I. Call to Order

II. Welcome, Introductions, Absences
A. Present: Aidil Ortiz, Ariana Bevilacqua, Dan Clever, Emily Egge, George Tait, Heidi Carter, Julia Katz, Michael Moorman, Susanne Schmal, Tricia Smar
B. Excused Absences: Ed Rizutto, David Fellerath, Dwayne Atkins, Amanda De Hoedt Cecilia Gonzales, Cha’sem Anderson, Javiera Caballero
C. Staff: Brian Taylor
D. Public: Dave Connelly, Eric Landfried, John Kent, Mark Manz, Allison Shauger, Lisa Miller, Eileen Harvey, Patrick McDonough, John Hodges-Copple, Amy Johnson, Laura Stroud, Nick Doty, Jaquasha Colon, Marc Maximov, Brooke Ganser, Sarah Sanford, John Tallmadge, Matt Kopac, Jess Dorrance, Michael Schwartz

III. BPAC Overview
A. BPAC is a resident advisory commission dedicated to ensuring our elected officials and government departments have access to community input that will impact priorities and projects related to bicycle and pedestrian transit.
1. Vision Zero: That safety in reaching our destinations is valued over speed, resulting in Zero deaths due to transportation-related crashes.
2. Complete Streets/Network: That our transportation network is viewed holistically, so we can all get where we need to go, whatever our method of transportation.
3. Mobility Justice: That all residents can get to where they need to go safely (physically and mentally), regardless of age, race, gender, identity, ability or mode of transportation.

IV. Untokening: Overview & Recap
The first weekend of October was bustling with energy and optimism as the fourth annual Untokening gathering took place in downtown Durham. Untokening is a volunteer-based, multiracial collective that “centers the lived experiences of marginalized communities to address mobility justice and equity.” In addition to publishing the Principles of Mobility Justice in 2017, the Untokening leadership team has helped organize an annual gathering in a different location each year since that year. More information is at http://www.untokening.org/. BPAC member Julia Katz has written a blog post about the Durham gathering here.

The Durham BPAC hosted a public event the following week to continue conversations from the Untokening gathering. Over 30 people attended to reflect on how Durham can work toward a more equitable community engagement process. The majority of attendees were white, and included transportation and planning professionals, interested residents, and pedestrian and cycling advocates.

V. Introduction of Questions for Discussion
. **Question #1:** Once we are consistently providing for basic needs for engagement sessions – child care, food, interpretation, accommodating accessibility needs - what creative ideas do you have for how the City and County do engagement differently, in ways that are more relatable and comfortable to folks in our community?

**Question #2:** For the County transit plan, there is some urgency to get a revised plan in place since we are currently receiving funds from the transit tax. What engagement strategies do you see as most essential when time and resources are more limited?

**Question #3:** How is mobility impacted by various identities (i.e. race, gender, income, citizenship status, sexual orientation, ability)?

VI. **Break-out Groups - Discuss Untokening Take-Aways**

**Roundtable Discussion Notes for Question #1:** Once we are consistently providing for basic needs for engagement sessions – child care, food, interpretation, accommodating accessibility needs - what creative ideas do you have for how the City and County do engagement differently, in ways that are more relatable and comfortable to folks in our community?

**First Rotation**

- Challenge is Go Durham meetings are primarily complaints
  - What are some ideas vs. just serving as an outlet for complaints
  - Potential solution is providing a forum/gathering/space for those conversations (planning is exploring this)
- Ambassador program – similar to participatory budgeting
- Sequential growing meetings to enhance/grow engagement
- Comment re: flyer shared at table that it is focused mostly on schools
  - They are willing partners and have space to accommodate groups, but planning would like to be more thoughtful and engaging to identify community space
- Provide an experience vs. a powerpoint, e.g., temporary street to incorporate bikes, pedestrians, cars, nature, etc. – this might lead to more engagement
  - NCSU students (possibly College of Design) may be able to assist with this through a virtual design
- In-person intercept surveys
- Planning does have outreach team (60 community members)
- Engagement ambassadors
  - Provide stipend
- How do you evaluate events?
  - Demographic information
- In-person and surveys – ask about “what worked re: how they were engaged?”

