

LESSONS ON CONNECTIVITY:

The Link between Active Transportation and Access to Housing

*Presented by Destiny Thomas, PhD
Thrivnce Group*

The Complicated Link between Transportation and Housing

- **History:** redlining, high speed rail, racist vigilanteism, gender-based violence, policing
- **Contradictions:** Our equity programs continue to define poverty as lack of access to a car. Meanwhile, the notion of "walkability" is inherently bias and can be manipulated to 1) reproduce the racist/classist notions that are used to justify disinvestment or 2) overstate accessibility/amenities to promote housing speculation
- **Kicking the Can:** Our inability to reconcile structural crises at the community level contributes to development-induced displacement and undermines the utility of mobility in resolving intra-community challenges
- **Lack of Focus:** Active transportation programs fails to answer the question: who are we connecting, and to what?
- **Transportation First:** The politicization of active transportation has led to an inefficient campaign to center housing around our preferred modes, as opposed to adapting our notion of mobility to be responsive the latent potential of dignified and affordable housing solutions

*What would it take to establish
a **housing-first** approach to
transportation planning?*



ACTIVE HOUSING VS. ACTIVE TRANSPORTATION

Lesson One: Vision Zero

- **Los Angeles, CA** - The cost of renting a two-bedroom unit in 90003 is 50% above the national average at \$1,770
 - Today a 716sf, 2br, 1ba home is \$464,999
 - In 2017, the same house sold for \$300,000
 - In 2014, the home sold for \$174,300

When conducting community engagement on behalf of the Vision Zero program in 2017, I encountered many residents described a symbiotic relationship between bike lanes and housing speculation.



