 --> 00:04:03.020

Jackson Nutt-Beers / SPUR (They/Them): So with that Lynn, welcome to our little spur digital discourse, virtual setting. Very happy to have you here and to host you very excited to have this conversation.

15

00:04:03.070 --> 00:04:05.290

Lynn Peterson: No, thank you for having me, Jackson.

16

00:04:05.600 --> 00:04:22.510

Jackson Nutt-Beers / SPUR (They/Them): Yeah, absolutely so. Might as well just dive right in. So one of my first questions for you is, you know, you've worked in this field or in the field as an inspector for construction all the way up to overseeing some of the largest mega projects on the west coast.

17

00:04:22.510 --> 00:04:29.950

Jackson Nutt-Beers / SPUR (They/Them): Can you give the folks here in the audience. You know a little perspective on your career, and how you became a change maker in the field of transportation.

18

00:04:30.370 --> 00:04:32.940

Lynn Peterson: Yeah, thanks. You know.

19

00:04:33.050 --> 00:04:41.930

Lynn Peterson: a career journey is something to look back on, right, so I have perspective on it now. But when I started I just wanted to build

20

00:04:42.060 --> 00:05:00.780

Lynn Peterson: stuff. I wanted to build big stuff, and it started, you know, with wanting to build a Barbie pool in my backyard out of concrete. My parents gave me the little blow up one. And i'm like this is not. This is not to scale. They're just sitting in it. It's like they need to actually be able to do labs.

21

00:05:00.890 --> 00:05:13.350

Lynn Peterson: and nobody will let me build a giant concrete pool for the Barbies in the backyard. It's probably a good idea, but that's where things started to take shape, and at 12 I decided I wanted to be a civil engineer.

22

00:05:13.360 --> 00:05:22.920

Lynn Peterson: really really figured out quite quickly. I wanted to be in transportation, and started my current Wisconsin, D. Ot. Where it all started to unravel.

23

00:05:23.350 --> 00:05:26.380

Lynn Peterson: because I quickly figured out that my

24

00:05:26.690 --> 00:05:46.220

Lynn Peterson: conservation ethic that I was raised with in Wisconsin under the Aldo Leopold Conservation Ethic, which is a big part of midwestern, thinking that it's a systems thinking approach. If you introduce a species to get rid of another species in a lake. You're going to have a problem, especially if it's not native right. So you

25

00:05:46.220 --> 00:05:51.420

Lynn Peterson: you have to really think about how your how you're managing an entire system.

26

00:05:51.600 --> 00:06:00.280

Lynn Peterson: And so I worked my way up in Wisconsin, D. Ot. And suddenly I am asked to be part of a project that I

27

00:06:00.640 --> 00:06:17.100

Lynn Peterson: had big questions about. and a new Secretary of transportation came along and and was appointed by the new governor, and that new secretary said. We are going to build a new 4 lane divided highway for 70 miles from Madison, Wisconsin to the Wisconsin dolls.

28

00:06:17.190 --> 00:06:27.430

Lynn Peterson: and for some of your listeners who may be from Chicago to the Midwest Wisconsin, else is kind of a summer play land, and it's also a place where a lot of folks on the fall to go hunting.

29

00:06:27.980 --> 00:06:38.270

Lynn Peterson: and there's a direct interstate from Chicago, from Madison straight up there. But he wanted another another route, and every single farm

30

00:06:38.400 --> 00:06:45.990

Lynn Peterson: for the entire length of the project for 70 miles, put up a giant piece of plywood that they had

31

00:06:46.610 --> 00:06:49.550

Lynn Peterson: painted by hand, saying that the dot was the devil.

32

00:06:50.100 --> 00:06:52.220

Lynn Peterson: So it started me thinking about what

33

00:06:52.700 --> 00:06:58.380

Lynn Peterson: what do I need to understand here about what's going on? Why, why are we making these decisions

34

00:06:58.470 --> 00:07:05.860

Lynn Peterson: seemingly out of context, and then pushing forward on them, even though we're not, we're not really talking to anybody

35

00:07:05.910 --> 00:07:06.650

Lynn Peterson: great.

36

00:07:06.930 --> 00:07:09.450

Lynn Peterson: and so

37

00:07:10.010 --> 00:07:20.610

Lynn Peterson: it wasn't until I was at my first rail pollution in St. Louis in like 1,997, and Walter cool Ash from gladdings. Jackson.

38

00:07:20.810 --> 00:07:29.730

Lynn Peterson: like, opened my eyes as an engineer of all of things I had been assuming were static that were actually dynamic, and I could make different assumptions

39

00:07:30.100 --> 00:07:44.500

Lynn Peterson: to basically work within the context of the places that we are trying to improve. and that was mind boggling. So i'd say that that that journey went from. How do I build a project. To how do I actually build a community

40

00:07:45.080 --> 00:07:50.620

Lynn Peterson: with transportation and make sure that we're not isolating? We're not destroying.

41

00:07:50.700 --> 00:07:55.440

Lynn Peterson: We're actually improving everybody's access. Everybody's mobility.

42

00:07:55.610 --> 00:08:10.770

Lynn Peterson: Everybody's affordability. So it was quite a journey. But that one project is what led it to the unraveling, and started the questioning. How do I get to the best place in the decision making process to have the most impact on change.

43

00:08:11.990 --> 00:08:19.910

Jackson Nutt-Beers / SPUR (They/Them): Yeah, absolutely. And I think there's there's one part in your book when you're talking about that project, and how you know you talk about. How can we

44

00:08:19.910 --> 00:08:38.940

Jackson Nutt-Beers / SPUR (They/Them): do what's best for everyone like we? Still, you know we have these transportation needs, but like, who needs to be in this conversation like who's missing from this decision making process? So I really appreciated you, you know, stressing that part of the need to have the farmers at the table also having those conversations so right, I mean there's so much there's so much about farming

45

00:08:38.940 --> 00:08:50.700

Lynn Peterson: that we should have been curious about in order to be successful, because it is an economic driver for the the entire state of of Wisconsin, and to

46

00:08:51.220 --> 00:08:52.520

Lynn Peterson: to have

47

00:08:53.590 --> 00:09:05.540

Lynn Peterson: put ourselves in that place where we are actually negatively impacting, but not curious about why. and not curious about the outcomes that we needed to achieve on behalf of everyone, but only from those driving through

48

00:09:05.830 --> 00:09:11.160

Lynn Peterson: right. We were only worried about those driving through, and only worried about those in their cars. And

49

00:09:11.370 --> 00:09:19.320

Lynn Peterson: yeah it. The the the assumptions that the that the Secretary made the assumptions that the State dot made

50

00:09:19.480 --> 00:09:23.980

Lynn Peterson: led you to one outcome and one outcome only when in reality what

51

00:09:24.120 --> 00:09:26.210

what we all know now is that

52

00:09:26.670 --> 00:09:28.790

Lynn Peterson: we can change those assumptions

53

00:09:28.950 --> 00:09:47.170

Lynn Peterson: and think about different solution sets. And Walter Hulush's actual proposal that he came up with was one lane in each direction, divided, so that there you could reduce the number of head on collisions. But keep the design speed down. You don't need to increase the design speed

54

00:09:48.030 --> 00:09:52.620

Lynn Peterson: and keep the footprint tight, so that you didn't impact the farmland.

55

00:09:53.490 --> 00:10:02.840

Lynn Peterson: But the basic problem on that roadway was that farm equipment was using it all the time to access their their their land

56

00:10:03.830 --> 00:10:08.280

Lynn Peterson: with large, slow equipment, and people were taking chances going around.

57

00:10:09.160 --> 00:10:28.530

Lynn Peterson: So what he said is Well, why Don't, we just give them a gravel shoulder like we do the Amish in most Midwestern States. We give them a nice gravel wide shoulder. It's safe, but we don't we don't need to have an entire new lay. We can reduce the footprint, reduce the impact, reduce the water, run off, reduce everything, even cost.

58

00:10:28.590 --> 00:10:31.770

Lynn Peterson: just by changing the design speed assumption.

59

00:10:32.850 --> 00:10:34.590

Jackson Nutt-Beers / SPUR (They/Them): Yeah, absolutely.

60

00:10:35.050 --> 00:10:50.880

Jackson Nutt-Beers / SPUR (They/Them): So. My next question for you is, you know, you've influenced so many projects. You have, you know, such an impressive career, and you can influence other programs and outcomes for people around your career. What does it take to be a change maker, and also an effective leader.