**Second Rotation**

- Give people space to talk/share – people love to talk about themselves
- Meet people in the community – meet them where they are
  - Ask Parks and Rec – what are their “greatest hits”, i.e., what events/spaces are popular
  - Events of interest, e.g.,
    - Yoga class
    - Breweries
    - Street festivals
• Photo booths
• Face painting (kids are engaged and parents/families free to discuss)

- Tapping into what exists
- What type of engagement?
  - True partnership?
  - Feedback?
  - Follow-up of info re: engagement – what came of it?
- Changing the podium dynamic (typically tend to be older, white people)
  - Idea of planning academy
    - Mock-up city council/county commission meetings to enhance comfort with process

Third Rotation

- Go where the people are
- Have community navigators ask questions
  - Navigators = people communities trust
- “intimidating” meetings – not community-friendly
  - Ties/dress
  - Acronyms and language of field
  - Would be helpful to give examples about concept/idea
- How will it personally impact them...
- Sharing history was helpful - *important to understand history*
  - Not all are from Durham or NC (or even if they are) may not know the history, e.g., Hwy 147
- Asked “what was heard at Untokening?”
  - $$ for expertise is important
  - Briefly discussed that “course-correcting” and looking to community for expertise vs. outside consultant
- Neighborhood organizing?
- Ideas of approaching other groups, e.g., artist communities.

Note: Share with Patrick Young (Planning Director, City-County Planning Department)?

Roundtable Discussion Notes for Question #2: For the County transit plan, there is some urgency to get a revised plan in place since we are currently receiving funds from the transit tax. What engagement strategies do you see as most essential when time and resources are more limited?

- Piggy back on existing efforts: Engage Durham, NIS Community Ambassadors program, Participatory Budgeting
  - Don’t reinvent the wheel, and collaborate across departments to improve the whole system
  - Connect, build and cultivate relationships with established organizations who already have community trust
  - From community ambassadors and other sources, convene a representative sounding board group(s), with a focus on under-heard voices. Strongly consider paying them. (Do it)
  - When engaging community members in focus groups. etc., offer payment for their time.
- Meet the people where THEY are (both staff and trained, paid ambassadors)
• On-Board Surveys, tables at bus stop/station interviews
• Decentralized staff work time - boots on the ground
• Speak with STAFF: Drivers, agents at stations, dispatch. Give the people the most in touch with the system a real opportunity to share their ideas and wisdom
• Representative sampling: are the people answering the surveys people who use the service?
• Transparency of information: put out clear and relevant information BEFORE asking for feedback
  • What is the value proposition? Why is this project being proposed, who is it benefiting?
  • What is history of project
  • What are the project constraints? Where is the funding from?
  • What’s the real time line?
  • Clarify what is on or off the table?
  • History of planning Durham for context
  • Audit complaints, and share response/results
• Reframe public input as an Ongoing, Iterative, Responsive process, rather than one-off surveys
  • Help public to see and understand the big picture & complex nature of mobility
  • Utilize Tactical Urbanism: Temporary changes to test plans
  • Make the Unseen Seen
    • visualize consequences, like air pollution
    • Thinking past the short term, Outside of yourself & generation
  • Make a living document for feedback & response loop - think social media platforms
• Incorporate arts - like Club Blvd crosswalk
• Trust the people, and the people will be trustworthy!
  • Utilize communications platforms and technology to allow and encourage public feedback in the moment and on their own time.
    • Ex: Photo-voice – transit tell their own stories, in their own voice/image
    • Take pics to answer Qs
    • Allow for description
• Appreciation for Staff’s willingness to explore and pilot new ways of doing things for results that have greater benefits

Roundtable Discussion Notes for Question #3: How is mobility impacted by various identities (I.e. race, gender, income, citizenship status, sexual orientation, ability)?

