MMC\_NCMM\_Mapping Universal Mob... Options to Better Food Access

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01:11

Okay, so I think Enjoli might not be able to join us audio. So we will just kind of go with this. Got a question in here to ask everyone. Do you have how many people have food access programs? And go ahead and list. If you have a food access program, you put that in the chat and maybe a little description about it. But Anjali, would you like us to go forward? I can kind of wing it. With drays help.

01:47

Yeah. There's she's experiencing some tech issues. So we want to go ahead and get the ball rolling.

01:57

Yeah, let's let's do that Dre. Will do her part for so this is the mobility management connections, food access and mobility working group, web webinar, one in a series two for better mobility options to better food access. So is that alright, I can't quite track all the chat is alright, if we just keep going on Julie?

02:28

I think so.

02:30

Okay. Do you have control of the slides? I

02:34

have all the power.

02:37

Okay. So Anjali is

02:39

our facilitator. She works for in CMM currently having some technical issues, but we'll get those resolved shortly. But in the interim, we're just going to keep the show on the road. On Julie works in two different regions, regions four and region seven. Mike and I are here in northeast Kansas. So we are part of that region seven team. This is a little bit about ncnm. They might want to take this

03:10

for sure. And CMM. It's a national technical assistance center funded through a cooperative agreement with the FTA and operate through consort Tim of three national organizations which is American Public Transportation Association, Easterseals, and CTA and CMM 's mission is to promote customer centered mobility strategies that advance good health, economic vitality, self sufficiency and community we work to promote cross sector partnerships and help communities create improved transportation options, which is mobility management.

03:51

Hello, guys. Looks like I got it to work here.

03:56

Okay, you might need a mute your other one got a little bit of echo. So we'll say

04:09

okay, I have that muted. I apologize, everyone. None of my mics are working all of a sudden and I aren't alrighty guys been working on those. Actually, all of our team computers have been down and kind of out of whack since we've traveled back from the our tech conference last week. So I'm not sure what happened. I do apologize. So let's get this on a roll. We were very excited to have everyone on this webinar this morning. And I very much appreciate all of my mobility managers in my region. They are the real MVPs and they are very knowledgeable across the TA Center. So thank you for just quickly jumping in there and taking my place. We started off as he told you about where the National Center for Mobility Management and one of our focuses this year is to really focus on C cam, which is the Coordinating Council access and mobility Have you all heard about this in the past, but there is a new strategic plan. If you have not educated yourself on that plan, please make sure that you take some time to review that has lots of great information, and the C can inventory that is on the FDA website as well. We'll talk a little bit more about that. As we continue with the food and access mobility series. Working Group, we have a lot more information on how those partnerships continue to work together to make sure that people have food access, and better mobility and transportation options and communities. Training Welcome to the next. Mobility Management connections, is our learning and networking platform that we use for mobility managers. And certainly, you know, you could also be the CEO, you can be a transportation planner, you know, don't just have to be a Mobility Manager, it's a great platform, if you ever have any questions or want to share any contents, it's a very small intimate space, that you can find information connect and learn how to be very innovative in the mobility management space, whether it's anything from funding to programs outreach, if you're looking for what mobility managers do, and I'm wanting to hire one, and an outline of kind of Thank you, Danielle, for dropping those in the chat of what, you know, Mobility Manager really, really entails. And so please feel free to make sure that you sign up for that platform we partner with with a organization called partners with use of disabilities. And they host this platform for us. And we're very grateful for that. And you also have access to a lot of their webinars and learning tools as well. That's at many times, we have a building management champions, we will put out a call, we select various mobility managers across the US and they act as facilitators and also disseminate resources for us and tools and share information. And so you'll be seeing information for them. And that come out pretty soon. And we also have a stipend for those individuals who help out with that. Next how to sign up, we will provide that link in the chat here pretty soon. And it's really easy. Just sign up your name and your email. It's not, we don't, you know, bog down your email with a ton a ton of information. But if it's an event, we'll put it on there or automatically send it out to you. Um, or if there's a question that pops into the platform, that will come out to you as well. So you can kind of keep up on the topics and all the sharing of information next year. And so you've already been informally introduced to these guys here. But the first year, they'll be presenting as Mike Wilson, he is Mobility Manager for Flint Hills in the state of Kansas. He's worked in public transit since 2018, and very active in the social services side and food systems. His expertise in this realm has traveled training technology, GTFS, real time camera systems and software. So he's going to kick that off for us next. And then after that, Dr. Bell, Taylor will follow up with showing us continue to show how a lot of those programs in their area, this can be applied to anywhere all over the US how you can map universal mobility options to make sure that there are a variety of type of access for food. And he'll kind of talk about also different types of mapping, not just traditional mapping. He's Mobility Manager for Lawrence and Douglas County. He's been in public transit since 2022. And he established a travel training for the large transit system. And he works along the realm of volunteer transportation on the commuter studies and land use planning in the area. Just wanted to make sure that I made sure everyone was aware of all the TA centers and all the resources that you have. And these are free sick resources. And we are there to help. Please make sure that you check out all of our TA centers and any information that you need. Just shoot us an email, give us a call and we are there to help your organization agency, our district community as a whole. Okay, we'll go ahead let Mike take it away. Okay,