61

00:10:52.320 --> 00:11:04.110

Lynn Peterson: You know. I think the the first part of our conversation here just about getting different perspective. I've worked so many different places, whether that was in the transit agency or consulting for transit agencies with whether that was

62

00:11:04.260 --> 00:11:11.570

Lynn Peterson: working with nonprofits or working as in in a nonprofit as an advocate, being able to have

63

00:11:12.150 --> 00:11:24.100

Lynn Peterson: again that entire system in your head. and always be curious about what's motivating, or what barriers are actually inside a public agency or inside an advocacy group.

64

00:11:24.690 --> 00:11:31.650

Lynn Peterson: If you can recognize the barriers to getting better outcomes, then you can work in a more collaborative way

65

00:11:31.660 --> 00:11:41.350

Lynn Peterson: to figure out how to remove those barriers, because sometimes people see barriers from different perspectives within the organization, and sometimes they're real, and sometimes

66

00:11:41.370 --> 00:11:44.470

Lynn Peterson: somebody just needs to say out loud, that's not a barrier

67

00:11:44.700 --> 00:11:57.800

Lynn Peterson: that that's a myth from like, you know. 1,800. We don't need to worry about that. We can move through it it like I think it talked a little bit about this in the book, about assumptions and just challenging assumptions. Right?

68

00:11:58.250 --> 00:12:00.660

Lynn Peterson: I think that's another part of this is.

69

00:12:01.780 --> 00:12:09.470

Lynn Peterson: there are a lot of a lot of assumptions and myths that we have in in both planning and engineering about the right way to do something in the wrong way.

70

00:12:09.540 --> 00:12:12.220

Lynn Peterson: But if we're not keeping up on best practices.

71

00:12:12.350 --> 00:12:24.440

Lynn Peterson: and we're not pushing those assumptions to see if they're really true, then we we end up with less solutions potentially, and we could have had to make everybody's lives better, and the curiosity is definitely one.

72

00:12:24.680 --> 00:12:32.870

Lynn Peterson: And then anybody who works with me knows that the way I approach just about everything is we need to define our values

73

00:12:33.630 --> 00:12:35.710

Lynn Peterson: together with everybody.

74

00:12:35.840 --> 00:12:40.970

Lynn Peterson: We need to define what the outcomes could look like. What are we trying to achieve

75

00:12:41.000 --> 00:12:42.530

Lynn Peterson: as that? You know.

76

00:12:42.710 --> 00:12:47.570

Lynn Peterson: Not a vision. Sometimes it's a vision 50 years, sometimes it's just like we just need.

77

00:12:47.690 --> 00:12:58.760

Lynn Peterson: You know we need to be safely across the street and then talk about what the actions ought to be, and do it together, and I think that's really a lot of why I wrote the book which we can talk about, but

78

00:12:58.920 --> 00:13:02.500

Lynn Peterson: it's like you can't make an assumption in a

79

00:13:05.080 --> 00:13:18.530

Lynn Peterson: at home, because now people are at home as well. But we're in a cubicle, right? One of the best things that I there's like music to my ears was the at the time Deputy Secretary of Transportation at the White House

80

00:13:18.640 --> 00:13:32.790

Lynn Peterson: with Ctl. And he said, after 3 days of a course, that we were putting on through smart growth America on how to think about practical design and and really getting to the heart of what the actual community problem is, and then, finding those solution sets.

81

00:13:33.590 --> 00:13:39.030

Lynn Peterson: he, we had taken everybody out into the field and had them do a walk about on a real project.

82

00:13:39.430 --> 00:13:45.960

Lynn Peterson: and he came back in the next morning, he said, I have an announcement to make to all 100 participants, and you're like. Oh, what's going on?

83

00:13:46.400 --> 00:13:56.160

Lynn Peterson: And he got up in front of the room, and he's like I have made a horrific mistake. When I came back to Hawaii dot I noticed that you were all Google mapping your projects.

84

00:13:56.980 --> 00:14:16.660

Lynn Peterson: and I told you to go drive through your project. Go, experience it, go drive through your project. But i'm here. Now to tell you. You can't just drive through your project. You got to walk your project. You got a bike through your project. You got to take transit through your project. You have to understand and put yourself in other people's shoes and start to see

85

00:14:16.660 --> 00:14:21.650

Lynn Peterson: you, Can you? And you need to talk to people. You can't just sit in the cube and say it.

86

00:14:21.940 --> 00:14:29.370

Lynn Peterson: Oh, this is the way I see the world, so everybody sees it this way. These are the barriers I see, so they must be the barriers for everyone.

87

00:14:30.110 --> 00:14:32.600

Lynn Peterson: And then the last thing I would just say is.

88

00:14:34.040 --> 00:14:42.290

Lynn Peterson: it's the hardest part, and you have to do it with the finesse and grace, and that is that if you don't actually name the elephant in the room.

89

00:14:43.300 --> 00:14:47.310

Lynn Peterson: you can never actually remove that barrier right?

90

00:14:47.360 --> 00:14:50.680

Lynn Peterson: And it's. It's strange in the professional workplace

91

00:14:50.770 --> 00:14:56.280

Lynn Peterson: that the amount of times that you can leave a meeting and nobody's actually named the the actual problem

92

00:14:56.950 --> 00:15:08.240

Lynn Peterson: because they're all kind of just shying away from the actual problem and trying to maneuver around the actual problem whether rather than just removing the barrier. And I I think that's that's sometimes key

93

00:15:08.470 --> 00:15:12.230

Lynn Peterson: to being able to get successful outcomes is just being able to

94

00:15:13.990 --> 00:15:16.070

Lynn Peterson: see it. Say it.

95

00:15:16.350 --> 00:15:21.370

Lynn Peterson: but do it in a way. It's like, hey, Shouldn't, we just go straight

96

00:15:21.550 --> 00:15:31.420

Lynn Peterson: into the problem rather than trying to figure out 5,000 different ways to get around it. Maybe we just need to change that rule. Maybe we just need to change that standard. Maybe we just need to.

97

00:15:31.650 --> 00:15:37.390

Lynn Peterson: you know, getting getting to the heart of it. Let's let's not delay this any further. We just got to remove that barrier.

98

00:15:38.290 --> 00:15:52.840

Jackson Nutt-Beers / SPUR (They/Them): Yeah, absolutely. You know it's I. I like that framework When I you know I think about the housing crisis that California has been facing for what seems like a very long time. And you know all these crazy ways that people are trying to.

99

00:15:52.840 --> 00:16:08.320

Jackson Nutt-Beers / SPUR (They/Them): you know, increase housing, which we should do all of them, You know, as far as the firm believer in building, housing across all incomes, all types of housing, you know, in urban areas. So I really appreciate that framework. And also, you know, spur being

100

00:16:08.320 --> 00:16:22.780

Jackson Nutt-Beers / SPUR (They/Them): a connector of people from different backgrounds, different, you know, paths of life like people from the private sector, You know people have started their own businesses. People have worked in nonprofits, you know, so really appreciating the the different perspectives to

101

00:16:23.210 --> 00:16:33.070

Lynn Peterson: to address the issues that you know a lot of people are facing, especially here, not only in the bay area, but you know, across the State as well. So I appreciate that.

102

00:16:33.530 --> 00:16:47.780

Lynn Peterson: allowing a lot more people to help define what that barrier is right and and really listening. And again being curious about how how people live their daily lives and what they're experiencing

103

00:16:48.100 --> 00:16:52.660

Lynn Peterson: it there, there's so much there, and we have to be so aware of it.

104

00:16:53.080 --> 00:17:13.089

Jackson Nutt-Beers / SPUR (They/Them): Yeah, Absolutely. So The recent you know why you're here today while we're discussing while you know all the viewers are here. So why did you write this book, you it's an incredible piece of literature. So I i'm just curious as to you know. What was your motivation? What inspired you to take on. You know the task of of putting this book out.

105

00:17:14.730 --> 00:17:15.710

Lynn Peterson: you know.

106

00:17:15.750 --> 00:17:19.109

Lynn Peterson: I I guess I wrote a book for Lynn.

107

00:17:19.869 --> 00:17:21.430

You know, in our twenties.

108

00:17:21.599 --> 00:17:23.190

Lynn Peterson: What did I need?

109

00:17:23.240 --> 00:17:34.890

Lynn Peterson: What what could I rely on in that moment, rather than spending 30 years trying to get to this point of understanding how how best to serve communities, how best to build communities.

110

00:17:36.410 --> 00:17:43.530

Lynn Peterson: I was taught in engineering school basically I had 4 performance metrics that I had to hit in order to be a successful engineer.

