Rethinking Streets During COVID-19

An Evidence-Based Guide to 25 Quick Redesigns for Physical Distancing, Public Use, and Spatial Equity

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ABOUT SCI
The University of Oregon’s Sustainable Cities Institute (SCI) focuses on sustainability and cities through applied research, teaching, and community partnerships. SCI works across disciplines that match the complexity of cities to address sustainability challenges. Projects range from regional planning to building design and enhancing engagement of diverse communities to understanding the impacts on municipal budgets from disruptive technologies, and many issues in between.

SCI focuses on sustainability-based research and teaching opportunities through two primary efforts: 1) the Sustainable City Year Program (SCYP), a massively scaled university-community partnership program that matches the resources of the University with one Oregon community each year to help advance that community’s sustainability goals; and 2) the Urbanism Next Center, which focuses on how autonomous vehicles, e-commerce, micromobility, and the sharing economy will impact the form and function of cities. SCI shares its expertise and experiences with scholars, policymakers, community leaders, and project partners.

SCI further extends its impact via an annual expert-in-residence program, SCI-China visiting scholars program, a study abroad course on redesigning cities for people on bicycle, and through co-leadership of the Educational Partnerships for Innovation in Communities Network (EPIC-N), which transfers SCYP to universities and communities across the globe.

ABOUT NITC
The National Institute for Transportation and Communities (NITC) is one of seven U.S. Department of Transportation national university transportation centers and is comprised of six leading universities: Portland State University, University of Oregon, Oregon Institute of Technology, University of Utah, University of Arizona and University of Texas at Arlington. NITC pursues its theme - improving mobility of people and goods to build strong communities - through:

1. Increasing Access to Opportunities;
2. Improving Multi-modal Planning & Shared Use Of Infrastructure;
3. Advancing Innovation & Smart Cities; and
4. Developing Data, Models & Tools.
We would like to thank the Sustainable Cities Institute (SCI) and the Urbanism Next Center at the University of Oregon, the National Institute for Transportation and Communities (NITC), and the School of Planning, Public Policy, and Management (PPPM) at the University of Oregon for their support of this project.

While already acknowledged as co-authors, we would like to especially call out the extraordinary work of the student team on this project: graduate students in City and Regional Planning Aliza Whalen, Clare Haley, and John Larson-Friend, undergraduate student in Art and Technology Danielle Lewis, and undergraduate student in Environmental Science and Planning, Public Policy and Management (PPPM) Natalie Kataoka. The previous two Rethinking Streets editions took 15-18 months to produce and this version was finished in under five and much of that accomplishment was due to these amazing students.

We would also like to acknowledge Dave Amos (Assistant Professor in City and Regional Planning, Cal Poly San Luis Obispo) John Rowell (Associate Professor, Architecture, University of Oregon), and Roger Lindgren (Professor, Civil Engineering, Oregon Institute of Technology) for the timely guidance and critical evaluation along the way. All were core authors of previous Rethinking Streets volumes and we all benefitted from their contributions on this version.

We also want to acknowledge the excellent work by Dr. Tabitha Combs at the University of North Carolina, NACTO, and PBIC in quickly creating databases of municipal street changes that formed the starting point for our case study selection. This project was funded by the National Institute for Transportation and Communities (NITC; grant number NITC2016-UO-26), a U.S. DOT University Transportation Center.

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Foreword from the Authors

We are excited to share this third volume in the Rethinking Streets series, although devastated that the COVID-19 pandemic is what prompted it.

A few overlapping phenomena quickly became clear during the early days of COVID: a need to remain physically distanced from others outside our immediate household, a need for more outdoor space close to home in every part of every community to access and enjoy, a need for more space to provide efficient mobility for essential workers in particular, and a need for more space for local businesses as they try to remain open safely.

Re-allocating space on streets to accommodate new uses – particularly for walking, biking, and being – is not new. Over the last twenty years in the United States, and longer in many other countries, the philosophy of the purpose of the street has been gradually changing. While the dominant paradigm in the United States still prioritizes streets for moving and storing private vehicles with limited impedance, many communities’ street designs are now more focused on moving people rather than vehicles. Communities are also rethinking the street as a place for recreation, play, and community just as much as transport.

COVID-era needs have accelerated the process that many communities use to make such street transitions. Street re-allocations frequently get bogged down in the bureaucratic process and community complaints about ‘removing parking’ or ‘eliminating a travel lane,’ which often results in no change at all. The default position of many communities has been that the street is for cars, and any deviation from that norm requires a thorough process and high bar to overcome.

COVID changed that approach entirely for many places. Many communities quickly understood that the street is actually a public place and a public good that serves broader public needs, many of which are more urgent than the free flow of vehicles. This book, therefore, is meant to capture some of these quick changes to city streets due to COVID. We hope to show a broader audience how the street - a public resource - can be used differently and change can be implemented quickly.