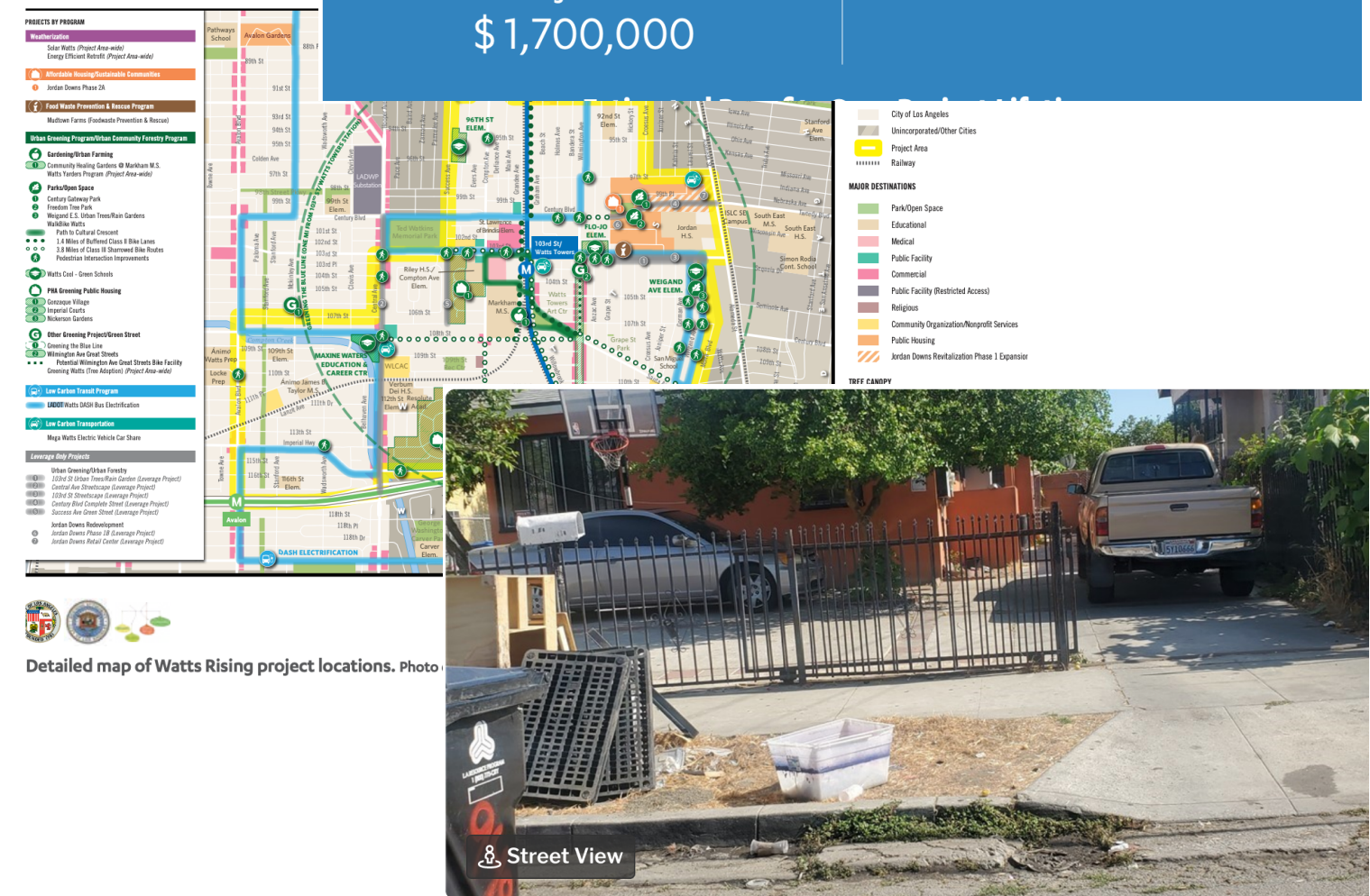
avalon google map video

Lesson Two: Watts Rising TCC

- In 90059, home appreciation the last 10 years has been 163.8%
 - Today a 1633sf, 4br, 1ba home is \$650,000
 - In 2019, the same house sold for \$450,000
 - In 2009, the home sold for \$160,000

Prior to conducting engagement for the Watts Rising project, I led an effort to assess the extent to which residents could sense the likelihood of displacement. They'd gone so long without investment that they didn't know displacement risk would come with the investments they worked so hard to secure.

Project Details	
Launch date	April 2019
Anticipated completion date	November 2020
TCC grant funds	\$1,700,000
Leveraged funds	\$6,893,075
Project lifetime	10 years