111

00:17:43.750 --> 00:17:57.440

Lynn Peterson: I had to reduce the light of vehicles, and I had to make their trips safe in the vehicle. That was it right, and then I had to deliver a project in construction on time and under budget. If you did those 4 things. Whoo! We did our job

112

00:17:57.700 --> 00:18:03.450

Lynn Peterson: yay right, but also in planning. Then, when I took a step back and I went to planning school

113

00:18:03.540 --> 00:18:10.070

Lynn Peterson: to try and figure out, okay, so we're up the chain of that decision making, should I be landing?

114

00:18:11.210 --> 00:18:14.500

Lynn Peterson: We? We talked about the rational planning approach

115

00:18:14.590 --> 00:18:15.480

Lynn Peterson: which.

116

00:18:15.490 --> 00:18:24.220

Lynn Peterson: when I say values outcomes and actions, it's somewhat along those lines, but it's trying to define a problem. But

117

00:18:24.340 --> 00:18:27.570

Lynn Peterson: we have found ourselves in the

118

00:18:28.490 --> 00:18:33.920

Lynn Peterson: and the absence of being able to collect data on everything that we want to collect data on.

119

00:18:33.950 --> 00:18:37.320

Lynn Peterson: We have only relied on the data that we've already collected.

120

00:18:37.340 --> 00:18:45.530

Lynn Peterson: and it's very hard to get to the point in a planning process to have all the data that you want to reflect. Everybody's lived experience.

121

00:18:45.550 --> 00:18:49.660

Lynn Peterson: So there's systematic racism built into both of those.

122

00:18:50.860 --> 00:19:01.840

Lynn Peterson: And how do you? How do you? What's the how to to break through and bring people to the table, create that collaborative process, empower people

123

00:19:02.410 --> 00:19:04.250

Lynn Peterson: and also give them

124

00:19:04.620 --> 00:19:08.110

Lynn Peterson: the safe spaces they need to actually share

125

00:19:08.490 --> 00:19:12.370

Lynn Peterson: that lived experience. And then how do you include that lived experience

126

00:19:12.450 --> 00:19:16.840

Lynn Peterson: right into the program, the project? The policy that you're creating?

127

00:19:17.090 --> 00:19:24.360

Lynn Peterson: So it there was. There's nothing like that out there. So how do you create the how do you create performance metrics.

128

00:19:24.930 --> 00:19:29.670

Lynn Peterson: and then hold yourself accountable to trying to meet those. How do you get the data?

129

00:19:29.930 --> 00:19:36.260

Lynn Peterson: How do you use love experience? I think all of that wrapped around is, how do you empower communities to tell their story.

130

00:19:37.540 --> 00:19:56.620

Jackson Nutt-Beers / SPUR (They/Them): Yeah, I I think highlighting people's lived. Experience is is one of the you know, pivotal parts when it comes to. You know, civil engineering or and planning, because I people have great ideas, and you know I think it's also important to see how people you know will react to those plans, and you know how how it

131

00:19:56.620 --> 00:20:15.790

Jackson Nutt-Beers / SPUR (They/Them): exists in the community as well. So I think that is, that is a very important piece, and just a reminder for everybody out in the audience. This book is for

purchase, so you can buy that on island presses website. I think there is a link in the chat, and you can use the Discount Code Webinar for 30% off. So please do get a copy of this book.

132

00:20:15.790 --> 00:20:19.490

Jackson Nutt-Beers / SPUR (They/Them): I read it and could not put it down. So please do get that coffee.

133

00:20:19.560 --> 00:20:31.820

Jackson Nutt-Beers / SPUR (They/Them): and also please submit questions in the Q. A. If you haven't already the button is at the bottom of your screen. We have time at the end to answer the questions that are in the Q. And a. So just a friendly reminder for that as well.

134

00:20:32.650 --> 00:20:47.650

Jackson Nutt-Beers / SPUR (They/Them): So, Len, your book is full of case studies where things went wrong, and you know where things went right. Can you give an example of you know where something went wrong, and then where things went right, you know, especially in communities of color. You emphasize

135

00:20:47.650 --> 00:20:55.130

Jackson Nutt-Beers / SPUR (They/Them): understanding how transportation projects have isolated, you know and take an intergenerational. Well, intergenerational. Well, thing. So

136

00:20:55.170 --> 00:21:09.860

Lynn Peterson: yeah, so obviously that Highway 12 project was very rural in nature, and that's where I started questioning things. While I was writing the book, the Rose Quarter Project, and I-five, and an inner

137

00:21:10.940 --> 00:21:12.850

Lynn Peterson: northeast Portland

138

00:21:12.870 --> 00:21:18.740

Lynn Peterson: was also starting to collapse in, and of itself from

139

00:21:19.000 --> 00:21:23.530

Lynn Peterson: I, I would say the State to taking shortcuts.

140

00:21:23.940 --> 00:21:33.970

Lynn Peterson: and not understanding the context or the history, and not being able to recognize how to reflect that back into the project. So the project context is that

141

00:21:34.160 --> 00:21:37.210

Lynn Peterson: I 5 through this portion of

142

00:21:37.360 --> 00:21:47.160

Lynn Peterson: at northeast Portland, it narrows down to 2 lanes in between 2 interstates that come in with 3 lanes of peach, and so it's very congested.

143

00:21:47.230 --> 00:21:51.100

Lynn Peterson: It's on a downhill. It's not a curve you've got.

144

00:21:51.130 --> 00:21:59.870

Lynn Peterson: I 5 that cut through the black community in that area back in the fifties, and then you have a consistent

145

00:22:01.050 --> 00:22:10.290

Lynn Peterson: tearing down of the community removing of the community from that area. From that point on. So you have the Moda center, which is where the blazers play

146

00:22:10.300 --> 00:22:26.110

Lynn Peterson: a Coliseum next door Emmanuel Hospital, which they took down 3 blocks, 4 blocks of homes to make way for a private hospital, and all of this was under the guise of it's a blighted community right so

147

00:22:26.190 --> 00:22:32.400

Lynn Peterson: just by naming it that it devalues the land. and then folks were able to go in

148

00:22:32.740 --> 00:22:40.770

Lynn Peterson: right from the public side, and the private side go in, buy up this devalued land and remove that intergenerational wealth

149

00:22:40.950 --> 00:22:43.230

Lynn Peterson: from hundreds and hundreds of families.

150

00:22:44.820 --> 00:22:51.790

Lynn Peterson: So it started it's not just a gentrification. It's it's an example where public money was used to

151

00:22:52.100 --> 00:22:57.790

Lynn Peterson: basically devalue land, and then, or public policy was used to devalue land and then go in

152

00:22:58.520 --> 00:23:03.340

Lynn Peterson: and remove folks from that area. So there's a lot of

153

00:23:05.010 --> 00:23:10.730

Lynn Peterson: stories that were either lived or passed down, generation upon generation.

154

00:23:11.750 --> 00:23:13.000

Lynn Peterson: and when

155

00:23:13.430 --> 00:23:21.040

Lynn Peterson: the dot came in to say that they wanted to widen each lane each way, one by one lane in each direction

156

00:23:21.760 --> 00:23:23.450

Lynn Peterson: that caused

157

00:23:27.680 --> 00:23:42.420

Lynn Peterson: the community to say, Wait, what what are you doing? Right? We have a we have a middle school right here that already has air quality problems. We're isolated, we we don't have a good grid connection. There's all sorts of things that have come from all of this

158

00:23:42.750 --> 00:23:49.180

Lynn Peterson: this development over time that did not take it that did not take the neighborhood into account.

159

00:23:49.690 --> 00:23:53.050

Lynn Peterson: And then the dot said, Well, then, we'll put a lid on top.

160

00:23:54.660 --> 00:24:06.260

Lynn Peterson: But that lid was basically just a hodgepodge of transportation and a larger bridge and didn't actually account for a large revision that was taking place called the Albino Vision.

161

00:24:06.350 --> 00:24:14.280

Lynn Peterson: which is a nonprofit that has started and is gaining a whole lot of momentum to try and bring back

162

00:24:15.100 --> 00:24:26.180

Lynn Peterson: the black community into this area, and at the same time, for the first time try to create intergenerational wealth with that recreation and and and preservation of

163

00:24:26.350 --> 00:24:29.690

Lynn Peterson: that historic community. So

164

00:24:29.800 --> 00:24:37.010

Lynn Peterson: the the shortcut was an environmental assessment. Instead of doing a full, blown, environmental impact statement

165

00:24:37.530 --> 00:24:44.640

Lynn Peterson: which would have taken longer. and you would have had to account for more potential impacts and had more discussions.