09:19

good morning. Thank you. Anjali. So before we got into the mapping, just kind of wanted to we wanted to start off talking about food access, what it is and what mobility managers can do to fight against food insecurity. So, first of all, in case you don't know what food insecurity is, I wanted to give the official definition which is a term from USDA. It's when people don't have enough to eat and don't know where their next meal will come from. In the United States, it's estimated 44 million including 13 million children who IX various food insecurity annually. The look locally for me 13 and a half percent in my community food insecurity every day. So this is something that's very important to me something that, in my five years as Mobility Manager have been really working hard with transit to see, to help improve our community and help people. And I just wanted to give a few examples of a couple things that I've done that you could potentially steal. Or maybe you're doing yourself. First of all, one thing that I learned a long time ago, be involved as much as you can. That's some advice I actually got from another Mobility Manager, Mike spatter for just a shout out to him. So just fully immersing yourself and being actively involved. So not just attending meetings, but joining councils, and really getting to work. And I'm part of multiple Food and Farm councils. Among the community meals, which is called common table, they provide a meal every night of the week, here locally, being on that council. And one thing that I found is when you're heavily involved in all those meetings, a lot of these different initiatives kind of just build themselves out of those. One of the things that we've done recently, working with my host agency, is we've been able to take end of life, cutaways and donated them to two different bread baskets that have turned those cutaways, rewrapped them and turn those into mobile food pantries. And they kind of hit those food deserts that my friend Dre is going to be talking about here in a little bit. So I think that's been a great initiative. And that's also got given us great marketing, great marketing and community as well. Next thing I want to talk about was something that kind of came out of COVID. And that's the FTA incidental use. If you're not familiar with that, essentially, it's something that FTA allowed grant recipients to use federally funded assets I your your van or cut away to for non transit purposes. And the only thing there is the non transit activity may not reduce or limit transit services. So Meals on Wheels is a really good example. And you can see from the photos here, when when my host agency, which is Flint Hills area, transportation agencies, when they have a chance to, they're able to take a route on the Meals on Wheels, especially during COVID, when the volunteers were low, this was really a big help to the community, it was actually really enjoyable, it was a rewarding thing to do as well. We did that for eight months straight. So that's just something to be aware of that fk does have incidental use policy as well. Next thing I want to talk about, specifically, out of the food farm council that I'm a part of became the coordinator for something called blessing boxes, which is what blessing boxes are their little pantries that basically is give what you can take what you need. And what I noticed is typically these were placed only at churches and things like that. And my initiative was to put them at bus stops, specifically major, major hubs. So becoming the coordinator for that I was able to actively place multiple blessing boxes at bus stops. So then, you know going into route design. One thing that I just want to mention, you know, as a Mobility Manager, you can have an impact on really promoting that all your routes can hit all the grocery stores, food pantries, community meal sites and farmers markets, I think it's important to do our best. Because quite honestly, most of our ridership does overlap with food insecurity. So people who we interact with both in transit may also need to have a fight against food insecurity as well. So Dre, as we go into mapping, I'll let you take over.