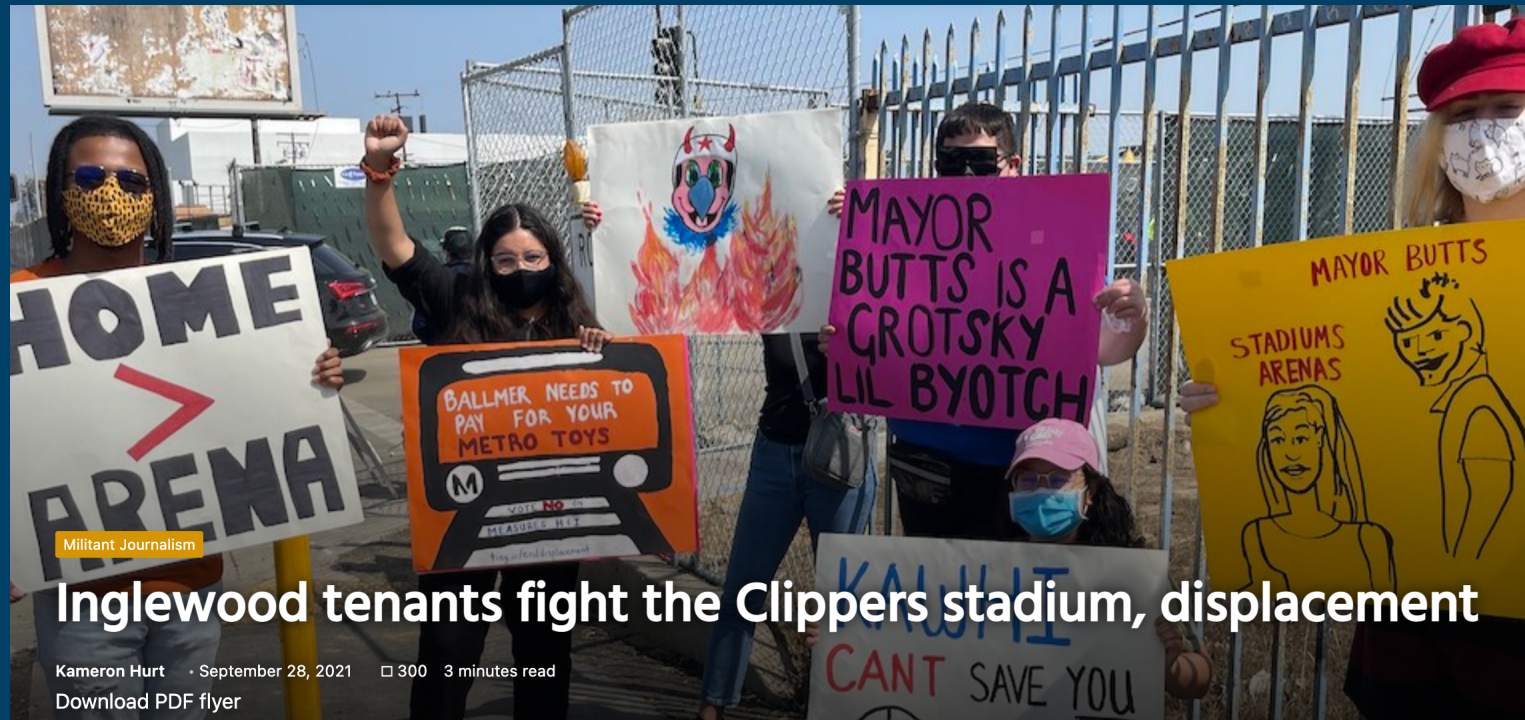


watts study video

Los Angeles Times

Subscribe Nov
\$1 for 6 month

Column: 'We may lose this.' Despair over gentrification reaches new depths in South L.A.



Inglewood People Mover Project Takes a Step Forward

It would connect the Crenshaw/LAX Line with SoFi Stadium

JANUARY 07, 2021, 7:00AM STEVEN SHARP ↓ 52 COMMENTS



Who are we connecting?

- White comfort
- Commuters
- Tech
- Sports
- What is COVID19 teaching us?

REVISITING THE NOTION OF CONNECTIVITY

Applying Lessons Learned (with a sense of urgency)

Transform Fresno - Transformative Climate Communities

- Anchor all project elements to an anti-displacement priority
- Invest in a customized strategy for prevention *and* repair
- Participatory **planning** participatory **policy design**
- Radical approaches to "equity" instead of toxic diplomacy

Here to Stay: A Policy Based Blueprint for Displacement Avoidance in Fresno

The Here to Stay report was commissioned by the City of Fresno as part of its displacement prevention efforts. Both the Transform Fresno program and the City's Housing Element call for the study of displacement and identification of actions to reduce or prevent it. The Thrivance Group, a consultant with experience in displacement prevention, authored the report after spending countless hours observing community conditions and listening to community members.

Workshop Sessions

Want to dig deeper into the Here to Stay report recommendations? Please watch one of our Community Study Sessions. At each of these sessions, the policy bundles described in the report are explored and discussed in more detail. Each session focuses on a different set of policy recommendations. Click the videos below to watch!

[Download the Full "Here to Stay" Report in English](#)

[Descargue el informe completo "Aquí para quedarse" en español](#)

[Nyum ntawm no rau tag nrho cov ntawv qhia "Here to Stay/Ntawm no Yuav Nyob" rau Lus Askiv](#)

Watch the recorded Session 1 meeting here:



Public comment period ended September 10, 2021.