166

00:24:45.230 --> 00:24:50.110

Lynn Peterson: The Dot decided to go with an environmental assessment which says Upfront

167

00:24:50.530 --> 00:25:00.370

Lynn Peterson: There there will, there will be no significant impact. They made an assumption. right. And that's where we all start with. The problem is that the scope of a project is decided

168

00:25:00.500 --> 00:25:12.540

Lynn Peterson: sometimes 2030 years before we actually go out and talk to the community. The problem statement is designed in that scope. The cost estimate is designed in that scope again 2030 years prior.

169

00:25:14.010 --> 00:25:14.620

Okay.

170

00:25:14.650 --> 00:25:17.630

Lynn Peterson: But we never take the time to test

171

00:25:17.790 --> 00:25:32.550

Lynn Peterson: that assumption around the scope and the problem statement, and we don't include anybody but a handful of folks inside an organization, so to say, no significant impact upfront without even doing the analysis without doing the outreach.

172

00:25:32.590 --> 00:25:35.770

Lynn Peterson: That's where it all started to. You know just completely

173

00:25:37.480 --> 00:25:41.860

Lynn Peterson: that there there was. No, there's going to be no support for whatever was going to come out of this project.

174

00:25:42.080 --> 00:25:45.670

Lynn Peterson: and the only way they were able to

175

00:25:49.240 --> 00:25:52.880

Lynn Peterson: the problem was to acknowledge that they created a problem

176

00:25:53.400 --> 00:26:05.250

Lynn Peterson: and a and then start basically start over. Did we get everything that we wanted going forward? No, but we got. We got a lot more attention when the Albino Vision Trusts

177

00:26:05.690 --> 00:26:07.440

Lynn Peterson: staff left

178

00:26:07.650 --> 00:26:08.620

Lynn Peterson: the committee.

179

00:26:08.640 --> 00:26:16.670

Lynn Peterson: When the city of Portland Commissioner left the committee. When the Moma County Commissioner for the county surrounds us, left the committee.

180

00:26:16.680 --> 00:26:28.820

Lynn Peterson: It it took a complete nut or bottoming out, and I guess my my request and plea and hope for the future is that we start these projects out right because we are wasting

181

00:26:30.580 --> 00:26:34.490

Lynn Peterson: time and energy into projects

182

00:26:34.950 --> 00:26:44.300

Lynn Peterson: where, when we start over, we're spending more money and more time and resources where we could have done more projects throughout the State or in the community.

183

00:26:44.540 --> 00:26:53.190

Lynn Peterson: by by having to do this over and over and over again, because we're not learning the lessons, we're not really listening. We're actually stripping the ability

184

00:26:53.540 --> 00:26:58.550

Lynn Peterson: of the entire State to be able to put good projects down faster.

185

00:26:59.250 --> 00:27:10.430

Lynn Peterson: and we did not gain the trust of an entire community that all that was all already in a distrustful mode. Because now, what are you gonna do to us.

186

00:27:11.290 --> 00:27:14.910

Lynn Peterson: right? And we have no power to change the course of this.

187

00:27:15.560 --> 00:27:16.620

Lynn Peterson: So we're just

188

00:27:17.080 --> 00:27:21.630

Lynn Peterson: the this, you know. We could have built up trust there, but instead.

189

00:27:22.140 --> 00:27:23.800

Lynn Peterson: we lost trust.

190

00:27:24.520 --> 00:27:30.130

Lynn Peterson: even more trust to get a better outcome. So it takes even more time and energy from all of us

191

00:27:30.410 --> 00:27:41.050

Lynn Peterson: to make sure that that we are empowering the community and the community voices. And then, in the middle of all this, the do t got themselves in the middle of a fight? Of what does intergenerational wealth mean?

192

00:27:42.040 --> 00:27:45.760

Lynn Peterson: Is it just by creating more jobs

193

00:27:45.900 --> 00:27:59.610

Lynn Peterson: for people of color on the project and getting more disadvantaged business enterprises, more work? Or is it actually creating a place where, by the businesses that could potentially be there succeed

194

00:27:59.630 --> 00:28:03.450

Lynn Peterson: that you're actually creating the opportunity for home ownership

195

00:28:03.530 --> 00:28:05.380

Lynn Peterson: over rental right?

196

00:28:06.080 --> 00:28:11.230

Lynn Peterson: This became the issue, and the Dot said, Well, I we we don't. Have.

197

00:28:12.600 --> 00:28:14.930

Lynn Peterson: We have no authority

198

00:28:15.700 --> 00:28:23.030

Lynn Peterson: to talk about housing. We have no authority to talk about the potential economic viability of this area

199

00:28:23.070 --> 00:28:30.790

Lynn Peterson: for small businesses. We only do transportation projects again a step backward instead of out pay. We do have influence.

200

00:28:30.910 --> 00:28:34.420

Lynn Peterson: Who else can we bring to the table. How can we engage? We got there?

201

00:28:34.500 --> 00:28:38.300

Lynn Peterson: But again it took months and months and months, and a lot of

202

00:28:38.470 --> 00:28:40.570

Lynn Peterson: a lot of political

203

00:28:41.350 --> 00:28:45.050

Lynn Peterson: cat routing and a governor's decision of how to move forward

204

00:28:46.240 --> 00:28:52.210

Lynn Peterson: in order to stop, stop the bleeding and move on, so that that that was a.

205

00:28:53.580 --> 00:29:08.480

Lynn Peterson: It was a case study that happened while I was writing the book, so we we put it in as the first chapter on the more positive side. As we were working through all of this our transportate. We were going out for transportation ballot measure, and we took 2 years

206

00:29:08.570 --> 00:29:21.240

Lynn Peterson: to create the ballot measure. I'll say, unfortunately it past. Covid was not a helpful thing to any of us. You know. We were facing it all on relieving congestion messaging, and there was no congestion.

207

00:29:21.270 --> 00:29:22.820

Lynn Peterson: So

208

00:29:22.830 --> 00:29:32.080

Lynn Peterson: Putting that aside, we started the transportation ballot measure creation from scratch. We did not go to the regional Transportation plan

209

00:29:32.280 --> 00:29:39.820

Lynn Peterson: thirty-year project list and say, okay, what are the top 10 projects. Where are you going to build? We said, No, we're not starting from there. We're starting from a bottom up.

210

00:29:40.400 --> 00:29:51.920

Lynn Peterson: and in order to do bottom up. We needed to. We're going to empower community. We had to do a lot of capacity building within the communities, and we said we're going to make sure that these projects

211

00:29:52.070 --> 00:29:56.140

Lynn Peterson: increase accessibility, decrease, isolation.

212

00:29:56.170 --> 00:30:02.420

Lynn Peterson: increase opportunity within our low-income populations as well as

213

00:30:02.640 --> 00:30:13.820

Lynn Peterson: the the communities of color. So I identified those areas we worked with community based organizations to build their capacity to be able to work on transportation

214

00:30:13.990 --> 00:30:16.110

Lynn Peterson: because there's a lot of acronyms.

215

00:30:16.560 --> 00:30:32.870

Lynn Peterson: So a lot of inside, you know, baseball talk, and you need to cut through that. Say, what does that really mean, and then give them the opportunity? Whether it was the Asian Pacific community, or whether it was the Latino community give them the ability those community-based organizations

216

00:30:33.540 --> 00:30:45.350

Lynn Peterson: to apply we were giving them grants. But we also then, when we did the community outreach, they applied for and became part of. and the proposal requests for proposals for community engagement.

217

00:30:45.450 --> 00:30:50.800

Lynn Peterson: So they then had the capacity to actually go forward and put in a proposal, and when.

218

00:30:50.900 --> 00:31:03.150

Lynn Peterson: and then be able to go out and in in the native language and the spaces that made sense with the knowledge that they had to actually intake information. That's where we got the lived experience.

219

00:31:03.180 --> 00:31:07.020

Lynn Peterson: So let me just give you 1 one small outcome.

220

00:31:09.280 --> 00:31:12.150

Lynn Peterson: We we focused on 13 arterials.

221

00:31:13.770 --> 00:31:20.870

Lynn Peterson: We let from the bottom up. We let the community define what the projects would be. We didn't go to the the traffic engineers, and say

222

00:31:21.740 --> 00:31:27.220

Lynn Peterson: what's going on at this intersection? It does, causing delay. We started from what the people said they needed.

223

00:31:27.240 --> 00:31:38.670

Lynn Peterson: so it was mostly crosswalks, and it was mostly sidewalks. It was mostly trees, and it was like mostly street street street street street streetlights, and in the end we had 5,000 street lights that we were going to be putting in

224

00:31:39.040 --> 00:31:51.770

Lynn Peterson: up and down these 13 corridors. But what we delved even further, and and and found out by talking with community is that the lights that were being installed? The light spectrum was not highlighting dark skin.