14:56

All right, thank you started So I'm the Mobility Manager for the Lawrence Douglas County region. City of Lawrence has a population of approximately 94,000. And Douglas County in total has about 105. So most of the population of Douglas County is centered here in the city of Lawrence. But Douglas County as a whole has done very good at addressing and acknowledging that food is the life source of our community and maintaining, you know, agricultural ground, as well as having, you know, transportation routes to get the food from the farms to the cities is, you know, very imperative task. So we have what's a called a Food Policy Council, they go by different names in different areas. And this Food Policy Council has adopted a food system plan that gets updated regularly. And it's very enlightening to see that this food system plan has been very cognizant of transportation and transportation barriers. They mentioned the word transportation in the document at least 30 times, which is quite nice to hear. I've read some health plans and other plans that are related to transportation that don't actually include transportation at all, when that is one of the determinants of health. You see the impact of the food system plan presented in many other community plans. So if you can get involved in planning updates, that is something where that is a place where your voice can be heard, and you can make really good impacts. And so when your community is making road design changes, annexing new land, expanding the city, you can point at this plan and say, we also need to look at this because of xy and z. So we have a Lorenz pedestrian plan. And we have established that priority networks are, you know, along our major corridors, as well as to our grocery stores, our medical facilities, bike trails, multi use paths. And so ensuring that you can get transportation and the forefront of your community's thinking and planning is going to be pretty imperative to having an accessible city and community. We we view mapping as you know, typically, you know, a map like the previous slide, where you have roads and streets and everything looks like you know, an aerial view. But there's many ways of how a person can tell a visual story or map food and food access. Our community has a community resource guide. And it's been turned on to a website. And it's also been converted into a Google a Google doc form. So everything is in a pretty linear list of you like on the left side of the page. And I was looking at this last week, and I was just like, this does not seem very user friendly or accessible. For most people. It was like 678 clicks deep onto the website. And so I opened up my outlook, and I just found the community meals that we have available in our community. And I just put those onto my calendar, like I created a new calendar, plug those in, gave every community meal location, a different color, and then I printed it. And from this, I can see that we have no meals available on Mondays on Wednesdays. And well, most of the week, we only have one community meal available to individuals who are struggling. And so when it comes to like visual media, and it's a lot easier to access, you can print this off, you can hand this out to dozens of people. It's great for storytelling. We use storytelling in the nonprofit and governmental world all the time. If we can get better at it, we can tell better stories that are more compelling, thereby getting more funding and more community support. The USDA has a food desert wrap, which is a very powerful tool. When this when this PowerPoint goes out, I've made it so that the headers are clickable links. So it'll take you right to it and you can just type in your city and state and it'll zoom down to it. And this is going to show you low access and low income layers overlapped. And so if you click on any of these layers, it will show you how many housing units in that area are on SNAP. How many housing units are Are without a single vehicle, it'll tell you the total population of this census block group and the total housing units. So when you're looking for data for storytelling, you don't always have to go to the census data website to grab all the data. Sometimes it's here in nice and neat locations where you can just click and copy. And you can also download the 2019 data set from the website directly. So that makes it very accessible. And sometimes we don't have to create new maps, we don't have to go looking very far if we are trying to map what our community looks like in regard to food. If your community is on harvester harvesters radar, more than likely they then your community meals are already on their food locator tool. Just type in your zip code, select a radius. And then under Program Type, they have food pantry, drive for food truck pickup. And then on site kitchens where you can sit down and have a meal. And you can also filter by what day of the week, and it'll produce a Google map like the one presented and that will show you all the different options you have available. And so your community can, you know, take this print this use this on like your public libraries have this as like a, an icon on your home screens that people can just click on to find stuff. So there's lots of different options on how you guys can use this without having to recreate the wheel all the time. So what the results of this kind of planning work and mapping work can do. Where I am in Lawrence transit, city of Lawrence, we have a large transit who is doing a route redesign that just finalized and is implemented on January 2. And the goal is to make every route a strong route. And so we have multiple routes that did not serve a full service grocery store. And so those routes were adjusted to ensure that they did serve a full service grocery store. And so like our route one and route seven, they they add part of their route switched. So that route seven was serving to grocery stores and route one was only serving the food pantry. And so now route seven serves the food pantry and the grocery store and route one serves a grocery store finally. So this is another thing that can have a positive impact on your guys's communities, accessibility to food and other resources like medical facilities is mapping them out and layering them over your bus routes and seeing where our service gaps compared to our facilities. And so when it comes to mapping food with our bus routes, this is an example of that. This is using a program called remix, which has a lot of different tools Incorporated, especially data tools. This is a tool that would require a monetary subscription. There's prices involved with that. But it does show grocery stores as well as you can import and have your fixed routes designed if you do have fixed route. But it shows how in Lawrence, all of our grocery stores are served by by a bus route. So no matter whether it is a high V, Dylan's Walmart or Target, or whether it's a small ethnic grocery store, like cosmos Indian store and cafe, you have you have access to the foods that you need. If your community is fortunate enough to have an MPO, or a planning department that has you know, extra bandwidth, that is another resource you can lean on. So I am housed in the Lawrence Douglas County NPO. And that means I have access to all their geo spatial processing tools like ArcGIS.