• Poor state of bus stops
  ○ Can we audit them?
    • Currently enhancing the database to know more (i.e., - what type of ground at bus stop)
  ○ Dangerous and therefore useless
    • Not accessible
• Connections/agreements between municipalities are confusing
  ○ Update the app to clarify the mobility needs of the user
• White and middle-class folks view mass transit as beneath them
  ○ Money follows white people
  ○ Example of addressing this: Goodwill turned tide using advertising focused on white, middle-class shoppers
• e-scooters and e-bikes require credit card
  ○ Or non-credit card option is a huge barrier to utilizing these options
• Women have more “trip chains” while men have more A→B trips and transit/transportation focuses on male travel (Angie Schmidt on Twitter?)
• GoTriangle Board: mostly white, 60+
  o Focus on more expensive options addressing first/last mile (i.e., - Uber/Lyft) as opposed to bikes/scooters
• Cities prioritize only consider the needs of male users
  o I.e., - A→B destinations only
  o I.e., - not considering older adults walking more slowly
• Signals = car-centric for the most part
  o Peds need to push to cross or bikes can’t activate the light
• Sidewalks end frequently
  o Also utility manholes that break and aren’t addressed proactively
• Downtown bus depot is physically separated from downtown area
  o Crossing The Loop can be dangerous
• Late night shift workers: transit is not an option
  o Often take Uber/Lyft to/from work ($$$)
• Locating facilities on cheap land, but not considering transit accessibility
  o Esp. facilities that serve or employ low-income folks or POC
  o Jobs for various groups (i.e., - immigrants) might not be close to where people live
    • Some don’t have the luxury to choose to live close to work
• Difficulty living in auto-centric neighborhood, but not being able to drive
  o Can’t access services, go shopping, visit family without getting a ride
  o Places that are walkable to resources (i.e., - downtown) = expensive
  o Also don’t want to lose your community and move elsewhere
• Difficulty of using stroller on buses
  o Policy: must close stroller → barrier to taking bus
  o Some operators may allow in wheelchair area; not consistently
• Finding affordable transportation is a challenge for people with little money
• Transportation pilot using Lyft/Uber requires smartphone/computer = barrier to access
• Parent taking transit may need to pay 2-3 hrs. more for childcare due to commute
• Police approaching Latinx family walking downtown and asking for ID
• No sidewalks to help people access transit
• Increase in speeds (both actual and marked) = impactful
  o Esp. for children: can’t walk to school
• Streets = dangerous to cross due to speed
  o Kids lose independence and freedom of mobility
  o School principals have prohibited kids from biking to school
• Quality of roads = issue, esp. in more impoverished neighborhoods
• Neighborhood listserv discussion of a black man riding a bike slowly in a neighborhood (criminalization)
  o Some white people are afraid to travel through certain neighborhoods
    • I.e., - certain parts of ATT
  o Some POC are afraid to travel through certain neighborhoods
  o Limits mobility
• Women/POC put more thought into how/where/when they travel
  o Fears of what they may encounter
• Cultural understanding/misunderstanding of whom the bus system is for
  o Does CWS Durham cover accessing transit in their work with immigrants?
• Greenway required to be ADA accessible, but is it actually accessible?
  o I.e., - Is “natural surface” actually functional with a wheelchair?
  o How to ensure greenways are actually equitable
  o “Accessibility” used in marketing, but would like to ensure it’s being actualized
• How we are mobile shapes our identity
  o I.e., - “I bike, so I’m a cyclist”
  o May create divisions between groups
    ▪ People who bike = white
    ▪ People who use scooters = POC
• Feeling isolated at home when driving is the most convenient method of travel (20 mins to drive to work vs. 1 hr. by bus)
• Wish for more fluidity between modes of transit
  o Don’t want identity to be tied to transit mode
• Types of identities play into which parts of infrastructure are invested in
  o Racist policies
  o Racialized forms of transit and created fragmented networks
  o Investing in things like Light Rail
• Income → options → convenience/flexibility
  o Opportunity of access to other choices
• System built around cars being convenient
• Other cultures where mass transit is more utilized → less racialized
• Identity as a parent shapes view of getting around
  o I.e., - afraid to let kids bike/walk on own
  o Bus, train, etc. = more accessible in other non-US cultures
• GoTriangle supporter not actually using GoTriangle services
  o Assuming based on person’s identity (white) they wouldn’t take the bus
  o “Existence value”- even if you don’t use something, you can support it
• Any transit system will primarily benefit low-income communities (and thus POC)
  o Struggle: increase # of services/shelters/buses or focus on value of user experience
  o I.e., - currently we build affordable housing poorly
  o Must be really thoughtful and nuanced about applying an equity lens in transit
• Differences in feelings of safety by identity
  o I.e., - women won’t bike on ATT after dark
  o We can use technology (i.e., - lighting) to improve user experience
• Differences between where crashes are and where people don’t perceive safety
  o Balance perceptions with measures of safety
• Appreciation of BPAC’s welcoming presence at this meeting 😊

VII. Reconvening & Report Out (See notes above)
VIII. **Announcements**
None

IX. **Adjourn:** Motion by Susanne, Second by Dan. Unanimous approval