225

00:31:52.520 --> 00:31:55.650

Lynn Peterson: so we could have put in all of those street lights.

226

00:31:55.740 --> 00:32:06.580

Lynn Peterson: and have not actually achieved the outcome if we had not actually talked with people and found out what are the best practices and dealt in with our curiosity and let people speak.

227

00:32:08.470 --> 00:32:15.890

Jackson Nutt-Beers / SPUR (They/Them): Yeah, that's all that is is so important. You know it's when you talk about your at the first case study whether you know

228

00:32:15.890 --> 00:32:32.870

Jackson Nutt-Beers / SPUR (They/Them): there was some trust that was lost between commuters of color and the government. You know I I am from Tennessee, and I'm from Nashville, and so, historically like, we had a very similar experience where they built in our State 40 through a historically black community. And you know, things

229

00:32:32.880 --> 00:32:39.450

Jackson Nutt-Beers / SPUR (They/Them): like, even though it was good to have the Inner State to get across the State. But you know the community itself.

230

00:32:39.460 --> 00:33:02.390

Jackson Nutt-Beers / SPUR (They/Them): There was this change in how they related to the physical space. You know, people didn't recognize their own communities anymore. Like you know, people were being displaced a very high numbers. And so, having that community input and that trust between not only the people making the policy, but also the people who are going to be. On the receiving end of that policy, you know, making sure that that trust is there is, is

231

00:33:02.450 --> 00:33:13.070

Lynn Peterson: It's really important, 100, and you know whether it's a light rail line or a highway wide, winding project. My first week secretary at Washdot.

232

00:33:13.460 --> 00:33:19.910

Lynn Peterson: I was touring Spokane, and I 90 runs straight through Spokane.

233

00:33:20.260 --> 00:33:30.640

Lynn Peterson: and they had been working for about 20 years to get ready, if if if the money would ever come through, if the money would ever come through to y 993

234

00:33:30.910 --> 00:33:32.270

Lynn Peterson: downtown Spokane.

235

00:33:33.630 --> 00:33:36.310

Lynn Peterson: and they had been buying up

236

00:33:37.890 --> 00:33:51.430

Lynn Peterson: homes that were affordable or low income homes for 3 blocks on each side. coming into downtown for a good half mile. and

237

00:33:51.680 --> 00:33:53.300

Lynn Peterson: I just about

238

00:33:53.480 --> 00:33:57.030

Lynn Peterson: passed out and started trying. What?

239

00:33:57.320 --> 00:33:58.990

Lynn Peterson: What? What are we doing?

240

00:34:01.170 --> 00:34:07.050

Lynn Peterson: And the answer was, Well, it wasn't a it wasn't it was a blighted area. Essentially it was a blighted area when

241

00:34:07.670 --> 00:34:14.050

Lynn Peterson: like, but it was somebody's neighborhood that where where's the low-income housing going, if we've taken it all down.

242

00:34:14.320 --> 00:34:25.480

Lynn Peterson: and it's just sort of unraveling. And the city of Spokane has changed direction and demanded that wash. Dot does not do that widening anymore and trying to figure out. Now, how do you reuse that space

243

00:34:26.070 --> 00:34:35.909

Lynn Peterson: that we just decimated? So it big? It's happening in real time. and we we need to be aware of it.

244

00:34:36.860 --> 00:34:38.670

Lynn Peterson: There, there's a better way.

245

00:34:39.699 --> 00:34:41.250

Lynn Peterson: Absolutely.

246

00:34:41.810 --> 00:35:01.600

Jackson Nutt-Beers / SPUR (They/Them): So my next question for you is, you know, the last part of your book focuses on the prospect, the process by which we identify plan and design

projects, and asks us to continually test assumptions and what we we have as professionals about. You know what our communities need.

247

00:35:01.610 --> 00:35:19.440

Jackson Nutt-Beers / SPUR (They/Them): and then provides questions for people to ask themselves in each step of the process that forces a reiteration until you have tested your assumptions. Can Can you talk about the typical process, and how important it is to and test assumptions until you get the general consensus?

248

00:35:20.640 --> 00:35:29.730

Lynn Peterson: Yeah, Again, I think the the planning process is essentially the planning process, the scoping, the problem, statement, plan, and design.

249

00:35:30.320 --> 00:35:39.750

Lynn Peterson: And what we added to this conversation was a community benefits agreement, and in a lot of cases a community benefits agreement as you work through it

250

00:35:39.890 --> 00:35:46.510

Lynn Peterson: in most areas is just towards the the contracting with minority firms.

251

00:35:47.070 --> 00:35:58.740

Lynn Peterson: but we put it into a bigger scope of what are the things that the community needs that are not related? 100% just to a transportation related

252

00:35:59.970 --> 00:36:10.610

Lynn Peterson: issue within a quarter, For for example, in in the Portland region, as well as many other regions, we are now recognizing that when we do a transportation investment.

253

00:36:11.220 --> 00:36:14.020

Lynn Peterson: It's part of the gentrification

254

00:36:14.370 --> 00:36:30.390

Lynn Peterson: part of reducing the gentrification problem with that investment is to actually preserve the affordable housing that's there in a corridor first, right? So that's an example of something that is again, is not within a D. O's authority. But we need to

255

00:36:30.600 --> 00:36:40.910

Lynn Peterson: start the conversation with the scoping of all of the issues that revolve around our transportation project, so that we can figure out what that scope is going to be.

256

00:36:41.080 --> 00:36:44.710

Lynn Peterson: and really delve into the problem statement, and I think that

257

00:36:45.640 --> 00:36:50.190

Lynn Peterson: too too often it feels baked to the community

258

00:36:50.730 --> 00:36:57.640

Lynn Peterson: by the time we go out or we've already talked to the Feds, and they're fine. I can't tell you how many times I've heard. Oh.

259

00:36:57.730 --> 00:37:01.030

Lynn Peterson: purpose and need statement for an eis. We've already talked to the Feds.

260

00:37:01.110 --> 00:37:05.250

Lynn Peterson: Your issues will be included. Just trust us. Just trust us.

261

00:37:05.300 --> 00:37:07.420

Lynn Peterson: People really want to see

262

00:37:07.700 --> 00:37:11.290

Lynn Peterson: their issues reflected back to them

263

00:37:11.720 --> 00:37:12.980

Lynn Peterson: in print.

264

00:37:13.290 --> 00:37:25.140

Lynn Peterson: But a lot of a lot of our State dots are worried about that commitment. So I think it's. How do you reiterate within your your agency, and also within the community, to find consensus.

265

00:37:25.230 --> 00:37:35.920

Lynn Peterson: and how again to break down the barriers. So scoping the project is really important. Coming up with a problem statement, but then probably going back, and understanding that the scope

266

00:37:35.930 --> 00:37:43.840

Lynn Peterson: that you started with was too narrow. And you need to really think bigger and bring in more people as partners in order to bring down

267

00:37:43.970 --> 00:37:48.680

Lynn Peterson: those barriers. And you know one of the things that

268

00:37:50.410 --> 00:37:54.480

Lynn Peterson: that I've I've learned from being elected and staff.

269

00:37:54.580 --> 00:38:02.430

Lynn Peterson: but mostly through being elected, is that we have more in common with each other in our values literally. Truly.

270

00:38:02.550 --> 00:38:06.510

Lynn Peterson: if you do a Venn diagram, which, of course, the engineer in me wants to do all the time.

271

00:38:06.880 --> 00:38:22.430

Lynn Peterson: What is it? What are those things that are actually overlapping? What are those things that we can hitch ourselves together for the ride on and really think about values versus those issues and the outcomes that we want to get. But we we include in the book the learning loops and

272

00:38:22.430 --> 00:38:34.900

Lynn Peterson: thinking about. How many times do you need to go around that learning loop until you truly understand and have a better understanding of the place in which you're working, and that really requires

273

00:38:35.650 --> 00:38:41.200

Lynn Peterson: just going out and talking to people and not people who you agree with

274

00:38:41.720 --> 00:38:46.610

Lynn Peterson: people who you may see things differently from is more important

275

00:38:46.670 --> 00:38:50.830

Lynn Peterson: most of the time. Or if you have a cultural difference or a religious difference

276

00:38:51.260 --> 00:38:58.030

Lynn Peterson: again, that curiosity has to come forward, and if you don't feel like you're the person to do that someone on the team has to.

277

00:38:58.240 --> 00:39:07.260

Lynn Peterson: and you have to be respectful of that person on the team who's doing that hard work of going out and becoming that trusted partner.