24:18

And with that, I was able to coordinate with our largest food pantry just food. And with that they give me their client data. So all the addresses of all their clients, they remove all the names and you know, we worked out an agreement that I keep all the addresses and everything very confidential. But I take that data and I put it in ArcGIS Pro and with you know some some data scrubbing and some you know some elbow grease, I'm able to input all those pieces of data onto a map of our of our region. And then with a few more clicks Create a heat map. So the more yellow The the higher the density of the population of people using the food pantry is. And with this map, they're able to make better decisions on how they operate their Mobile Food Pantry. So historically, they were placing their Mobile Food Pantry at Rock Chalk Park, which is not sure if you can see the cursor, but the very, very northwest part of town. And they're wondering why why is why is the number of people here so low? And the answer is because there is one bus route that goes that direction, and it is very far away from where most of their clients are located. So after having this kind of data, they're able to make better operational movements. And now they focus real heavily on this 23rd Street in Iowa location, as well as this section Fourth Street. And so since then they've seen way higher turnout, and a lot more people using the service. But this kind of technical assistance usually can't be done in house for the average nonprofit. So definitely reach out to your local planning department, your NPO. Your university, especially if it has a planning and or GIS certificate involved. That'll be great resources for you guys to lean on. And then another tool that we have is called Google Maps, this is something that I'm going to give you a little how to on how to do, you can actually create your own custom maps of your community, it takes very little technical know how, and it can be incorporated into your websites, you can create a legend, you can add points of interest, you can print it off as a physical map, you can import data from your local transit agency if they wish to share it with you. And so let me give you an example of what that could look like. Just a second to drag this over.

27:18

If you see me looking around a lot, I have three different monitors. So sometimes things jump around. So this is an example that Burlington, Vermont is doing. They have used Google Maps, it is very interactive, I am not in on their settings at all, I can't change anything I can access, I can show where free veggies are available, I can turn that layer off and on. If I click on any of these, it has a description, which is the hours and the website that I can, you know, copy and paste into my URL. So there's multiple layers that you can create. They have summer meal sites. And so this is a tool that can be as weak or as powerful as you want, if you decide to use it. So in order to do this, to create our own, we will start off by Google My Maps. And it's a lot easier if you have that s in there. If you do Google my map, it will just take you to Google Maps first. So make sure you have your s and then you do need a Google account. But those are free. And then Mike, can you still see my screen? All right. Perfect. And then you create a new map.