HTS results video

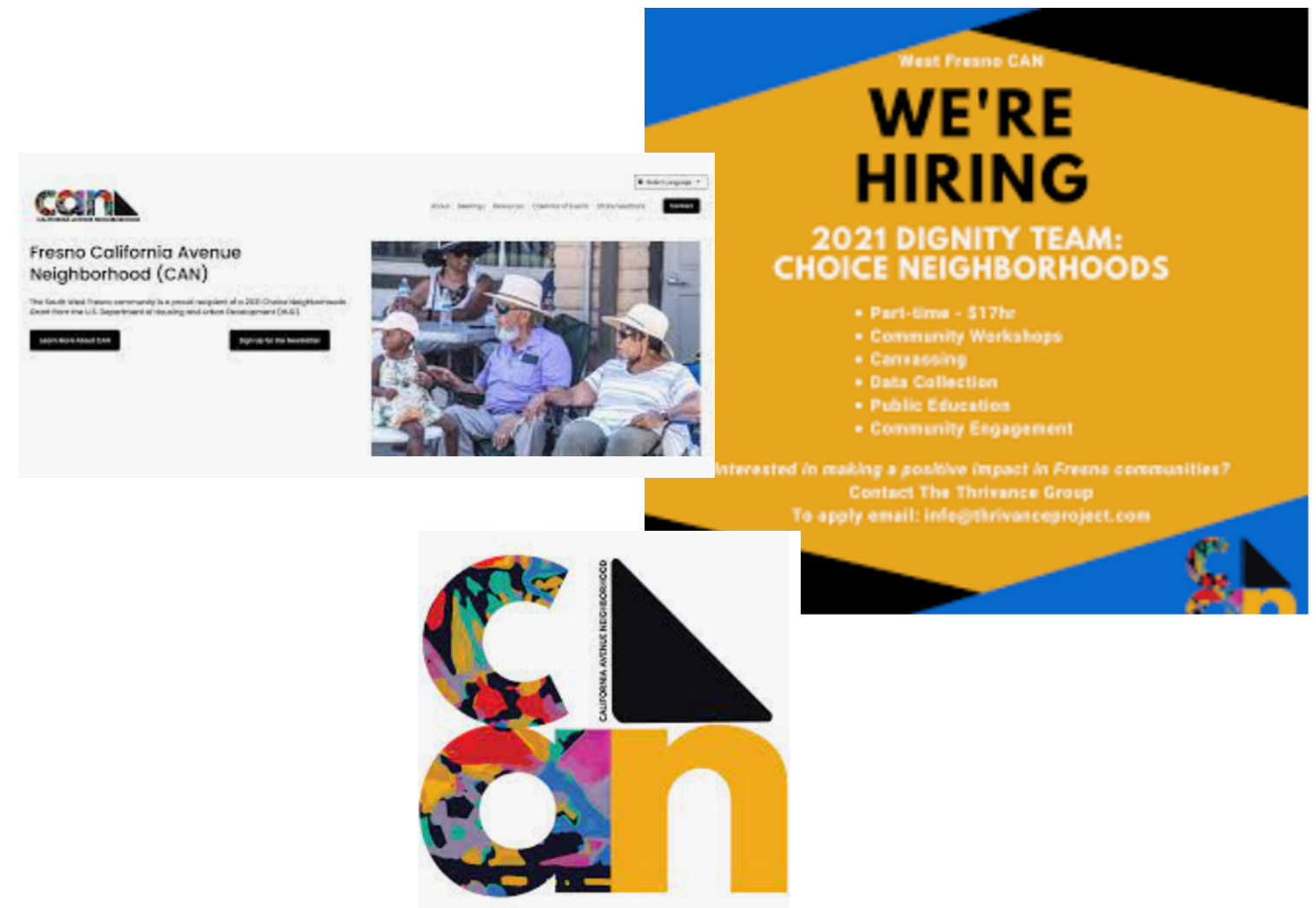


SACRAMENTO STATE
COLLEGE OF CONTINUING EDUCATION

Applying Lessons Learned (with a sense of urgency)

Fresno: California Avenue Neighborhood - HUD Choice Neighborhoods

- Name, understand and strategize around the inextricable relationships between equity gaps across disciplines
- Activate housing first: conceptually, programmatically, and through community engagement
- Build new partnerships/coalitions
- Strive for 100% community ownership and move at the speed of dignity



Gap Analysis video

THRIVANCE'S LITMUS TEST FOR REPARATIVE PLANNING

Litmus Test for Reparative Planning

The key elements of a harm-reduction strategy for policies rooted in displacement intervention include:

- The policy, on its own or in combination with another policy, **addresses a specific element of harm** identified through research and stakeholder perspectives
- The policy or the implementation plan strives to **identify a specific and intentional recipient of issue-specific, direct intervention**
- The eligibility/qualifying factor **does not pose an additional burden** or barrier that would contribute to new or additional displacement
- The policy and the people who implement the policy **intend to create a permanent redress** for the impacts of past harmful planning practices

THANK YOU

[@drdestheplanner](#) | destiny@thrivanceproject.com