278

00:39:07.390 --> 00:39:15.260

Lynn Peterson: You can't then just say, oh, thanks for the report check. All of that input needs to be documented.

279

00:39:15.340 --> 00:39:25.500

Lynn Peterson: Those folks need to see it was documented. They need to see that it was passed on. They need to see that in in the scope. The problem statement, the planning process, the design

280

00:39:25.530 --> 00:39:30.370

Lynn Peterson: that all of these issues that were brought up were actually taken to heart

281

00:39:30.420 --> 00:39:39.130

Lynn Peterson: and are moving forward, whether on this path or another path with another partner agency. But they're it's happening. They're working together

282

00:39:39.180 --> 00:39:40.940

Lynn Peterson: to get to get a

283

00:39:41.140 --> 00:39:46.930

Lynn Peterson: the larger context that system wide approach actually

284

00:39:47.110 --> 00:39:49.150

Lynn Peterson: integrated into your project.

285

00:39:49.390 --> 00:39:55.390

Lynn Peterson: So yeah, we go through all of those phases, and like, Who who are you talking to?

286

00:39:57.650 --> 00:40:02.700

Lynn Peterson: I'll give. I'll give my worst case example of a project that we had at was.

287

00:40:03.300 --> 00:40:06.070

Lynn Peterson: We had a open house.

288

00:40:07.070 --> 00:40:09.980

Lynn Peterson: We usually do an open house

289

00:40:10.400 --> 00:40:17.200

Lynn Peterson: as a checkbox on a project after we've already scoped it. We've already done the problem statement. We've already

290

00:40:17.280 --> 00:40:24.590

Lynn Peterson: done the design work, and then we got like, hey, you have a problem. We're defining it. Here's our solution. What do you think?

291

00:40:25.030 --> 00:40:29.190

Lynn Peterson: We held that open house at a private golf course

292

00:40:30.730 --> 00:40:33.010

Lynn Peterson: that had no transit access.

293

00:40:34.170 --> 00:40:35.740

Lynn Peterson: and nobody showed up.

294

00:40:35.960 --> 00:40:38.430

Lynn Peterson: and everybody told me we were good to go

295

00:40:39.080 --> 00:40:39.950

Lynn Peterson: good to go

296

00:40:40.210 --> 00:40:46.440

Lynn Peterson: There's no controversy, but we hadn't talked to anybody we really had right? So don't get yourself into that that

297

00:40:46.500 --> 00:40:48.920

Lynn Peterson: bucket where you're only talking to yourself

298

00:40:49.090 --> 00:40:53.030

Lynn Peterson: or you're only talking in an echo chamber. We really need to get out and

299

00:40:53.090 --> 00:41:02.680

Lynn Peterson: see how different people perceived. perceive their lived environment, but also just their what they, what they see and what trauma they experience every day.

300

00:41:02.980 --> 00:41:13.860

Lynn Peterson: and we need to respect it. So that that's really the learning loops is taking yourself through these, and and really challenging yourself on how you're managing even the risk of your project.

301

00:41:13.920 --> 00:41:20.720

Lynn Peterson: because if you don't go out and it's a surprise to everybody. your project be do a before it even starts.

302

00:41:20.850 --> 00:41:23.280

Lynn Peterson: And again it's a waste of time and energy.

303

00:41:23.370 --> 00:41:32.500

Lynn Peterson: and it decreases the trust in your agency and your ability to even go to the ballot or to go and get more money from the Legislature for projects. Right?

304

00:41:32.850 --> 00:41:39.410

Lynn Peterson: We need to be increasing. Trust not just saying, Trust me. that's not trust

305

00:41:40.610 --> 00:41:42.730

Jackson Nutt-Beers / SPUR (They/Them): right absolutely.

306

00:41:43.030 --> 00:41:54.870

Jackson Nutt-Beers / SPUR (They/Them): So I want to pull one question from the Q. A. From the audience, just to remind her, If you do have a question for Lynn, please do submit it in the Q. A. Function at the bottom of your screen.

307

00:41:54.940 --> 00:41:56.450

Jackson Nutt-Beers / SPUR (They/Them): So

308

00:41:56.960 --> 00:42:22.480

Jackson Nutt-Beers / SPUR (They/Them): in San Francisco and other urban areas across the country in the wake of the pandemic, we because San Francisco so compact. We turned a lot of our streets into slow streets. It's it's created a slow streets network where people could utilize the roadways for recreational activities. You know, biking cycling basically somewhere you can drive down the street unless you lived on that street.

309

00:42:22.690 --> 00:42:29.550

Jackson Nutt-Beers / SPUR (They/Them): So J. Asked, how do you see the role of roads and facilitating alternative modes of transportation.

310

00:42:30.790 --> 00:42:33.230

Lynn Peterson: Yeah, you know.

311

00:42:34.100 --> 00:42:36.540

Lynn Peterson: I've got 2 favorite

312

00:42:36.570 --> 00:42:45.710

Lynn Peterson: books, and of course, now I'm i'm losing Elizabeth Deacon from University of California Berkeley. I I don't know if she's retired now or not, but

313

00:42:47.800 --> 00:42:49.890

Lynn Peterson: it's it's a book on boulevards

314

00:42:50.490 --> 00:43:04.620

Lynn Peterson: and boulevards from across the world, and how how people have used space in the right of way over time, and what was fascinating is the Olmsted Brothers were actually designing roads in New York City

315

00:43:05.030 --> 00:43:14.850

Lynn Peterson: right to be multimodal in their day. and the same issues that we see play out, and that's in the right away of who gets what space

316

00:43:15.370 --> 00:43:25.830

Lynn Peterson: has been going on since the Romans built the broken roads right. We. We. We have had this tension throughout time.

317

00:43:26.590 --> 00:43:29.550

Lynn Peterson: but I think what we, what we've all found.

318

00:43:29.830 --> 00:43:34.920

Lynn Peterson: and we need to acknowledge and and be more cognizant of it as speed kills.

319

00:43:35.040 --> 00:43:42.730

Lynn Peterson: And so anytime in an urban area that is, this dense that has this many different types of modes that we are trying to accommodate.

320

00:43:42.970 --> 00:43:52.210

Lynn Peterson: that we need to find safe space. And I think what's beautiful about my professional traffic engineering.

321

00:43:52.300 --> 00:43:57.990

Lynn Peterson: not not highway design, construction and building, but traffic engineering is the amount of

322

00:43:58.030 --> 00:44:03.820

Lynn Peterson: experimenting that is going on to try and makes that same right away

323

00:44:04.320 --> 00:44:18.710

Lynn Peterson: more safe for everyone, and I think this kind of experimentation is exactly what we need, and then we need to move beyond the pilot project. The pilot projects that we say are pilot, and move it more into the community. But as we do that.

324

00:44:18.910 --> 00:44:29.730

Lynn Peterson: we need to be really careful, and i'll give you an example again, from Portland. where the maintenance department was tasked in the city of Portland, to go out and stripe where they could bike lanes.

325

00:44:30.430 --> 00:44:41.100

Lynn Peterson: and they had heard again through the steam northeast black community in Portland. They had heard from cyclists that there was a stretch of road on

326

00:44:41.160 --> 00:44:45.240

Lynn Peterson: Williams Road right straight through the community

327

00:44:45.290 --> 00:44:57.490

Lynn Peterson: that needed bike lanes. It would it? People weren't feeling safe, but what they didn't disaggregate is that the folks that were calling in and saying, hey? We need a bike lane. We're actually the white commuters bicycle commuters from the North.

328

00:44:57.550 --> 00:45:00.160

Lynn Peterson: where the the community had already gentrified

329

00:45:00.590 --> 00:45:04.260

Lynn Peterson: what the community had been asking for for a very long time.

330

00:45:04.530 --> 00:45:07.430

Lynn Peterson: was safe crossings

331

00:45:08.060 --> 00:45:23.110

Lynn Peterson: and more sidewalks to their churches, to their schools, to the hospital, to their businesses, and they had not gotten any investment, and suddenly they get notice without any conversation. They just get this notice.

332

00:45:23.350 --> 00:45:29.410

Lynn Peterson: We're coming in to put a bike lane in aren't. You happy with us. and then they, the whole neighborhood, just

333

00:45:30.640 --> 00:45:37.900

Lynn Peterson: went up in arms. So you're putting in bike lanes for people again biking through our community. But You're not dealing with

334

00:45:37.910 --> 00:45:43.410

Lynn Peterson: our safety issues for the people in our community. So I I just highlight that as a

335

00:45:43.900 --> 00:45:44.730

Lynn Peterson: we just.