28:59

All right. And so I'm going to just zoom into Lawrence, Kansas over here. And the cool thing about Google Maps is you just give your map a title, mood access, how to too many CDs. Perfect. So this is the name of the map. And then over here on the top. So this is your Undo button. There's very few features on here. This is how you can select items. This is how you can add a marker or location of interests. This is how you can draw lines on your map. Add directions and then you can measure distances and areas. You can add layers. You can share this you can go into a preview mode. You can change your base map so if you don't like this view, you can use the simple Atlas which I am a fan of. It cleans things up there's fewer distractions. It's easier to read, in my opinion. And then from here, you can start creating layers. One of the cool things about this is that you can actually just type in medical facilities, and you can do a search. And then it will populate all the medical facilities as a layer. So from there, let's see, you can, you can also import if your community, if your bus community has a KV, K KMZ file, actually, you can import data that way, it just gets a little tricky on all the data that they give you slew really big, and sometimes it's really messy, and so it's hard to clean up in here. Um, so let's see, you click on the plus sign. And that will add that to your layer. So now I have all these icons in my layer, and I'm going to label this one will use you can change the individual styles, or you can rename things sequence of numbers, or you can do uniform style. Since these are all medical facilities, I want them to have the same style on my map. And you can change the labels, so the labels are wanting it to be the name of the facility itself. And then you click on your little paint bucket, and you can choose the color. And you can choose the icon. So let me scroll back up here, click the paint bucket, more icons, and I'm going to type in the filter of icons, I'm going to type in medic medical. After I type in medical, I have a couple of different options. So I can have the plus sign or the briefcase with the plus. So I think for this one, I'm just going to do the plus, click OK. And it changed all of those to the plus sign. And I'm going to make that red because you know, medical facilities, and then boom, you've just mapped all the medical facilities in your community. And under two minutes, you can add another layer, boom, we have another layer and this one will be called grocery stores say bats. And then I'm just going to unselect medical facilities to make things easier and then type in grocery stores and do that search. And it's really the same exact process. So you go to the style, you want them to be a uniform style label, you want the label to be their name, and so that when you click on Name, it'll actually use Google's data to tell you the name of the grocery store. So we have Dylan's up here. Click on Matt's more icons, and you can type in grocery

33:23

There you go. And okay, so now I have icons for all my grocery stores. Perfect. And I can see medical facilities as well. So this is a really cool tool and how to do that. You can use the atom marker tool. So we have a new bus facility that's being constructed right now and it opens up on the second. It's located here and it's called Central Station. Save. I can change the color or more icons, I can click bus. Okay, and let's make that a nice purple because purple is my favorite color. There we go. So with this tool, there's a lot of different things you can do. Oops, I made a mistake. I clicked it into a different layer. There we go. Yeah, make sure you always create your new layer first before you click where else you have things grouped together

34:33

there we go.

34:47

So that's pretty much of the basics of it.

34:55

And then another thing you can do is when you're in here, you can draw all your lines, so I can add a line or a shape. And so if you have a fixed route system and you don't wish to try to deal with the importing of it, you can actually just draw it in yourself. So let's see, we have a bus route that starts here at the Lawrence Public Library. You can draw your lines, it goes along our main six streets. And just for this purpose, I'm just going to say it goes out to here, here, and then it comes there, they're there, and it goes back to here. And so bool, that is like another way that you can make another another route on your system map. And so hey, this is my route six, hypothetically, even though our route six looks a lot better than that. So there's a lot of different tools on Google My Maps. So as long as you give yourself a couple of hours and fiddle around with it, it's a very simple and powerful tool. So you can go from this, to this. And with this, they don't have any fixed route transit routes on here, I'm sure that they do have fixed route here because they have an international airport. And so you could also do your fixed route system, you can do your small agencies that do transportation, like your senior centers, your centers for independent living, so kind of the sky is the sky's the limit when it comes to being able to create these visuals. And when you are done, they have tools here so you can preview it, you can share it so you and another person can work on it together, add additional layers. You can set a default view for when people do click on your link. You can import it onto your website, how Burlington is doing. And then you can print it in a PDF. And you can also view it in Google Earth if you'd like.

37:14

So I want to stop sharing so I can see if there's any questions available or any comments? Great. We

37:21

do have questions and comments here. Perfect. No Backup here. I love the comments. I love this. I know I did this existed. I'm excited to create maps. So cool. Dre, did you talk a little bit how they mandated that transit go buy food in Lawrence? Yeah, so

