



# NATIONAL URBANISM NEXT CONFERENCE 2018

## Planning for the People

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How will lower income citizens and communities of color be affected by smart cities?

Will their lives be better? Worse?

How can we make cities more inclusive and equitable on the front end rather than retroactively?

## **It comes down to 3 basic questions:**

1. Who is paying?
2. What makes someone deserving if they cannot pay?
3. What minimum resources should people have by right?

**What** are we talking about?      **Who** are we talking about?

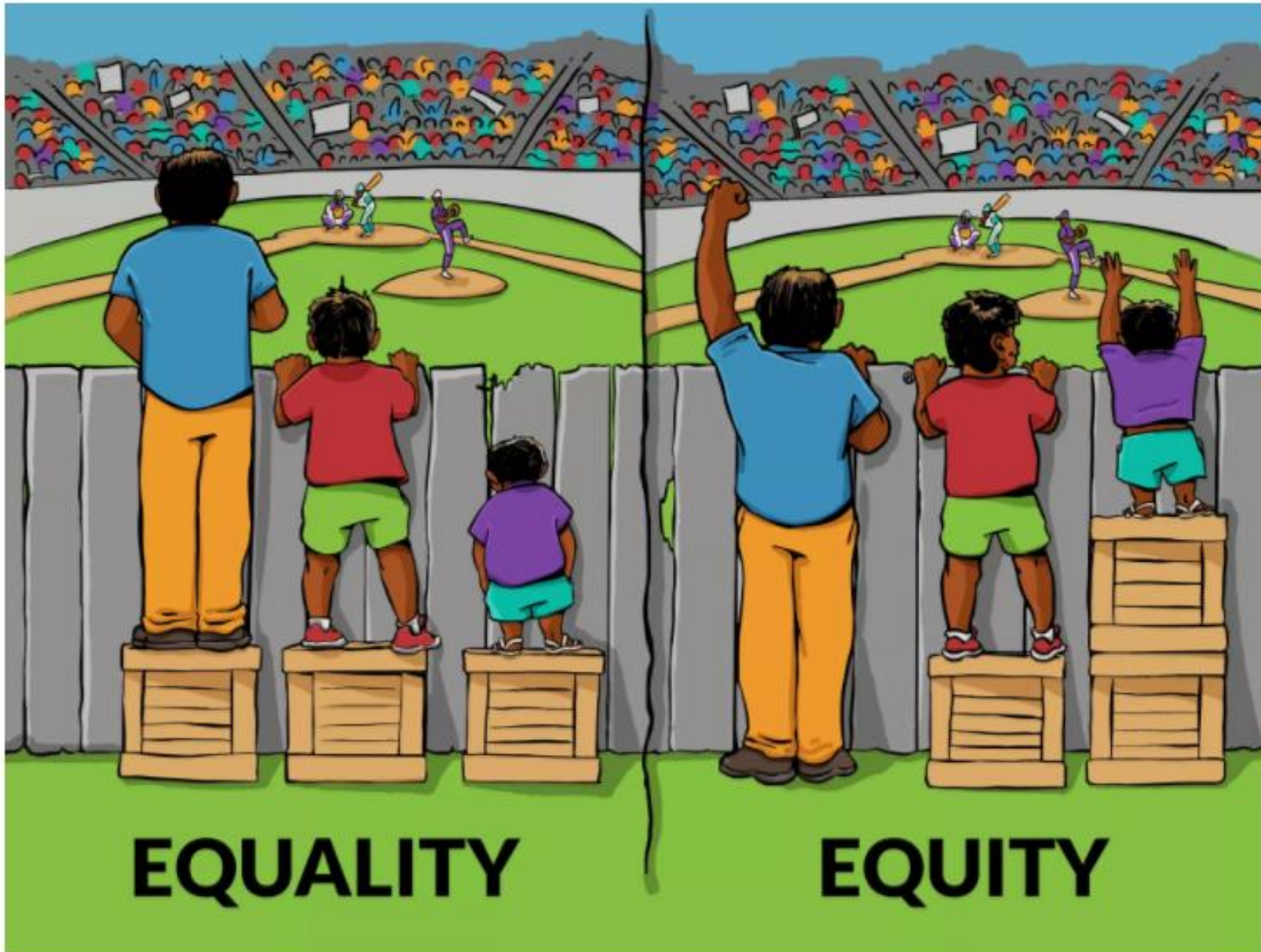
|                   | Definition               | Income | Color | Disability | Age |
|-------------------|--------------------------|--------|-------|------------|-----|
| <b>Equitable</b>  | Fair and impartial       |        |       |            |     |
| <b>Inclusive</b>  | Not exclusive            |        |       |            |     |
| <b>Accessible</b> | Easily obtained and used |        |       |            |     |



