Complete Streets responses to COVID-19

The webinar will begin at 1PM ET
Emiko Atherton
National Complete Streets Coalition
SGA’s COVID-19 resources

smartgrowthamerica.org/covid-19
Complete Streets responses to COVID-19
#COVID19Streets
From Response to Recovery

@MikeLydon  |  @StreetPlans
Smart Growth America Webinar | April 27th, 2020
Tactical Urbanism
An approach to community-building using short-term, low-cost, and scalable projects intended to catalyze long-term change.
Two Initial Responses

Chicago

Ashleigh Rezin Garcia / Sun Times

VS.

Denver

Kevin Sloosh via Twitter
Open Streets

Minneapolis | Louisville | New Orleans | Duluth | New Haven | Denver
DIY Open Streets

Portland | New York City | Berkeley | Bristol, UK | Washington DC |
STREET CLOSED
FOR
SOCIAL DISTANCING
Open Curbs

Des Moines | Kansas City | Montreal | Brookline | Kitchener | Austin |
Please maintain physical distancing
Help us limit the spread of COVID-19.

Maintain at least 2 metres between yourself and others. This is the length of an average bicycle. Please visit calgary.ca/covid19 for more information.
Shared Streets

Oakland | Bend | Seattle | Salt Lake City | Emeryville | Burlington | Edmonds
ROAD CLOSED TO THRU TRAFFIC
Temporary Bikeways

Berlin | New York City | Paris
| Auckland | Mexico City
Budapest | Brampton
Signal Recall

Asheville | Charleston | Providence | San Jose | Ottawa | Miami Beach
To limit the spread of Coronavirus
Do not push the button.
This crossing is now automated.
Summary Data

107+ Cities
17+ Countries
6 Tactics
141+ Applications

- 16.7% Open Curbs
- 21.7% Pedestrian Signal On Recall
- 5.1% DIY
- 9.4% Shared Streets
- 19.60% Temporary Bikeways
- 27.5% Open Streets (Parkways/Waterfronts)
Top 10 Cities (Miles)

- Paris
- Lima
- NYC
- Oakland
- Quito
- Auckland
- Burlington
- Mpls/St. Paul
- Milan
- Bogota
- Barcelona
# 31% Applied in Cities with < 250,000

### POPULATION < 100,000
- Asheville, NC
- Bend, OR
- Beverly Hills, CA
- Brookline, MA
- **Burlington, VT**
- **Carrboro, NC**
- Culver City, CA
- Duluth, MN
- Drummondville, QC
- Edmonds, WA
- Emeryville, CA
- Kamloops, BC
- Miami Beach, FL
- Nelson, NZ
- New Westminster, BC
- North Vancouver, BC
- Palo Alto, CA
- Rueil-Malmaison, FR
- Victoria, BC

### POPULATION 100,000 - 250,000
- Ann Arbor, MI
- Arlington, VA
- Cambridge, MA
- Charleston, NC
- Chattanooga, TN
- Berkeley, CA
- Des moines, IA
- Grenoble, FR
- Kitchener, ON
- Montreuil, FR
- New Haven, CT
- Providence, RI
- Richmond, BC
- Schaerbeek, BE
What We Know So Far

1. **Leadership, responsiveness, and creativity matters most.**

   Example: Oakland, CA

2. **Leading cities meeting the moment by quickly leveraging related programs, fast-tracking plans and/or policies.**

   Example: Paris, France
1. Creating “Open Streets” in parks + along waterfronts was most common initial response, but initiatives have since diversified.

Example: Philadelphia, PA

2. Cities with in-house capacity / materials for traffic control are set up to succeed.

Example: Bogota, Colombia

Example: Cities everywhere

4 Small and mid-sized cities seem as capable as any to act, especially if the previously stated conditions are present. (Leadership. Existing Plans. Capacity).

Example: Burlington, VT
Ongoing evaluation + iteration key to performance, identifying potential for mid-to long-term transformation.

Example: Minneapolis, MN

Troubling behavior/management issues yet to materialize as feared.