We hope you look at the examples in this book and find ones that could work in your community and then use your voice to help implement your own local version of what you see here. Your local voice is important in these matters, whether you are an elected official, a local transportation professional, or ‘just’ a resident that wants better access to the public space outside your door or a safer way for neighborhood kids to explore the community. So, we hope you use what you see in this book to push for your own version of change that makes sense for your context. Then let us know!
Marc Schlossberg is a Professor of community and regional planning and co-Director of the Sustainable Cities Institute at the University of Oregon. He is a two-time Fulbright Scholar who focuses on the re-design of cities to make walking, biking, scooting, and transiting the default transportation mode for more people more of the time.

Rebecca Lewis is an Associate Professor in Planning, Public Policy and Management and co-Director of the Institute for Policy Research and Engagement at the University of Oregon. She studies land use policy, transportation finance, and the nexus of land use, transportation, housing and climate change.

Aliza Whalen is a Graduate Student in Community and Regional Planning at the University of Oregon. She is a 2020-21 Eisenhower Transportation Fellow and National Institute for Transportation and Communities (NITC) Student of the Year who is interested in transportation equity and improving mobility outcomes. Aliza will graduate in June 2021.

Clare Haley will graduate from the University of Oregon’s Community and Regional Planning program in June 2021. Clare is a 2020-21 Eisenhower Transportation Fellow and is interested in micromobility and mobility justice. Clare serves as co-president of LiveMove, a project-driven active transportation student organization.
Danielle Lewis is an undergraduate student in the Clark Honors College at the University of Oregon. She will graduate in June 2021 with a Bachelor of Science in Art and Technology and a minor in Computer Information Technology. Danielle works as a graphic designer for the Sustainable Cities Institute and is the book designer for this publication of *Rethinking Streets*.

Natalie Kataoka is an undergraduate student as an Environmental Science major and Public Policy, Planning and Management (PPPM) minor. She works with the University of Oregon’s Sustainable Cities Institute (SCI), including as the report writer coordinator for the Sustainable City Year Program (SCYP). Natalie will graduate in June 2022.

John Larson-Friend is a Graduate Student in Community and Regional Planning at the University of Oregon. He is interested in issues of equity, justice, and technological advancement surrounding transportation. In the Spring of 2020, John created the first national database of U.S. transit agencies’ responses to COVID-19 as part of a NITC scholarship. He is currently the Planning Intern for the City of Cottage Grove, is researching Equity in Shared Mobility with Dr. Anne Brown, and will graduate in June 2021.
The emergence of COVID-19 has had widespread impacts on all parts of life. In terms of transportation, COVID-19 caused a tremendous disruption to the status quo, altering typical travel, commerce, and social patterns that then offered cities glimpses into different possible transportation and land use futures.

For example, in the early days of the pandemic when shelter-in-place guidance orders were at their peak, car use dropped dramatically, local streets were reclaimed for walking and biking and being, and carbon emissions declined dramatically. Here are some other impacts to non-automobile modes of transport:

**TRANSIT**
- Transit ridership fell across the U.S. when many businesses, schools, and other destinations closed, travel in general was significantly curtailed, and work and school significantly shifted to home for those fortunate enough to have the option.
- In response to the crisis, many transit operators were forced to move more quickly than usual, adjusting service levels, temporarily eliminating routes, and working more creatively and iteratively.
- Transit budgets were severely impacted by the drop in ridership coupled with increased costs for cleaning and other necessary services.
- Many pandemic-critical workers were/are transit-reliant, which puts them at additional increased risk of contracting the virus.

**RIDEHAILING**
- Transportation Network Companies’ (TNC) ridership decreased dramatically as a result of COVID-19, although numbers have been ticking up as cities loosen restrictions.
- Both Uber and Lyft offered free or reduced cost rides for essential workers.
- Uber and Lyft laid off significant portions of their workforce.
- The increased demand for deliveries combined with public health guidance for limiting contact with people led to more and more drivers transitioning to meal and grocery delivery services.

**MICROMOBILITY (BIKES AND SCOOTERS)**
- Bicycle ridership and sales soared. Bicycle sales nationwide in 2020 nearly doubled 2019 sales.
- In the U.S., demand for shared e-scooters plummeted, leaving little revenue for companies who were yet to turn a profit even before the pandemic.
- Many e-Scooter companies also removed their vehicles from most markets during stay-at-home orders.
- COVID-19 has caused companies to drastically reduce staff.

For the latest impacts, please visit the Urbanism Next Center’s COVID resource page: [urbanismnext.org/covid-19](http://urbanismnext.org/covid-19).
Thinking About Streets and Cars: Did You Know?

We have found even though all of us are using streets all the time, many of us don’t really think about or pay attention to them. Streets are so ubiquitous that we often remain unaware of how design decisions are or were made, let alone what the bigger picture of streets in our communities add up to. So, here are a few items to think about:

• Did you know that in most American cities, streets represent the largest acreage of space owned by the public? Adding up all the miles of the public right of way – generally sidewalk to sidewalk – tends to be greater than all the public parks. And while streets in some ways feel public – we all use them – in other ways, they seem quite privileged to a mostly singular use: the movement and storage of private automobiles.

• Did you know that in most communities, street construction and repair is a shared taxpayer cost, but sidewalk construction and repair is mostly the responsibility of the adjacent landowner?