**EQUALITY**



**EQUITY**





**EQUALITY**



**EQUITY**

## A lonely road

For the poor in the Deep South's cities, simply applying for a job exposes the barriers of a particularly pervasive and isolating form of poverty



WaPo: Dec. 28, 2015

69  
stops

49  
stops



6  
mins

48  
mins

2  
mins

9  
mins

2  
mins

29  
mins

5  
mins

## A two-hour commute on three modes of transport

Lauren Scott commutes from Calvary Refuge, a homeless shelter in Forest Park, Ga., to Millwood Inc. in Atlanta, where she puts in a job application. She walks and takes two buses and a train to get to her destination, a commute of two hours. The distance is only a half-hour drive by car.



Sources: Google Maps, Atlanta Regional Commission and Mapbox

THE WASHINGTON POST

# First Step Staffing Jobs in Greater Atlanta

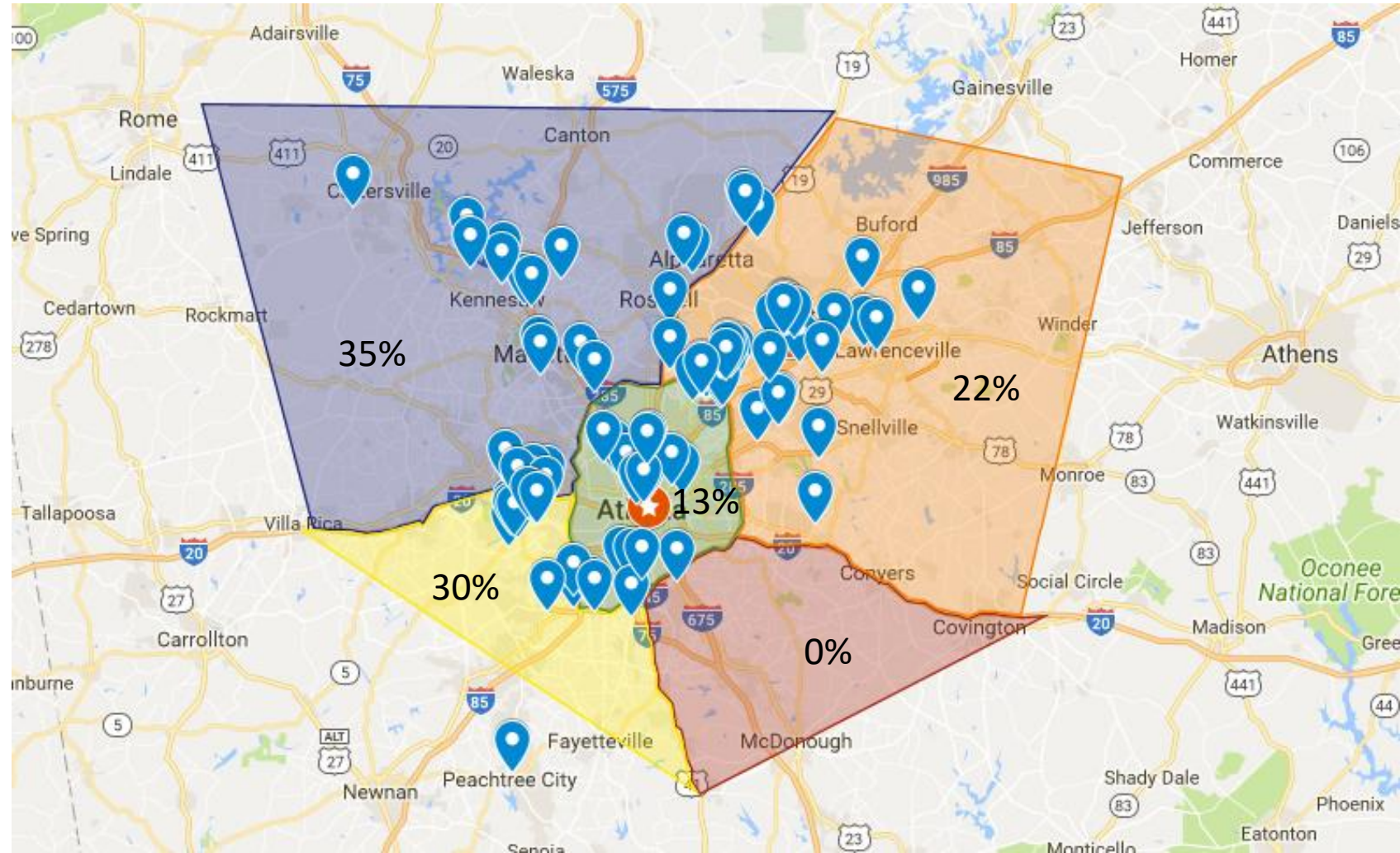
How do we get people  
to-from jobs?