Example: Cities everywhere
Lack of protocol for rapid response (tactical urbanism) initiatives, both bottom-up and top-down.

Example: Cities everywhere

Missed opportunities: too little focus on equity threatens future efforts. Only one response explicitly focused on hospitals. What about schools? Neighborhoods that lack open space?

Example: Wollongong, AU
Cities are now expanding and extending initial responses, pivoting towards and defining “the new normal.” The next 4 - 8 weeks will be critical in leveraging response tactics into a strategy for delivering more nimble, healthier, inclusive cities.

Example: Milan, Italy
Are We Up To The Task?

NYC DOT
### GLOBAL Map AVAILABLE

- **ACTIVE**
  - **City**
  - **Status**
  - **Length**
  - **Route Management**
  - **Notes**
  - **Sources**

- **Active**
  - **City**: New York City
  - **Status**: Active
  - **Length**: 371 mi
  - **Route Management**: Citywide
  - **Notes**: More complex signals, wider range of traffic calming strategies, varied right-of-way and other barriers.
  - **Sources**: [Link]

- **Active**
  - **City**: Los Angeles
  - **Status**: Active
  - **Length**: 203 mi
  - **Route Management**: Citywide
  - **Notes**: More complex signals, wider range of traffic calming strategies, varied right-of-way and other barriers.
  - **Sources**: [Link]

- **Active**
  - **City**: Chicago
  - **Status**: Active
  - **Length**: 150 mi
  - **Route Management**: Citywide
  - **Notes**: More complex signals, wider range of traffic calming strategies, varied right-of-way and other barriers.
  - **Sources**: [Link]

- **Active**
  - **City**: Houston
  - **Status**: Active
  - **Length**: 120 mi
  - **Route Management**: Citywide
  - **Notes**: More complex signals, wider range of traffic calming strategies, varied right-of-way and other barriers.
  - **Sources**: [Link]

- **Active**
  - **City**: Philadelphia
  - **Status**: Active
  - **Length**: 75 mi
  - **Route Management**: Citywide
  - **Notes**: More complex signals, wider range of traffic calming strategies, varied right-of-way and other barriers.
  - **Sources**: [Link]

- **Active**
  - **City**: Washington, DC
  - **Status**: Active
  - **Length**: 60 mi
  - **Route Management**: Citywide
  - **Notes**: More complex signals, wider range of traffic calming strategies, varied right-of-way and other barriers.
  - **Sources**: [Link]

- **Active**
  - **City**: Boston
  - **Status**: Active
  - **Length**: 45 mi
  - **Route Management**: Citywide
  - **Notes**: More complex signals, wider range of traffic calming strategies, varied right-of-way and other barriers.
  - **Sources**: [Link]

- **Active**
  - **City**: Denver
  - **Status**: Active
  - **Length**: 30 mi
  - **Route Management**: Citywide
  - **Notes**: More complex signals, wider range of traffic calming strategies, varied right-of-way and other barriers.
  - **Sources**: [Link]

- **Active**
  - **City**: San Francisco
  - **Status**: Active
  - **Length**: 25 mi
  - **Route Management**: Citywide
  - **Notes**: More complex signals, wider range of traffic calming strategies, varied right-of-way and other barriers.
  - **Sources**: [Link]

- **Active**
  - **City**: Seattle
  - **Status**: Active
  - **Length**: 20 mi
  - **Route Management**: Citywide
  - **Notes**: More complex signals, wider range of traffic calming strategies, varied right-of-way and other barriers.
  - **Sources**: [Link]

- **Active**
  - **City**: Portland
  - **Status**: Active
  - **Length**: 15 mi
  - **Route Management**: Citywide
  - **Notes**: More complex signals, wider range of traffic calming strategies, varied right-of-way and other barriers.
  - **Sources**: [Link]

- **Active**
  - **City**: Chicago
  - **Status**: Active
  - **Length**: 10 mi
  - **Route Management**: Citywide
  - **Notes**: More complex signals, wider range of traffic calming strategies, varied right-of-way and other barriers.
  - **Sources**: [Link]