• Did you know that cars are parked, on average, 95% of the time (where is yours as you read this?)?

• Did you know that most communities have between three and eight parking spaces per car, meaning there are between two and seven open spots for your parked car right now?

• Did you know that on average, a commute trip by car has just a single person in it and therefore four or more empty seats? That means that the congestion on our roadways is due to a mismatch between the size of our vehicles and number of people being transported rather than the size of our roads.

• Did you know that an average car parking space is 271 square feet (9’ x 19’), which is the space needed to park 20 bikes or scooters or, alternatively, is the amount of land needed for a tiny house?

• Did you know that building more lanes on freeways or major arterial streets actually creates more traffic, thereby cancelling out any hoped-for congestion relief in a short period of time?

• Did you know that most US cities require that private property owners provide minimum numbers of car parking spaces, thereby distorting land value, markets, density, and consumer preference?
TRY THESE EXERCISES
Given the ubiquity and general invisibility of how streets are used, try doing one of these actual assignments from Professor Schlossberg’s transportation classes:

**Exercise #1**
Stand on the side of any road, although preferably a busier one, and say out loud the number of people in each car that passes you to give you a sense of how many occupied and how many empty seats are travelling on the street at any given time. For the full assignment experience, make a tally sheet to notate the occupancy of each car that goes by over a two-hour period. If you want, you can record data by type of vehicle (SUV, minivan, sedan, coupe, etc.). Take that data and try to calculate just how much empty space within vehicles is being moved per hour. Can you come up with a good way to represent that data that helps others understand?

**Exercise #2**
Pick a four-block area and count how many on-street and off-street parking spaces exist and note how many are actually occupied. You can do this in a residential or commercial area. For residential areas, you can assume garages have 1-3 parking spaces as do their driveways. Is on-street parking on both sides of the street really the best use of such public space? If only one side of a residential street was needed to accommodate all the parking use, what would you do with all the land on the other side of the street if it was open for re-use?

An example of how many empty car seats move through a moderately busy street per hour. Courtesy: Danielle Martin
How to Use this Guide Book

Washington Avenue

MIAMI BEACH, FLORIDA
Metro pop: 6,070,944 / City pop: 91,826

BEFORE

Source: Google Earth

AFTER

Source: BikeWalkMB

Reallocating vehicle lanes clears space for parklets and protected bike lanes.

• The City created quick-build protected bike lanes and parklets by removing one vehicle travel lane in each direction.
• Reducing speed limits from 35 to 25 mph encouraged more cycling and walking.

BEFORE

STREET LOCATION AND COMMUNITY SIZE

AFTER

STREET CROSS-SECTION, HIGHLIGHTING CHANGES (YELLOW) AND SPACE FOR PEOPLE (BLUE)

BASICS OF PROJECT

‘NUTRITION LABEL’ – BASIC FACTS ABOUT EACH STREET IN A CONSISTENT FORMAT

BIKE WAYS

DATE IMPLEMENTED
July 27, 2020

PROJECT DURATION
Temporary

STREET CLASSIFICATION
Collector

RIGHT OF WAY
100 ft.

AVERAGE DAILY TRAFFIC
23,000 (2019)

RESPONSIBLE AGENCY
City of Miami Beach

PURPOSES / VALUES
Traffic Safety
Active Transportation
Supporting Businesses

HUMAN SPACE

After: 37 ft.
Before: 23 ft.

Key Outcomes

Adapting to Traffic Changes
COVID-19-related traffic volume reductions allowed Miami Beach to dedicate vehicle lanes to parklets and cycling. This temporary configuration is one of several designs which the city may implement in the future depending on changing traffic conditions. Other designs also emphasize sustainable modes of transportation like cycling and transit.

Interagency Collaboration
The design and implementation were smooth and efficient due to successful collaboration between the City of Miami Beach, Miami-Dade County, and the Washington Avenue Business Improvement District.
Washington Avenue

• Washington Avenue is a wide commercial street that runs north-south and is just five blocks from the ocean. It lies between the touristed oceanfront areas to the east and residential areas to the west.

• Before 2005, Washington Avenue had many vacant storefronts and was largely used by vehicles to pass through to other areas. In 2005, the City invested $13 million in pavement improvements and lighting to revitalize the road. These placemaking actions increased pedestrian traffic by 15% along Washington Ave.

• Washington Avenue is now home to dozens of restaurants, bars, and entertainment venues. To support these businesses and prioritize bicycle and pedestrian travel during the pandemic, the City partnered with the Washington Avenue Business Improvement District to implement a major quickbuild street change on one mile of Washington Ave.

• The City lowered speed limits from 35 mph to 25 mph and restriped the pavement to make room for buffered bicycle lanes and street dining zones. Bus lines were rerouted to an adjacent street.

• Cars initially parked in the new bike lanes, so the City installed signs and barricades to alleviate confusion. Although the city’s future plans for the street are flexible, they intend to keep the protected bike lane and emphasize other sustainable modes of transportation, including transit.
LET’S GET ROLLING:
BIKE WAYS
Temporary and permanent cycle tracks on one of Bogotá’s busiest streets keeps workers safe and expands the bicycle network.