37:42

that was the every route a strong route. So with the route one and the route seven, Trading Places, our fixed route transit system has done a lot when it comes to food access. They've done tree, fruit tree plantings in a couple of locations. So in, you know, five, seven years, when the trees are more mature, there's free and accessible food and the local. There's like a nonprofit food orchard. In our community, they actually will come by once the trees are mature and collect any remaining fruit and deliver those to the food pantries. We have electric buses that have foldable seats so that you can have small grocery carts on the buses. And we're planning on retrofitting our diesel buses to have foldable seats. So you can also bring your grocery carts on there and buy grocery carts. I mean, like the, you know, the small ones that you could, you know, use for like laundry that you can get at like Walmart in places like that. We actually purchased specific, like insulated grocery carts as a test pilot and gave those away to the food pantry to distribute. Those were big success, and people in the community really love those. And so there's lots of different things that communities can do. I just don't want to focus completely on fixed route systems because I know there are a lot of communities without fixed route and who solely rely on their small agencies.

39:15

Thank you. We do have a question. A couple questions. One question Judy Shanley has stated Do you also share these data with brochures so that as decisions are made regarding commercial stores, they strategically placed these stores.

39:29

I do not share this data directly. So I work with the food pantry directly and they give me the data. I make the maps and I give it back to them. The data is not something that we have posted or give out it's not it's it's their data and we let them choose how they want to utilize it and who they want to be to coordinate with. And so if you guys do have agencies that do collect data, that would be a great thing to do, we have actually changed what data points they do collect just to make my job a little bit easier. But no, I do not submit that out to grocery stores or anything, unfortunately, that's in the food pantries wheelhouse.

40:26

I will say, just a little bit. And I know because of the technical difficulties this morning. With this working group, we do have a subcommittee. So it's a large working group, or building managers from all over the US in CMM, misleading this. And then also we have various agencies that are in the working group, USDA, CDC, and a whole slew of various transit agencies as well, and nonprofits, food pantries. With that we do have subcommittees to the working group or sub working groups. And one of them is working with food councils and community planning and looking at brochures and one of those, for example, we discussed this year and we someone has a contract with is the healthy DG market. And that's the Dollar General markets. So we will be sharing more information about that in another webinar series are hoping to, we've been working to see if we could get a better conversation with them and having them speak on on that concept that was developed approximately 11 years ago. And now they're coming down more especially to the rural areas and making sure they're strategically place where people can are able to, you know, grab a bus or they could bike or walk or some sort of on demand service. The second question here is, and we're going to be wrapping up shortly. And if there's any questions we didn't get to, then please feel free to email them to us. And we can make sure we get you an answer or if you're interested in also joining into the working group, as this continues throughout this year. And we are starting to develop the chapters in the working group toolkit. But there's still plenty of room for anyone, and we would welcome all input and sharing of information. The next question is, is there a way to add the details of the bus route, such as frequency arrival times days and hours of operation?

42:14

Um, that's a good question. I have not tried that with the way that the website is kind of set up. It's not specifically set up to have individual columns. Let me share screen one more time. And I will show you what. So this is remix. Remix is a software that track the transit system uses. They have an overview table timetables, stuff like that. And so up here, this is this is kind of what you're asking for. And I don't believe the Google Maps has the capability to include this in a clean, legible way. But that's something that I can look into and see. But at this time, I don't think it would represent very cleanly.

43:14

Okay, great. Let me check to see if there's any other questions that have popped up here.