336

00:45:44.910 --> 00:45:52.350

Lynn Peterson: no matter what transportation investment you're putting in. You need to be very careful about how it's going to be perceived by the community.

337

00:45:52.410 --> 00:45:56.480

Lynn Peterson: Is this: is this what they need? Or is that was our scope too small.

338

00:45:57.190 --> 00:46:06.460

Lynn Peterson: And so talking to thought leaders talking to the school district right getting, getting becoming one with that community and understanding

339

00:46:06.980 --> 00:46:07.880

Lynn Peterson: what

340

00:46:08.290 --> 00:46:16.690

Lynn Peterson: what they're living every day is so important that you can't just assume a bike lane. That's a great idea. The bike lane eventually went in.

341

00:46:16.780 --> 00:46:25.520

Lynn Peterson: but a whole host of sidewalk improvements went in a whole bunch of safe crossings and a lot of traffic coming to bring that speed down. So

342

00:46:26.310 --> 00:46:26.980

Lynn Peterson: you know.

343

00:46:27.120 --> 00:46:30.640

lessons learned, and as long as we are acknowledging that we did something

344

00:46:30.740 --> 00:46:34.460

Lynn Peterson: that was harmful. and that we are trying to learn our lesson.

345

00:46:34.500 --> 00:46:41.630

Lynn Peterson: don't do it again. I think we we got to give space for that learning process to occur. But we shouldn't do it

346

00:46:42.140 --> 00:46:43.310

Lynn Peterson: more than once.

347

00:46:44.290 --> 00:47:03.880

Jackson Nutt-Beers / SPUR (They/Them): Yeah, that that is a great success story. I am. I'm glad to hear that all of everybody's needs for that in that situation. So another question from somebody, from our audience. They ask in an area like San Francisco or any other dense environment based on the fact that speed is the primary safety issue. It feels like

348

00:47:03.880 --> 00:47:12.250

Jackson Nutt-Beers / SPUR (They/Them): that Even the idea of a quote unquote. A arterial street, or anything intended to mix high speed with density is always going to be dangerous.

349

00:47:12.740 --> 00:47:25.030

Jackson Nutt-Beers / SPUR (They/Them): Our arterial street or arterials compatible at all with this type of environment. What evidence, what a department of transportation need to give up on a high hierarchical road plans in these areas?

350

00:47:25.820 --> 00:47:33.760

Lynn Peterson: Wow, yeah, I mean, I I don't think that there is any major metropolitan area that doesn't have State

351

00:47:33.810 --> 00:47:40.920

Lynn Peterson: owned arterial roads going in and out of downtown and through to the suburbs right

352

00:47:42.420 --> 00:47:55.170

Lynn Peterson: because those were the rural roads that were connecting rural to Urban in the day. And then we suburban. We urbanized. We we sprawled out along those those arterials, and they were designed for high-speed roads

353

00:47:56.370 --> 00:48:03.250

Lynn Peterson: because they were connecting but we never changed. Sometimes we don't even change the functionality of the title.

354

00:48:03.360 --> 00:48:11.360

Lynn Peterson: But yet the context has changed around it. Is, it's not farmland anymore. It's suburban, or it's very urban.

355

00:48:11.380 --> 00:48:15.910

Lynn Peterson: But yet that road remains the same. So I think you're right.

356

00:48:16.020 --> 00:48:20.740

Lynn Peterson: We we need to bring the design speed down, and that does take.

357

00:48:22.150 --> 00:48:23.130

Lynn Peterson: you know, just

358

00:48:23.210 --> 00:48:35.020

Lynn Peterson: the 100% application of the nectar design guidelines right? And how do you phase in over time? Because there's not enough money in the world to completely retrofit all of these urban arterials over time.

359

00:48:35.140 --> 00:48:39.030

Lynn Peterson: But the the other part of this is

360

00:48:40.220 --> 00:48:41.840

Lynn Peterson: having the States

361

00:48:42.130 --> 00:48:45.610

Lynn Peterson: give that asset over to the city's

362

00:48:45.780 --> 00:48:49.190

Lynn Peterson: or the counties. Usually it's the cities that

363

00:48:50.380 --> 00:48:55.050

Lynn Peterson: are more readily adaptable to flexible design Guidelines or practical design

364

00:48:55.120 --> 00:49:02.230

Lynn Peterson: work, so that it's not slowed up with the bureaucracy of the State, which is still looking at high speed

365

00:49:02.370 --> 00:49:05.720

Lynn Peterson: roads as their their major and

366

00:49:05.850 --> 00:49:11.480

Lynn Peterson: mission right. So sometimes it's a transfer of ownership, and with that transfer of ownership some money

367

00:49:11.610 --> 00:49:16.970

Lynn Peterson: to be able to do the things that the do. T Hasn't been doing to slow down traffic.

368

00:49:18.800 --> 00:49:31.280

Lynn Peterson: So I, while we still we're still in a mode in most of our urban areas throughout the United States, and I'm not going to speak to any specific road in the Bay area because I don't have enough knowledge to do that

369

00:49:31.400 --> 00:49:39.600

Lynn Peterson: we are so trying to balance throughput of vehicles with people.

370

00:49:40.240 --> 00:49:46.220

Lynn Peterson: And the more we can talk out loud about the capacity moving of people. Through these corridors

371

00:49:46.440 --> 00:49:58.070

Lynn Peterson: the the more solution sets unfold. But we are still trying to balance that through most of our urban areas in the United States. But speed should not be

372

00:49:58.280 --> 00:50:00.630

Lynn Peterson: part of the throughput. Right?

373

00:50:02.630 --> 00:50:08.770

Lynn Peterson: Yeah, yeah, I do. And all 13 of those arterials that well

374

00:50:09.350 --> 00:50:14.120

Lynn Peterson: 1010 out of the 13 arterials that we had in the the ballot measure were all state of

375

00:50:17.090 --> 00:50:27.160

Jackson Nutt-Beers / SPUR (They/Them): okay. So our our next question comes from Michael. Michael says we're at a crossroads related to the future of transportation and urban development.

376

00:50:27.160 --> 00:50:54.230

Jackson Nutt-Beers / SPUR (They/Them): The use of renewables and the transport sector promises a reduction of greenhouse gas emissions and climate change benefits, but it's not promised reduction in our dependency on the automobile. In fact, it may become even easier to travel by car. It will take a considered effort to transition to a fully multimodal society. They put, think Netherlands in parentheses. So what is your perspective on our ability to truly become a more multi modal society.

377

00:50:59.160 --> 00:51:04.470

Lynn Peterson: Well, it's there's so many multi-parts of that conversation. But

378

00:51:05.200 --> 00:51:07.680

Lynn Peterson: you know I think it's starting

379

00:51:08.130 --> 00:51:19.430

Lynn Peterson: starting with the conversation that you're trying to build out a complete community. and getting agreement on what that means is probably the single most important thing are at

380

00:51:20.090 --> 00:51:35.440

Lynn Peterson: in the Portland Metro region. We have a 50 year growth plan that's now at 30 years old. and we got everybody, all 24 cities and 3 counties to agree on a corridors and centers plan. But in order to do that, we had to do a whole bunch of scenarios right, which is also part of the

381

00:51:35.710 --> 00:51:41.820

Lynn Peterson: the planning, and, as far as i'm concerned the planning and design and engineering part as well

382

00:51:42.050 --> 00:51:49.340

Lynn Peterson: as we have to have these tough conversations as a people not in Macros.

383

00:51:49.360 --> 00:51:57.130

Lynn Peterson: not not just as developers, not just as transportation geeks, not as right. We have to come to the table and recognize that

384

00:51:58.280 --> 00:51:59.110

Lynn Peterson: not

385

00:51:59.360 --> 00:52:03.870

Lynn Peterson: not everybody gets up in the morning and experiences the same day

386

00:52:04.340 --> 00:52:07.810

Lynn Peterson: of moving around in space, and how they get their access.

387

00:52:10.330 --> 00:52:14.720

Lynn Peterson: and it changes. But by how old you are, and what part of life. You're in

388

00:52:15.080 --> 00:52:21.270

Lynn Peterson: right. So I used to bike and transit every single day until about 10 years ago.

389

00:52:21.290 --> 00:52:25.500

Lynn Peterson: when, where I worked, how I worked, where I had to be

390

00:52:25.540 --> 00:52:31.470

Lynn Peterson: completely changed. and now I'm able to fit it in catches, catch can.

391

00:52:33.660 --> 00:52:41.260

Lynn Peterson: But at the same time we moved my mom into our house, and we built an AD to densify and have everybody close by.