How much can people  
pay?

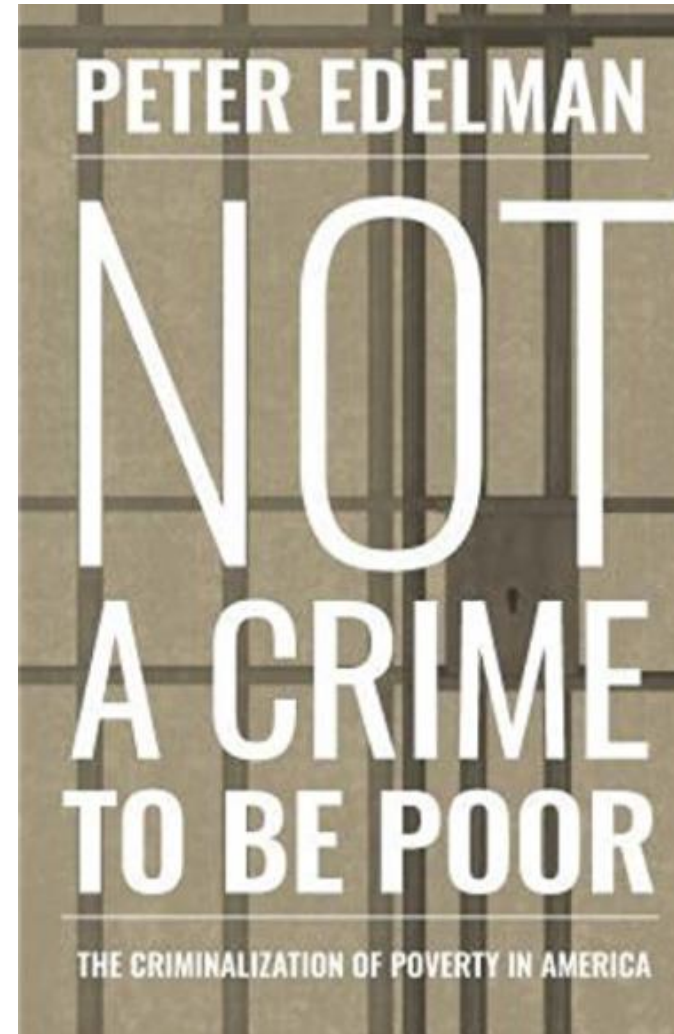
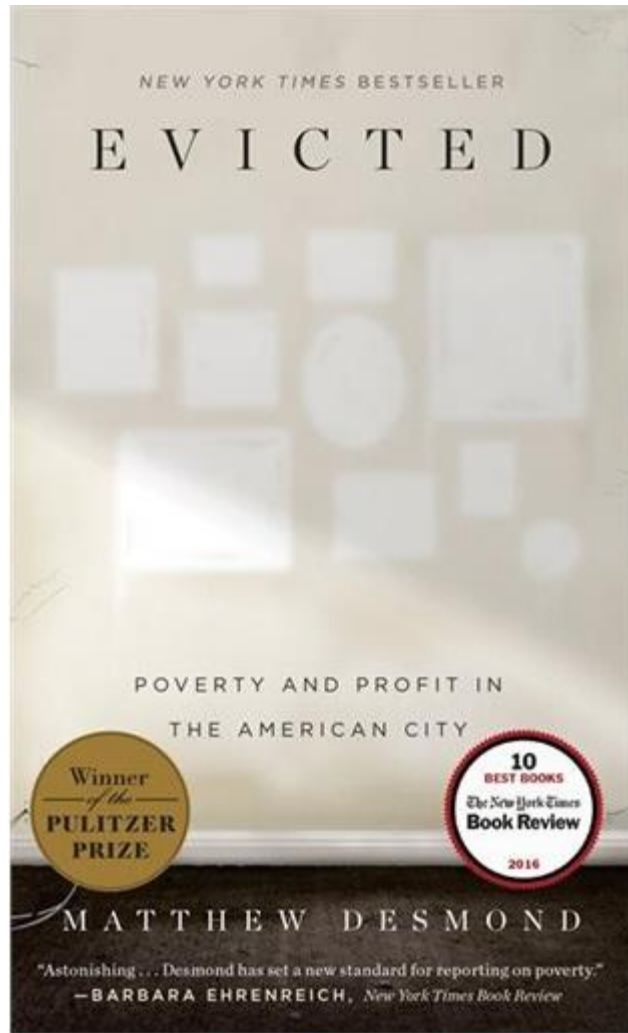
What is the cost to  
society if they don't  
work because they  
can't get there?