- **Active**
  - **City**: Miami
  - **Status**: Active
  - **Length**: 5 mi
  - **Route Management**: Citywide
  - **Notes**: More complex signals, wider range of traffic calming strategies, varied right-of-way and other barriers.
  - **Sources**: [Link]

- **Active**
  - **City**: New York City
  - **Status**: Active
  - **Length**: 3 mi
  - **Route Management**: Citywide
  - **Notes**: More complex signals, wider range of traffic calming strategies, varied right-of-way and other barriers.
  - **Sources**: [Link]
www.TacticalUrbanismGuide.com

Thanks!

@mikelydon
@streetplans
street-plans.com
Robin Hutcheson
City of Minneapolis, Public Works
Streets as Opportunity During COVID-19

Robin Hutcheson, Public Works Director
City of Minneapolis
Draft Transportation Action Plan

- 22% of land area in city
- Streets
  - Are places for people
  - Are an invaluable asset for leverage broader outcomes
  - Reflect our values
  - Create a more sustainable, equitable, safe, and prosperous city
Goals

Climate  Safety  Equity

Prosperity  Mobility  Active Partnerships
Opportunities

- Leverage partnerships for broader outcomes
- Create safe spaces for people
- Support economic prosperity
- Accelerate action plan goals, improve walking
- Provide equitable opportunities
- Demonstrate Transportation Action Plan concepts
- Continue and accelerate the 2020 work program
Minneapolis Stay Healthy Streets
Street changes to support comfortable walking, biking and rolling while social distancing during the COVID-19 emergency

- Parkways
- Parkway expanded walk/bike space
- Stay Healthy Street loop routes
- Other walk/bike enhancements
EXPANDED PEDESTRIAN AND BICYCLE SPACE

STAY SAFE
Mantenerse a salvo
Nyob kom txhob muaj mob
Nabad qab ku joog

STAY 6 FEET APART
Mantengase a 6 pies de distancia
Nyob sib nrug li 6 feet
Kala fogaada laba mitir
Minneapolis Stay Healthy Streets
Street changes to support comfortable walking, biking and rolling while social distancing during the COVID-19 emergency

- Parkways
- Parkway expanded walk/bike space
- Stay Healthy Street loop routes
- Other walk/bike enhancements

*Street changes are subject to change*
Minneapolis Stay Healthy Streets Loop Routes

Streets on these routes are generally for local car traffic only to support comfortable walking and biking while social distancing during the COVID-19 emergency.

**North Minneapolis Route**
- 2 hr 6 min walk
- 36 min bike ride
- 6.3 miles

**Northeast Minneapolis Route**
- 1 hr 36 min walk
- 29 min bike ride
- 4.8 miles

**South Minneapolis Route**
- 1 hr 26 min walk
- 28 min bike ride
- 4.3 miles

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National Complete Streets Coalition
PUSHING BUTTON IS NOT REQUIRED.
The walk signal will turn on automatically.
Wait for walk signal before crossing.
Thank You

Robin Hutcheson, Public Works Director
City of Minneapolis
Keith Benjamin
City of Charleston, Traffic & Transportation
400 e-bikes to health providers in Bogotá

A quick story - Carlos F Pardo - NUMO Alliance

@carlosfpardo @numoalliance
Background of the “400 e-bikes” initiative

Based on results from the #MOVID19 hackathon held during March 20-23, 2020, one of the most viable and cheapest alternatives to improve conditions during COVID-19 was to provide bicycles to people in greatest need, mostly those working in health, transport and safety.

NUMO, Despacio and MUVO have made 400 e-bikes available (most of MUVO’s fleet) for health workers in the government. MUVO adjusted their mobile app to be available only for these people during the curfew.
(From Hackathon) Summary of conclusions

- Everyone who doesn't absolutely have to travel should stay home (the 4 sectors we've identified are health, security, food stocking and provision* and those who provide a transport service)

- **Everyone who can ride a bike should go out and ride a bike, and government should make the greatest effort to improve conditions for them.**

- Those who can't ride a bike must take public transport, and government must focus on providing the cleanest and most frequent service (Shenzen recommendation is 50% occupancy, which is crazy expensive but the only way to go), and hopefully at a very low cost.