- In March 2020, the Bogotá Mayor’s Office used cones and barricades to install a temporary two-way cycle track along a popular transit route.

- The success of the installation led the City to make the cycle track permanent.
Key Outcomes

Increase in Cycling Mode Share
Cycling rates jumped from 0% of total traffic on Carrera 7 to 5% after implementation of the temporary bike lane. By September, an average of 1329 people per day used the new cycle track during the morning peak and 727 during the evening peak.

Public Support
Of those surveyed, 85.5% of respondents said they perceived the program as good or excellent.
Bogotá has the largest network of bike infrastructure in Latin America and is well known for being a bike-friendly city. An estimated 880,000 cycling trips are taken every day in Bogotá. Since 1974, the City has closed 74 miles of streets to cars every Sunday for “ciclovía”, where residents can ride their bikes, enjoy street vendors, and walk without interacting with cars.

Bogotá also has an extensive transit system. 5.6 million trips (pre-COVID) are taken every day via the TransMilenio, Bogotá’s Bus Rapid Transit system. However, although only 30% of trips in Bogotá are taken by car, 85% of street space is dedicated for cars.

Source: Gabriel L. Guerrero

Source: Secretaria Distrital de Movilidad
• When the quarantine went into effect in March, the City acted quickly to provide more cycling infrastructure to encourage residents to bike instead of riding transit or driving. Instead of limiting the ciclovía to Sundays, the City enacted daily ciclovía closures during commute times. Additionally, they added 47 miles of temporary bike lanes to support the existing network.

• One of these temporary lanes was installed on Carrera 7, a large arterial that runs north-south on the city’s eastern edge. The Transmilenio line on this road had some of the highest ridership in the city, which led city officials to use cones and temporary barricades to re-allocate a vehicle lane as a separated two-way cycle track.

• Within only a few months, the city began making the 10.5 miles of cycle path on Carrera 7 permanent. The new cycle track will feature 26,000 new pavement markings and signs. Traffic signals will also be re-timed to accommodate cyclists. The new cycle track will provide a permanent separated bike route from the city center all the way to Bogotá’s northern neighborhoods.

Source: Secretaria de Seguridad
Boylston Street

BOSTON, MASSACHUSETTS
Metro pop: 4,875,390 | City pop: 694,295

In July 2020, the City moved forward with its “Connect Downtown” project to open up more space for bikes and pedestrians in the downtown core of the city. The project started in 2019, but the City chose to move accelerate the project in response to the pandemic.

Boylston Street is just one piece of a larger network of reformed streets across the downtown area that the City quickly designated using traffic drums in the summer and formalized with repainting and bollards in the fall.

Boston’s “Healthy Streets” program used existing plans to expand its downtown bike infrastructure to quickly respond to the city’s need for more physical distancing space during COVID-19.

Source: mass.streetsblog.org
Source: Google Maps
Key Outcomes

Quick Bike Lane Creation
The City recognized that the best way to respond to the COVID-19 pandemic was to accelerate their work on the Go Boston 2030 goals, which includes restructuring many city streets to promote biking in the city core. By using traffic barrels, cones, and signs, the City was able to quickly create “pop-up” bike lanes along several city streets, including Boylston.

Looking to the Future
On September 15, 2020, Mayor Martin J. Walsh announced several permanent changes to Boston’s streets under the Second Phase of the Healthy Streets Plan. Included in the announcement were the bike lanes created during the summer, many of which will become permanent. The Boylston bike lane is among those receiving the permanent lane reallocation.
Boylston Street

BOSTON, MASSACHUSETTS
Median Household Income: $65,883

Location & Context
- Boylston Street is located near downtown along Boston’s famous Boston Common and Boston Public Garden. The stretch of Boylston focused on here is between Arlington and Charles Streets, however the street is a small part of a city-wide redesign of Boston’s street use.
Process
• Boston’s “Connect Downtown” bikeway project identified missing bike connections across the downtown area. The City gathered feedback in 2019 and early 2020 concerning bike infrastructure and pedestrian safety that informed the city-wide plan. During Summer 2020, Boston temporarily created new bike lanes and automatic walk phases. In Fall 2020, the City made those changes permanent using thermoplastic markings, flex-posts, and traffic signal changes.

Future Actions
• COVID-19 provided the urgency needed for the project to be embraced by residents and civic leaders alike. Using that, the project will continue into Phase 2 during Winter and Spring 2021, during which time the project will focus on specific intersections and add additional bike network links.
Washington Avenue

MIAMI BEACH, FLORIDA
Metro pop: 6,070,944 | City pop: 91,826

The City created quick-build protected bike lanes and parklets by removing one vehicle travel lane in each direction.

Reducing speed limits from 35 to 25 mph encouraged more cycling and walking.

Reallocating vehicle lanes clears space for parklets and protected bike lanes.

Source: BikeWalkMB

Source: Google Earth
**Key Outcomes**

**Adapting to Traffic Changes**

COVID-19-related traffic volume reductions allowed Miami Beach to dedicate vehicle lanes to parklets and cycling. This temporary configuration is one of several designs which the city may implement in the future depending on changing traffic conditions. Other designs also emphasize sustainable modes of transportation like cycling and transit.