What role is public?  
What role is private?

- 87% of First Step's hours worked lie "outside the perimeter"
- 90% of these jobs are not accessible via MARTA



# Understanding the Reality of Poverty



It starts (and stops) with the systems we build!

# Areas of Focus for the Equity/Inclusion/Access Lens

1. Jobs/Labor

4. Health

2. Commerce

5. Infrastructure

3. Housing

6. Data

# Jobs/Labor

When autonomous vehicle saturation peaks, U.S. drivers could see job losses at a rate of 25,000 a month, or 300,000 a year.

– Goldman Sachs Economic Research (2017)

More than four million jobs will likely be lost with a rapid transition to autonomous vehicles.

– Center for Global Policy Solutions: “Stick Shift: Autonomous Vehicles, Driving Jobs, and the Future of Work” (2017)

# Commerce



All ▾



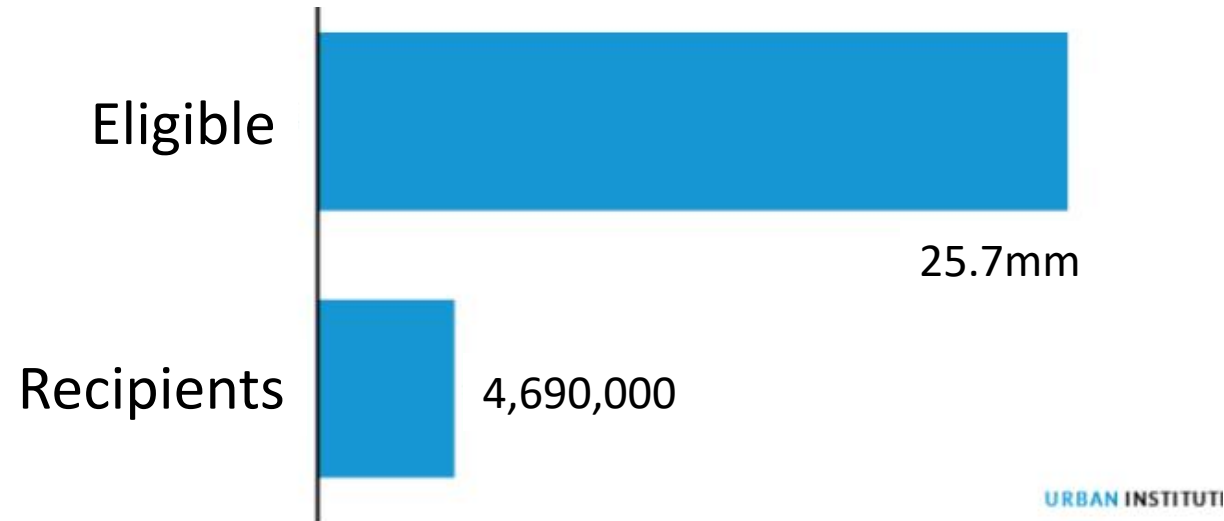
## Amazon's low prices with fast, FREE delivery and much more

Prime is just \$5.99/month for qualifying customers with an EBT or Medicaid card. Cancel anytime.