*the full list is longer!
Government deploying dozens of kms of emergency bikeways (80 kms as of today)

Source of photo: Bogotá government

My recap on the evolution of these bikeways [here](#).
#HéroesEnMUVO
We are lending 400 e-bikes to public health workers in Bogotá because their #MobilityMatters
Delivering the e-bikes

- Funded by NUMO and Despacio (MUVO at cost)
- Agreement with government
  - Coordination mobility, health, recreation depts
- 4 key locations throughout the city (and Bogotá is huge)
- Medical staff AND other jobs
- 64% women received e-bikes
- 1 stolen...
- Tons of mechanic support
Some numbers

- 16 thousand trips in the month
- Average trip distance: 9km (5.6 mi)
- Average travel time: 53 min
Asking for help (and what we got)

More help is most welcome. Funds and support can be used for:

- **PARKING** locations for e-bikes
- **DATA ANALYSIS** of use, to improve deployment
- Bike **MAINTENANCE** (an emergency service)
- More **POLICE SUPPORT** to mitigate e-bike theft
- **HELMETS** and **GLOVES** for safety and hygiene
- **E- BIKE CHARGING STATIONS** along main routes
- **MARKETING OF SERVICES** to those need e-bicycles to get to their essential services work
- **VEHICLES TO REPOSITION E-BIKES** to balance and deploy the e-bike fleet
- Larger **FLEET** (more e-bikes)
The saddest part...

Picking up the e-bikes once the month is over...

BUT:

- Those with bikes receive free maintenance by Recreation Dept.
- Those who want it can have discounted monthly price to keep the e-bike
- People are extremely thankful regardless
¿Cómo se están moviendo - y cómo se van a mover?

Survey sent to 65 thousand users of MUVO, Twitter and Facebook Boost.

916 valid responses.

Non probabilistic sample (sorry!)
Mode they would have preferred if they had access to any other under same conditions as MUVO e-bike.

(For those who received the e-bikes)

Full dataset here
Depending on my shift, I use the e-bike if I have a trip during the day in...

(For those who received the e-bikes)

- The morning: 29.1%
- Morning AND The afternoon: 5.5%
- Regardless of: 60.0%

Full dataset here
Most important reasons why you accepted the e-bike (they could select 3)

- It's quicker than other options: 1.6%
- I reduced risk of contagion: 30.1%
- Because they offered: 11.4%
- It reduces my travel cost: 19.5%
- I'm discriminated in public tran...: 8.1%
- It improves my health (physica...: 19.5%
- It makes me feel better: 8.9%

Full dataset [here](#)
Non-probabilistic sample (convenience, homogeneous). 916 responses. (65k MUVO users via email and SMS, Twitter @carlosfpardo, and 3 day Facebook Boost via Despacio).
Before March 20

Predict routine post-emergency

42% combined (before and during quarantine)

32% same old (before quarantine)

17% Total change

9% same as quarantine

Non-probabilistic sample (convenience, homogeneous). 916 responses. (65k MUVO users via email and SMS, Twitter @carlosfpardo, and 3 day Facebook Boost via Despacio.)
Before March 20

- **41%** Transit (includes company vehicles)
- **23%** Active individual (walk, own bike, own scooter)
- **19%** Motorized individual (car, motorbike)
- **16%** TNC or Taxi
- **1%** TeleW

Predicted post-quarantine

- **37%** Active Individual
- **21%** TNC or taxi
- **18%** Motorized individual (car, motorbike)
- **17%** TNC or Taxi
- **7%** TeleW

Predicted post-emergency

- **37%** Active Individual

Non-probabilistic sample (convenience, homogeneous). 916 responses. (65k MUVO users via email and SMS, Twitter @carlosfpardo, and 3 day Facebook Boost via Despacio).
Questions?
Thank you for joining us!