**Interagency Collaboration**

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**DATE IMPLEMENTED**

July 27, 2020

**PROJECT DURATION**

Temporary

**STREET CLASSIFICATION**

Collector

**RIGHT OF WAY**

100 ft.

**AVERAGE DAILY TRAFFIC**

23,000 (2019)

**RESPONSIBLE AGENCY**

City of Miami Beach

**PURPOSES / VALUES**

Traffic Safety
Active Transportation
Supporting Businesses

**HUMAN SPACE**

- **Before:** 23 ft.
- **After:** 37 ft.
Washington Avenue

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- Before 2005, Washington Avenue had many vacant storefronts and was largely used by vehicles to pass through to other areas. In 2005, the City invested $13 million in pavement improvements and lighting to revitalize the road. These placemaking actions increased pedestrian traffic by 15% along Washington Ave.
• Washington Avenue is now home to dozens of restaurants, bars, and entertainment venues. To support these businesses and prioritize bicycle and pedestrian travel during the pandemic, the City partnered with the Washington Avenue Business Improvement District to implement a major quickbuild street change on one mile of Washington Ave.

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• Cars initially parked in the new bike lanes, so the City installed signs and barricades to alleviate confusion. Although the city’s future plans for the street are flexible, they intend to keep the protected bike lane and emphasize other sustainable modes of transportation, including transit.
Pleasant Valley Road

AUSTIN, TEXAS
Metro pop: 2,058,351 | City pop: 935,755

In April 2020, the City of Austin removed the fence separating the sidewalk from the road and reallocated one vehicle lane for two-way bike traffic. These changes created more space for pedestrians and cyclists to pass at a safe distance.

Traffic cones and signage provided a barrier between cyclists and cars, contributing to a sense of safety.

Source: Ralph Barrera, Austin American-Statesman

Converting vehicle lanes to bike lanes at key network connections opens up space for physical distancing.

Source: Tom Wald
Key Outcomes

Community Support
After two months, the City of Austin’s public survey showed that 81% of residents from nearby neighborhoods supported the Healthy Streets program. On the City’s public comment mapping site, 23 users supported the changes on Pleasant Valley Bridge and none were opposed.

Leveraging Past Work
Pre-existing community engagement work helped the Austin Transportation Department quickly implement bicycling and walking infrastructure in the bottleneck area. The temporary changes provided critical connections while permanent infrastructure is being developed.
Pleasant Valley Road

- Pleasant Valley Road crosses the Longhorn Dam at the eastern end of the Lady Bird Lake Hike and Bike Trail and connects the north and south multi-use paths along Lady Bird Lake. The four-block segment of Pleasant Valley Road near the dam averages one crash every eleven days.

- The sidewalks on the bridge are only four feet across and were enclosed by a low guardrail and a chain link fence separating the sidewalk from the road. Without any designated cycling infrastructure on the bridge, many cyclists used the sidewalk to cross the dam.

- By removing the chain link fence and re-allocating one vehicle lane for two-way cycle traffic, the City of Austin was able to create enough space for both cyclists and pedestrians to safely use the bridge from Pleasant Valley Road from Canterbury St. to S. Lakeshore Blvd.

- The City’s ability to quickly implement this change was partially due to the extensive community engagement that identified the Longhorn Dam as a high priority for better active transportation infrastructure. The Longhorn Dam had been a topic of conversation since at least

Bicyclists and pedestrians shared a narrow sidewalk before the Healthy Streets Initiative.

Source: Ralph Barrera, Austin American-Statesman
2013, when the City proposed reducing the number of vehicle lanes to create room for bicycle infrastructure. At the time, strong opposition to lane reductions led the City to develop a proposal for a separate bicycle and pedestrian bridge crossing Lady Bird Lake.

- Increased crowding on trails during COVID-19 lockdowns led the city to recognize the urgent need to create more space for path users while crossing Pleasant Valley Bridge. In a stark contrast to the opposition to the 2013 proposal, community support for this change has been overwhelmingly positive. Many community members have expressed support for keeping the new bike lanes until the new bike and pedestrian bridge can be built.
Pine Street

BURLINGTON, VERMONT
Metro pop: 218,042 | City pop: 42,513

Source: Nicole Losch, City of Burlington

Shared Streets for Social Distancing supports car-free travel.

• In April 2020, the City of Burlington used cones and signage to reallocate parking as a temporary bike lane.

• The installation is maintained by volunteers from Local Motion, a Vermont-based active transportation advocacy organization.

Source: Nicole Losch, City of Burlington
Key Outcomes

Adapting to New Circumstances
In addition to responding to a need for mobility options during COVID-19, this project also serves as a detour for a nearby bike path that is closed for construction.

Connected Network
Pine Street is one of more than 50 streets in the “Shared Streets for Social Distancing” network. By implementing these interventions citywide, Burlington facilitates a cohesive network for people recreating and traveling on foot or by bike.
Pine Street

- Burlington houses the University of Vermont and is known for the pedestrianized Church Street Marketplace and Shelburne Museum. Pine Street is a minor arterial in the Five Sisters neighborhood.