Get started

# Housing

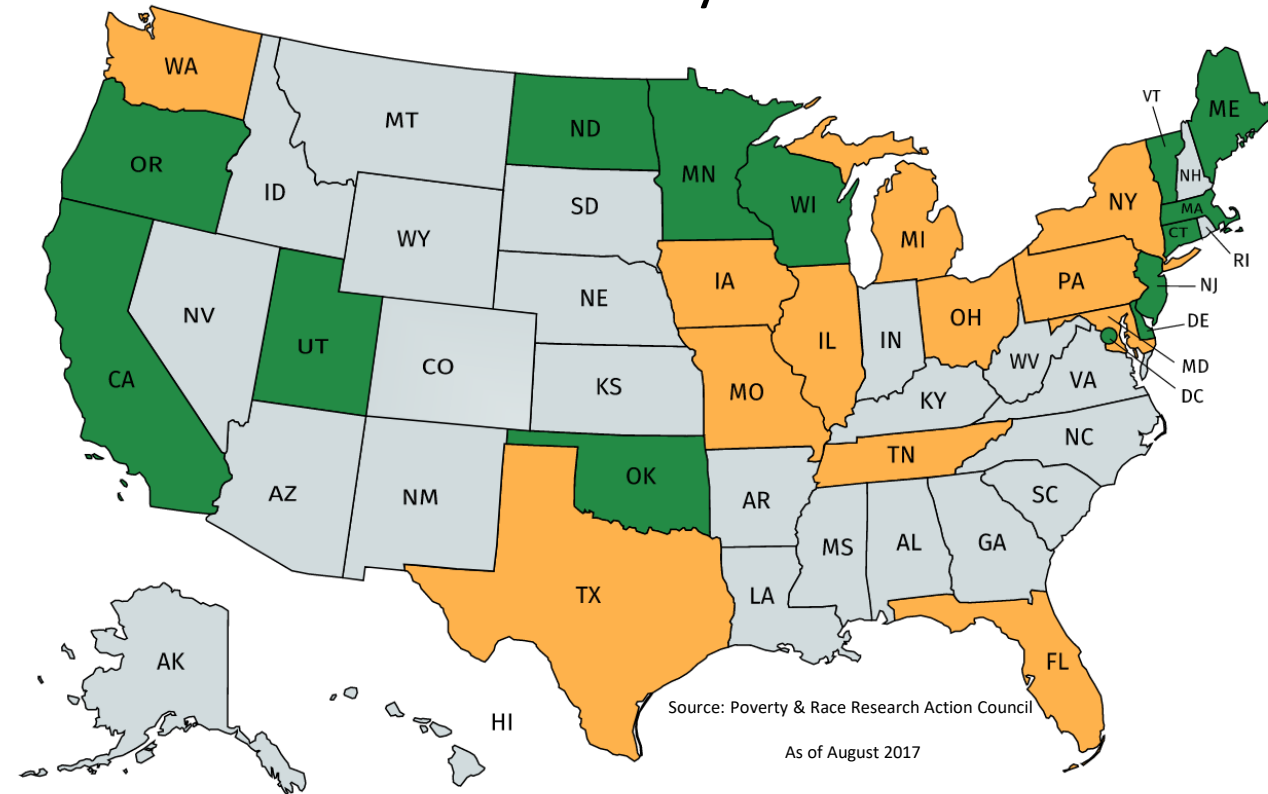
## Only 20% of those eligible for housing assistance receive it



Source: Kingsley (2017).

**Notes:** Eligible households are low income with housing needs, including spending too much income on rent (more than 30 percent), living in substandard housing, or living in overcrowded conditions. Approximately 4.69 million eligible households received federal housing assistance in 2016.