43:24

So I have another quick question I can answer that. The purpose of this working group is that we know that especially with COVID. But over the years, mobility managers and just transit professionals have been, you know, bogged down with kind of the question of not only getting people access to of course, you know, health care is one of the main things but also giving people access to food. And that's been a huge priority, priority and a lot of communities and places. And so as we know, as Ray mentioned earlier, the FTA. Or Mike, you mentioned earlier that FTA has an incidental use policy and that we can give you a little more information education on that as well. But how that is slightly been transport and there's some some what allowable uses, making sure that it does not interrupt the actual service that you are to provide. But food access is a really, really big deal. So that's how this working group developed. We want to make sure that people have access and not even whether it's by bus or by rail, but also walking, biking, scooting all the other modes, in a community making sure there's a universal pathways to get to either a market, an urban garden, a rural maybe pick farm, any type of grocery store pop ups or anything. A pantry, if you will, or a mobile pantry is the opposite of making sure that we may have to bring what they call a Food Bus or a mobile pantry to a community where people can only get so far there's not that first and last mile. So we do want to make sure that everyone has a general understanding of what this group is working on. And then with At the final product and outcome will be to multiple chapters within a toolkit that people can take and can use, and kind of analyze what they're doing. So this first part of this series is mapping. And we want to make sure that people know that there's a very easy way to map, we know that everyone doesn't have the capability to have GIS and you don't have a GIS staff. But as Dre said, you know, partner, partner partner with universities utilize, USDA and their TA Centers utilize our TA centers so that we can help you get that information out there in a user friendly way. Another thing I want to bring up that we're looking at further is that another person that was in Tennessee in our working group brought up the idea of along with mapping, putting the food pantry routes or like a food alert route on your app, if you were able to have one of those where I might say, you know, today when they pull up the app, Food Pantry day on these routes, so people are aware that, you know, as they're writing that route to work or coming from home or from school, that they know that all the stops, you can stop there. And I thought that was a really, really cool idea. So that's something that could be tested, every pilot, just you know, any way that you can get the information out there to users. I also see, okay, Judy's data, what about farmers market transit stations and community hub. And they do have those in the Chicago area, the Aachen deal area, they have the community hubs, and the Ogun del market, that's right off the pink line off the L. So that is one example of that. And I will say the Kansas mobility majors have been really great in the last couple years, they made sure that they set up at the farmers market, and they have buses at the farmers market and those community hubs. So there are a lot of those things that work. But that's a great point, Judy. And then I want to just picture that Danielle posted something in our chat here about open FTA funding opportunity, the innovative coordinate access and mobility I came the pilot programs, please click on that link. And I Canvas for human services, public transportation, people to food. So please check out that information. Are there any last questions? Or any last kind of words of advice you can give Mike and Dre on how people can get involved? And how just to make the mapping tool easier the storytelling to making sure that you know those your community have access?

47:18

Oh, yeah, I think just let your creative juices flow. So as Mike was talking about blessing boxes, you can map your blessing boxes. And there is a line where there's a space on my maps where you can add a description. And so on that description, you can say, these blessing boxes are refreshed on this date, these blessing boxes are refreshed on that day. And so just be as creative as you as you want. There's not really a limit to how many layers I'd say don't make it too too busy. But you can always select and deselect different layers, print those to tell different stories to help people reach different resources. So this could be used for medical facilities, it could be used for recreational facilities for you know, government facilities, you know, whatever you need this for this is a tool that can be utilized for tons of different purposes. So play with this yourself, and then recommend it on to other nonprofits and your local government for creating basic maps.

48:28

It might happen. And here locally, I would suggest, what we do is we take that like just what Dre was saying, taking those blessing boxes, putting them on a map, putting the community meals on the same map, essentially making like a community resource guide. And then make sure you put those on the bus. Because that you know, right, put it right there by the door, nicely ask mechanics to maybe put a mound of like a pamphlet holder there and just make sure you vote and they go fast. And then also make sure you have those translated, at least into Spanish as well. That'd be my advice on that.

49:04

Thank you, Mike. That's what I was gonna end with making sure that everything we have gotten to the age of that we think that technology and digital everything is the correct way to do things. But we need to remember that sometimes you may have to actually use paper and print something out our printed up and blow it up to a size to make sure that it's accessible and that it is compliant. And maybe actually posting it on the transit shelters or in the rail stations or in a pamphlet or at the hospital, things like that, because everyone may not have access, like you think that you'd have a smartphone. Also that also goes into um, if you're doing any training, and your agencies and party with your social service agencies to train their people. So when people come in, you can say hey, this is how you can look this up on my maps or this is how they can access that. So if they are in office or they're even in a library or they can go they know they can go to a place to look that up for the day and just have that free access. Well, we want to thank everyone for joining us today. We please We will have an upcoming webinar coming up in January. There are a few things that we just need to solidify on that. We will have that posted in the next week or so. If you have any questions please feel free to contact us and we will try to assist you the best that we can with any type of food access tools or help. If there's a please look out for a survey that will be coming out after this as well. We will have this webinar posted that you can share with anyone else who was not able to make the day. We hope that everyone stays safe throughout the holidays and as safe travels and we'll see you in the new year.