- Close to both the Lake Champlain waterfront and downtown, Pine Street is a popular destination for restaurants, breweries, and concerts.

Source: Local Motion Instagram
• The “Shared Streets for Social Distancing” initiative has four parts:

  » Designating some streets for local traffic only;
  » Designating other streets as “shared streets;”
  » Applying temporary parking restrictions on Pine St. to widen key walking and biking corridors, and;
  » Installing temporary cone protected bike lanes on North Avenue.

• “Shared Streets” were selected based on the following factors:

  » Sidewalks on only one side of the road;
  » Constrained greenbelts;
  » Traffic volumes and traffic patterns, and;
  » Neighborhood density and activity.
Paris has seen a revolution of street allocation in the years since Mayor Anne Hidalgo’s election in 2014. Five years of constructing cycle paths, limiting carbon emissions, and investing in transit have resulted in a 20% decrease in traffic.

The City of Paris has implemented over 400 miles of bike paths as a part of Hidalgo’s Plan Velo. Hidalgo’s new cycleways plan, introduced on January 21, 2020 as Ville Du Quart D’Heure, aims to further convert the city’s infrastructure to support a 15-minute walk or bike to living essentials. Among the revisions to Paris’s streets are bike paths, protected cycleways (some prioritized for e-bike use), and new bike parking spaces.

Many of Paris’ residents rely on cycling to commute throughout the city, particularly because the pandemic lead to perceived safety compromises affiliated with using public transport. Bike sales quadrupled as transit capacity was reduced by 80% on trains and buses. The existing, well-utilized Vélib bikeshare system helped accommodate additional demand for cycling throughout the city.
In addition, the city’s existing cycling plans were expanded by 30 miles specifically during COVID with new “corona cycleways.” These new bicycle-friendly routes consist of painted bicycle symbols and street barriers and are able to be done quickly, creating makeshift solutions to the city’s growing cycling population and need for spatial distancing. An equivalent of 357 million U.S. dollars was dedicated during the early months to the corona cycleways, with an additional $23 million allocated toward cycling infrastructure. The city also continues to reduce street parking with the goal of a 72% overall reduction in order to connect existing cycle paths and thus create a connected, comprehensive bicycle transportation system.
WHY DON’T WE DO IT IN THE ROAD:
SLOW STREETS
Moss Street

NEW ORLEANS, LOUISIANA
Metro pop: 1,263,635 | City pop: 389,648

In May 2020, City of New Orleans used barricades, cones, and signage to limit through-traffic and open more space for people.

This intervention required limited tactical-urbanism-style infrastructure which enabled rapid implementation.

Opening Moss Street provides people with more room to walk, bike, run, and play.

- In May 2020, City of New Orleans used barricades, cones, and signage to limit through-traffic and open more space for people.

- This intervention required limited tactical-urbanism-style infrastructure which enabled rapid implementation.
Key Outcomes

Community Support
Some survey respondents indicated interest in making the closure permanent. The community survey found that, among the 786 respondents, there was 87% support for the Slow Streets initiative on Moss Street and 83% support to implement Slow Streets in other locations.

Streets for People
By limiting the road to local traffic, the City opened space for people to walk, bike, scooter, roller blade, and play. Moss Street saw a significant drop in traffic volume, close to 50%.
**Moss Street**

- Moss Street is a minor arterial in the Faubourg St. John neighborhood of New Orleans. It runs along the Bayou St. John and is located across the bayou from City Park which contains the Louisiana Children’s Museum and the New Orleans Museum of Art.

- The City selected Moss Street for the Slow Streets initiative to provide supplementary space in an area that is often crowded through collaboration with community organizations and neighborhood associations. Moss Street was also selected due to its low traffic volume.

Source: Laura Bryan, City of New Orleans
• On May 6, 2020, the City implemented the Moss Street modification using signs, cones, and barriers. The City also modified several blocks that intersect with Moss Street to be restricted to local traffic only.

• The City monitored and evaluated the program, and the public were invited to provide feedback through a survey. Of the 77% (608 people) of survey respondents who used Moss Street during the Slow Streets Initiative, 34% used the space for biking, 32% for walking or using a wheelchair, 19% for running or jogging, and the remaining, driving or “other.”

• This intervention also resulted in less than a 10% increase in vehicle traffic on Jefferson Davis Parkway which is on the other side of Bayou St. John from the Slow Street installation.
Vera Avenue

REDWOOD CITY, CALIFORNIA
Metro pop: 4,673,221 | City pop: 85,217

In April 2020, the City of Redwood City opened residential streets to people by limiting through-traffic. The City selected streets by assessing locations’ proximity to park and role within the larger bicycle network.

Cones and signs reduce vehicle traffic and promote physical distancing in residential areas.

- In April 2020, the City of Redwood City opened residential streets to people by limiting through-traffic.
- The City selected streets by assessing locations’ proximity to park and role within the larger bicycle network.