Just because you have a voucher  
doesn't mean you can use it



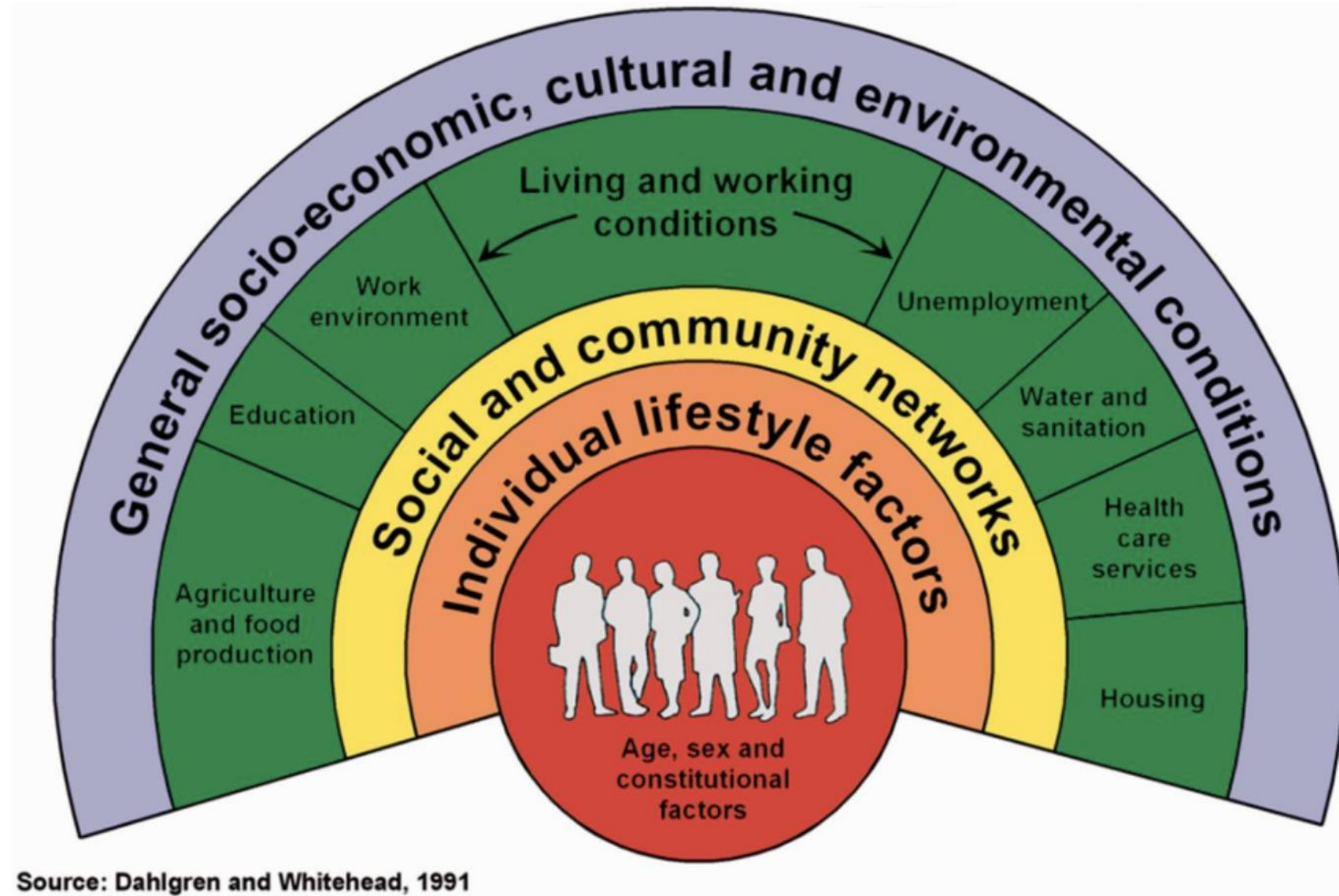
■ 14 states protect source of income (SOI)

12 states have some jurisdictions protecting SOI

25 states have nothing!!!!