392

00:52:42.260 --> 00:52:50.550

Lynn Peterson: So the week and we were in a walkable neighborhood. We wanted her in a walkable neighborhood. We wanted her close. I think it's. I think it's the recognition that

393

00:52:50.640 --> 00:53:04.650

Lynn Peterson: the more multimodal we are. the more we are actually accommodating different phases of life and different abilities and different access needs. And in order to do that.

394

00:53:04.810 --> 00:53:17.270

Lynn Peterson: it it takes you not just doing a transportation projects. You can't think transportation project. You have to think system-wide. and you have to put on a a hat that says

395

00:53:18.260 --> 00:53:21.500

Lynn Peterson: I care about how the kids get to school.

396

00:53:22.310 --> 00:53:32.940

Lynn Peterson: I care about how my mom is walking through my neighborhood, even though it's walkable. There are no sidewalks. So what does safety look like in that context?

397

00:53:33.010 --> 00:53:42.510

Lynn Peterson: I think you You just you literally can't put yourself in your cubicle, Google Mapping. Right? You have to get out. You have to. You have to experience it.

398

00:53:43.620 --> 00:53:44.460

Lynn Peterson: and you.

399

00:53:45.380 --> 00:53:51.020

Lynn Peterson: We need to recognize that we are going to be balancing these needs for quite some time.

400

00:53:51.150 --> 00:53:53.720

Lynn Peterson: but we can make slow changes

401

00:53:53.820 --> 00:54:05.200

Lynn Peterson: in these corridors in our projects to move in the direction that we all want to move in, which is increasing the safety for all modes. but still being able to provide access to folks that they just can't take another mode.

402

00:54:05.660 --> 00:54:11.560

Lynn Peterson: I I really truly believe that we need to look each other in the face and say, Listen, Somebody who's in

403

00:54:11.620 --> 00:54:15.580

Lynn Peterson: an inner Portland neighborhood has so many options.

404

00:54:15.900 --> 00:54:25.500

Lynn Peterson: How do I give those options over the next 20 years to somebody who lives further out. How do I do that? How do I intently do that?

405

00:54:25.580 --> 00:54:39.290

Lynn Peterson: And that's why we have started to make sure that if we're if we're taking care of our low-income neighborhoods. We're taking care of our communities of color, and we're giving them the same options and the same accessibility. Then we're raising one

406

00:54:39.480 --> 00:54:42.190

Lynn Peterson: everybody up over time.

407

00:54:42.530 --> 00:54:46.450

Lynn Peterson: It's that intentness of purpose, but also

408

00:54:46.610 --> 00:54:49.520

Lynn Peterson: don't don't assume that everybody wants to wake up and look like you do.

409

00:54:50.650 --> 00:54:53.450

Jackson Nutt-Beers / SPUR (They/Them): Absolutely absolutely

410

00:54:53.670 --> 00:55:10.420

Jackson Nutt-Beers / SPUR (They/Them): so. We are almost the time. But I just have one more question for you. So do you have any, you know any last bit of wisdom for those entering the field, or in the midst of our projects, or wanting to help advocate for a more just, safe, and affordable nation. For all

411

00:55:12.360 --> 00:55:16.400

Lynn Peterson: you know, I think patience is a virtues driven for by many, and achieved by a few.

412

00:55:16.630 --> 00:55:28.140

Lynn Peterson: It's a good midwestern saying, but but it applies to that which we have taken on looking at everything with a climate change. Lens looking at everything within. Equity lens

413

00:55:28.970 --> 00:55:31.690

Lynn Peterson: we didn't get here overnight, and it's going to take.

414

00:55:32.100 --> 00:55:43.240

Lynn Peterson: It's going to take progress every day, but not not at a scale that we can do on a daily basis, but over time it becomes the scale right.

415

00:55:43.280 --> 00:55:53.580

Lynn Peterson: So I think it literally starts for me with reaching out your hand and introducing your yourself to folks that you don't know. and just asking questions about.

416

00:55:54.410 --> 00:55:58.720

Lynn Peterson: What do they see for the future. What do they need for the future? Be yourself

417

00:55:59.020 --> 00:56:06.100

Lynn Peterson: as what you think are stupid questions. But if you're asking the questions, people and you're doing it

418

00:56:07.180 --> 00:56:08.530

Lynn Peterson: with respect.

419

00:56:08.720 --> 00:56:16.090

Lynn Peterson: Then people are going to be happy that you're curious and want to know more. But I think it starts with with that small step.

420

00:56:16.300 --> 00:56:21.490

Lynn Peterson: because we're all on a daily basis, trying to build, trust. to get to a collaboration.

421

00:56:21.720 --> 00:56:23.800

Lynn Peterson: to get something done, and

422

00:56:23.850 --> 00:56:25.740

Lynn Peterson: perfection is the enemy of the good.

423

00:56:27.150 --> 00:56:30.690

Lynn Peterson: because what I think is perfect is not what you think is perfect at all.

424

00:56:31.250 --> 00:56:32.280

Lynn Peterson: And so

425

00:56:32.410 --> 00:56:37.150

Lynn Peterson: I like 80% of good. 80% of perfect is good.

426

00:56:37.500 --> 00:56:41.190

Lynn Peterson: and we shouldn't. We shouldn't beat each other up, we shouldn't beat ourselves up

427

00:56:41.440 --> 00:56:44.020

Lynn Peterson: in the end. If we've made the small

428

00:56:45.100 --> 00:56:47.090

Lynn Peterson: questions forward

429

00:56:48.800 --> 00:56:58.590

Lynn Peterson: over time. your career over time in our space that we're working in with community. we will see amazing change.

430

00:56:58.750 --> 00:57:03.070

Lynn Peterson: but it's not. You can't. You can't do grandiose change overnight.

431

00:57:03.760 --> 00:57:16.330

Lynn Peterson: It really takes intentness on a daily basis. And so I I just. I feel I feel the anxiety with folks starting out of wanting big changes and those big changes do happen, but it takes time.

432

00:57:16.410 --> 00:57:23.310

Lynn Peterson: and it's so frustrating right. And what I found the only way for me to deal with my frustration was to find out

433

00:57:24.390 --> 00:57:25.830

Lynn Peterson: if there's another job

434

00:57:25.900 --> 00:57:37.300

Lynn Peterson: in which I could figure out how to get more change just a little bit faster, or break down a barrier, you know. Just a little bit, a little bit more, and that just gives you the entire perspective of

435

00:57:37.350 --> 00:57:48.220

Lynn Peterson: okay. What are what are the priorities. What are the barriers? How do we work with community to bring it down? Bring those barriers down. and and really leave this place a better place than

436

00:57:48.520 --> 00:57:49.550

Lynn Peterson: then. We found it

437

00:57:51.200 --> 00:58:06.760

Jackson Nutt-Beers / SPUR (They/Them): such inspirational words to end on Lynn. Thank you so much for joining us today. I've thoroughly, and toward this conversation, like I mentioned at the beginning. You can purchase Lynn's book roadways for people on island presses Website

438

00:58:06.760 --> 00:58:20.450

Jackson Nutt-Beers / SPUR (They/Them): I. It is linked in the chat. We will also include it in our follow up email as well. You can use the Code Webinar to get 30 of that purchase, Lynn, before we go. How can people continue to follow your work. Where Where can we? Where can people keep up with you?

439

00:58:20.530 --> 00:58:35.640

Lynn Peterson: I've got I've got a website for the book, Lynn Peterson, consulting Com. If you go there you can get updated on on everything going forward, and if you have examples, case studies, please share them with me. I I know the bay area is

440

00:58:35.720 --> 00:58:38.160

Lynn Peterson: very progressive, and thinking about

441

00:58:38.270 --> 00:58:51.660

Lynn Peterson: everything, and influences the entire country. So I appreciate knowing what's going well, what's not, and why and right what were the lessons learned. But I also appreciate the projects, because really that's the one feedback.

442

00:58:51.820 --> 00:58:57.660

Lynn Peterson: The piece of feedback I got on the book is. we want more. We want more case studies where things went well

443

00:58:57.790 --> 00:59:08.540

Lynn Peterson: right, but it's one book. It can only fit so much in. But if I would like to keep sharing that over time, especially from the work that y'all are doing down there. So thanks.

444

00:59:08.910 --> 00:59:24.620

Jackson Nutt-Beers / SPUR (They/Them): yeah, absolutely. Well, thank you so much. Thank you all for tuning in today. We will share our copy of this recording transcript and the chat within the next couple of days. So everybody enjoy the sunshine today, I know, and it's not been a plenty. So enjoy the rest of your day, everyone.

445

00:59:25.030 --> 00:59:25.940

Lynn Peterson: Thank you.