Source: @ciclalatuca
Source: Google Earth
Key Outcomes

Increased Recreation
Slow Streets residents have reported an increase in the number of people walking and riding bikes and scooters in the street.

Improving Bicycle Networks
Vera Avenue is part of the Redwood City’s planned bicycle backbone network, which, once complete, will provide a low-stress network of bicycle infrastructure throughout the city. By designating Vera Ave for local traffic and active transportation only, the City quickly transformed the street into a functional bicycle boulevard.
Vera Avenue

- Redwood City is in the San Francisco Bay Area and is known for its sunny climate and thriving downtown. Vera Avenue connects the Roosevelt neighborhood, which includes both low and high-density housing, to the downtown area. The street passes by Roosevelt Elementary school and Red Morton Community Park, which houses sports fields, a community center, and a senior center.

- Vera Avenue also links to several bikeways, including the Peninsula Bikeway, shared used paths in Red Morton Community Park, and bike lanes on nearby arterials.

- In April 2020, the City Council voted to implement a pilot project which limited through-traffic on 11 residential streets. Vera Avenue from El Camino Real to Upton was chosen due to its residential location, proximity to parks, and importance as part of the bicycle network.

- The new Slow Streets provide safe spaces for outdoor physical activity. Participating streets are indicated by signs and traffic cones.

- The City collected feedback from residents by distributing a survey and creating a form on their website where those interested in the program can request the addition, removal, or modification of a street. Due to positive feedback about the initiative, two more neighborhood

Source: Milagros Latin Kitchen

Source: Isabella Chu
streets were added in June, Bain Place and Crompton Road. Three percent of city roads are included in the program, totaling just over five miles.

• The temporary initiative “Eat, Sip, and Be in RWC” also allowed restaurants to expand into streets by closing some downtown roads to vehicles. It was intended to support local businesses as well as provide pedestrians with more room for physical distancing. The initiative continued through the summer season and ended at the end of September, 2020.
Slow Streets create safer neighborhoods for vulnerable Tucson residents.

- In May 2020, the City of Tucson used barricades and signs to redirect through-traffic and open space for people.
- Intended as a pilot program, the program's success led to the installation of permanent traffic calming features.
**Key Outcomes**

**Pilot to Permanent**
A two-week pilot project on N. 4th Avenue between E.Grant Rd and E. Speedway Blvd. resulted in a more permanent quick-build restriping of the street. The new street design calmed traffic by narrowing the roadway and installing speed tables.

**Public Support**
In a City of Tucson survey, 89% of neighborhood residents supported Slow Streets, 2% were neutral or unsure, and only 9% opposed the initiative.

**DATE IMPLEMENTED**
May 5, 2020

**PROJECT DURATION**
Pilot project

**STREET CLASSIFICATION**
Bicycle Boulevard

**RIGHT OF WAY**
71 ft.

**AVERAGE DAILY TRAFFIC**
609 (2017)

**RESPONSIBLE AGENCY**
City of Tucson

**PURPOSES / VALUES**
Equity
Physical Distancing
Physical Activity

**HUMAN SPACE**

- Before: 8 ft.
- After: 47 ft.
North 4th Avenue

- N. 4th Avenue in Tucson is a bicycle boulevard that spans three low-density residential neighborhoods north of the dense downtown core.

- N. 4th Avenue was selected as a two-week pilot project for one of three Slow Streets implemented in the first phase of the initiative. The City installed barricades and signs to direct through traffic around the street and local traffic to drive slowly.

- Following the Pilot Phase, the City of Tucson expanded the program for Phase 2 and received over 120 applications for Slow Streets. The City used COVID-19 case data and demographic data for vulnerable populations to select 15 more Slow Streets.

- The City also recruited volunteer Block Leaders for each neighborhood, who were residents tasked with informing neighbors about the changes, collecting feedback, and making recommendations to the City. With the help of a grant from PeopleForBikes, they were able to provide stipends to the Block Leaders as a best practice for equitable community engagement.

Source: City of Tucson
• In June 2020, the City of Tucson Mayor and Council approved COVID-19 Relief Funds for the continuation of the Slow Streets program, building off the success of the pilot. The funding covered the use of temporary equipment to close and slow traffic and paid for low-cost traffic calming improvements – such as speed humps and traffic circles – that will remain in place when the barricades are removed.
North 4th Avenue

Source: City of Tucson
Resident Quotes

“We have always played soccer on the street in the evening. We would run off the road when we saw cars approaching and the cars used to seem so angry at us for being there. Now they smile and wave. It’s like, ‘oh, we acknowledge that this street belongs to both of us now.’ It’s so much calmer and more pleasant.”
Source: City of Tucson

“This was a joy at sunset. People were out playing and biking and chatting at a safe distance. I left feeling inspired and connected to community.”
Source: City of Tucson
In response to the COVID-19 pandemic, the City of Oakland implemented Slow Streets, Essential Places, and Flex Streets initiatives that created safer streets and more access to open space with an emphasis on addressing inequities.