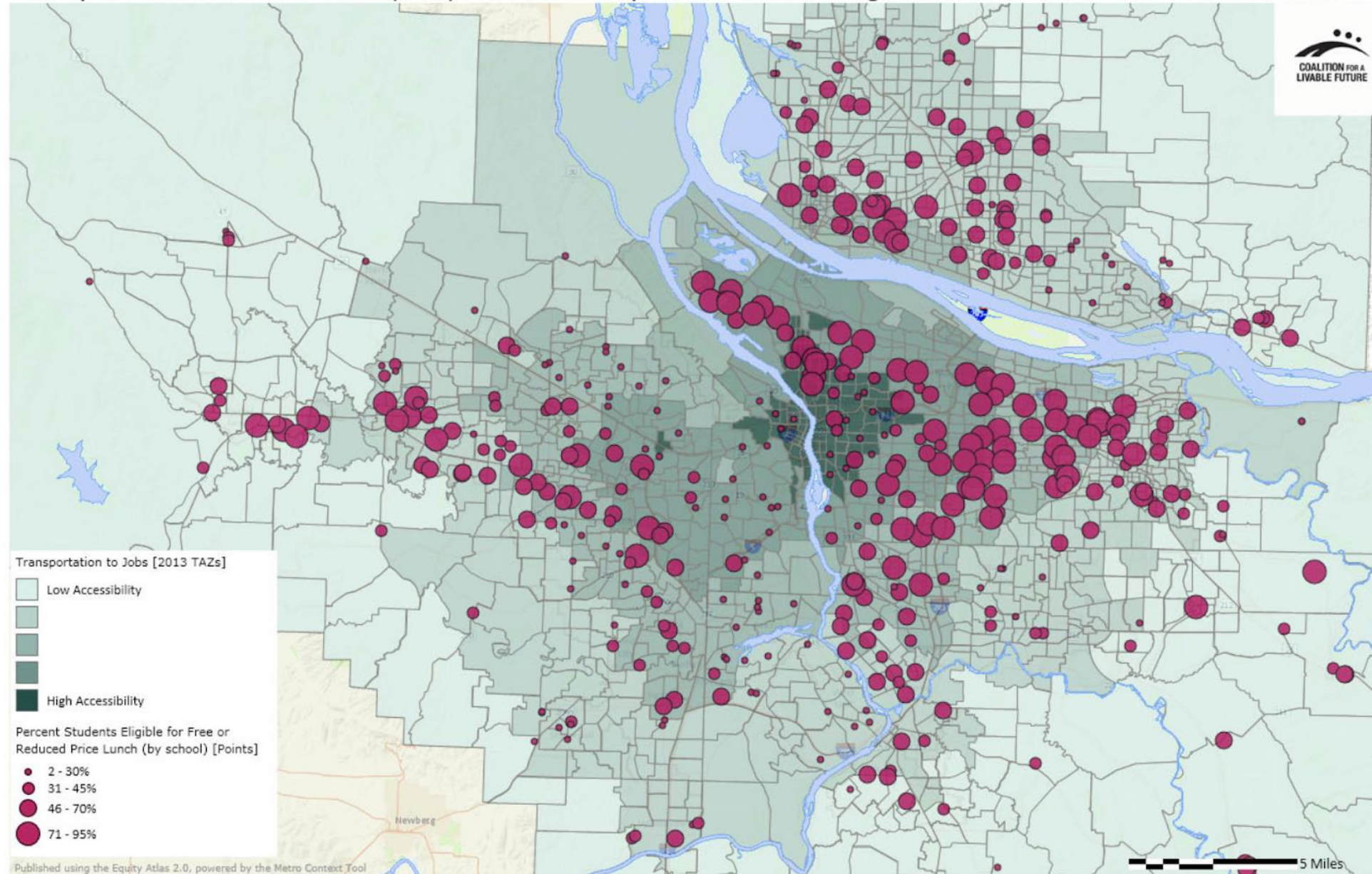
# Health

Figure 1 Dahlgren and Whitehead (1991) model of the determinants of health



# Infrastructure

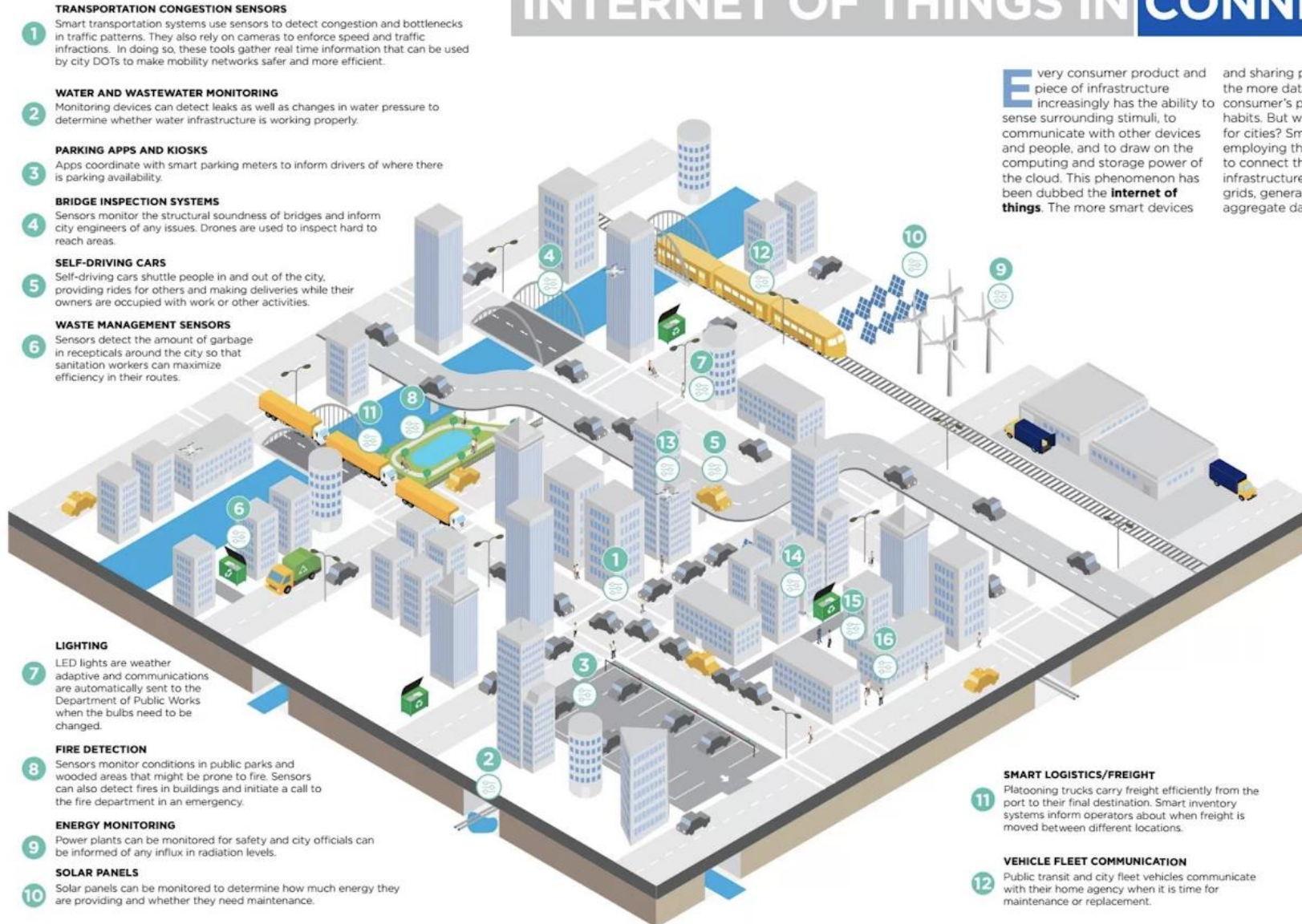
Transportation Access to Jobs (TAZ) in Relationship to % Students Eligible for Free or Reduced Price Lunch



Source:  
[regionalequityatlas.org](http://regionalequityatlas.org)

# Data

## INTERNET OF THINGS IN CONNECTED CITIES



Every consumer product and piece of infrastructure increasingly has the ability to sense surrounding stimuli, to communicate with other devices and people, and to draw on the computing and storage power of the cloud. This phenomenon has been dubbed the **internet of things**. The more smart devices

and sharing platforms there are, the more data is generated about consumer's preferences and habits. But what does this mean for cities? Smart cities are employing the same technology to connect their disparate utility, infrastructure, and public service grids, generating real-time aggregate data. This, in turn, can

help cities manage their programs and services more effectively and gauge their impact immediately. The city of the future is an interconnected one, where devices communicate with one another in a constant stream of data that provides real-time information to the public and to the municipality.