**Slow Streets** closes residential streets to through motorized traffic to promote “safe physical activity by creating more physical distancing.” Oakland provided necessary infrastructure, such as signage and barricades, to create closures and are measuring the impacts to make adjustments over time.

Slow Streets was implemented in reaction to the statewide shelter-in-place order that impacted cities in many ways. Slow Streets particularly sought to provide more public space as an alternative to crowded or closed streets. The program created space for people to enjoy physical activity in their neighborhoods, safe from normally busier streets that also experienced higher vehicle speeds due to lower vehicle volumes during the early period of the pandemic. Slow Streets explicitly sought to address inequities for areas that have limited access to other forms of public open space.

Oakland’s first 4.5 miles of slow streets launched in April 2020, building from the 2019 Let’s Bike Oakland strategic long-range bike plan that was developed through engaging over 3,500 residents. The program expanded incrementally, achieving 21 miles of slow streets along 21 corridors by July 2020.
While Slow Streets was developed to provide space for socially distanced exercise, *Essential Places* was launched in May 2020 in East Oakland to provide for residents’ needs utilizing temporary installations to facilitate access to nearby essential services such as “grocery stores, public food distribution sites, and COVID-19 testing sites.”

As an example of an Essential Places location, the intersection of Bancroft and Avenal Avenues was identified due to its proximity to a grocery store as well as its location along Oakland’s “High Injury Network.” The High Injury Network includes the “6% of city streets that account for 60% of severe and fatal traffic crashes.” Slow Streets improvements at this intersection are also intended to reduce the risk of traffic crashes by installing a new median and updating crosswalks.

Source: City of Oakland
Oakland has committed to meaningful public engagement throughout this process, by offering different methods and timelines for soliciting feedback, including via an online map and survey that residents can use to suggest new routes and locations as well as provide feedback on existing and proposed routes. Oakland residents were also invited to respond to a survey about the current program. The survey yielded valuable information about community support (about 75% of respondents support the program). The collected demographic information (initial respondents were majority white with higher incomes from North Oakland) reinforced the need for the City to partner with community-based organizations serving communities of color to ensure a more representative sample of feedback was gathered. Oakland officials also view the program as a genuine collaboration between the City and local neighbors, empowering local neighborhoods to ‘slow’ their own residential streets with parked cars or trash cans based on some best practice suggestions.
Starting in May 2020, the City of Oakland launched the Flex Streets Initiative, to “[explore] how streets and sidewalks might be used to help impacted businesses recovery from the COVID-19 pandemic.” Specifically, the City offered recommendations concerning businesses’ use of sidewalks, parking lanes, traffic lanes, private parking lots or other private outdoor spaces, to help businesses have more space to run their businesses in a physically distant way.

After four months of experience, Oakland began shifting into Phase 2, where the city will continue to evaluate the program impact and assess communities’ needs. One of the initial programmatic changes, based on public feedback, was to explore both how to make some of the temporary street changes into more permanent installations and how to better address the needs of communities where the program was underperforming. Oakland officials made clear that they would have an emphasis on “neighborhoods where underlying conditions such as race and income combined with disproportionately higher rates of COVID-19 have led to multiple threats to community wellbeing.”
Holdridge Road

GLENMONT, MARYLAND
Metro pop: 6,138,382 | County pop: 1,040,133

In June 2020, the Montgomery County Department of Transportation (MCDOT) created a temporary neighborhood greenway by closing a street to through traffic to allow for physically distanced bicycling and walking. MCDOT chose routes based off the Bicycle Master Plan to support active transportation and physical activity.

Piloting a neighborhood greenway leads to more space for walking and biking throughout Montgomery County.

Source: MCDOT
Source: Google Earth
Key Outcomes

**Piloting a Successful Program**
MCDOT used Holdridge Road as one of two pilot streets to test their Temporary Neighborhood Greenways program. Due to its success, the program was expanded to include a total of six temporary greenways.

**Increased Sense of Safety**
The County conducted a survey for a similar, nearby Temporary Greenway on Grove Street. In response to the statement, “I feel safer walking and biking on Grove Street” 65.2% of respondents agreed, 8.8% disagreed, and 26% were neutral.
Holdridge Road

- Holdridge Road is a residential street running parallel to Georgia Avenue, a heavily trafficked state road. Holdridge Road helps connect the Glenmont Metro Station to the Matthew Henson Trail. This route is designated as a Neighborhood Greenway and is a part of the Olney to Glenmont Breezeway in the Bicycle Master Plan.

- MCDOT closed Holdridge Road to through traffic, opening it up for bicyclists and pedestrians to use the full street. The county used traffic control devices such as barricades and signs to inform drivers of the street changes. Holdridge Road, as well as Grove Street in Silver Spring, were the first pilot streets of MCDOT’s Temporary Neighborhood Greenway program.

Source: MCDOT
• MCDOT also implemented other street changes, including three street dining locations and new curbside pick-up zones. Additionally, MCDOT has a Shared Streets Block Permit Program where residents apply for a temporary closure of their streets. The Block Permit program resulted in almost 20 additional temporary street closures.
In May 2020, the City temporarily opened some streets to cyclists and pedestrians by limiting vehicle access to local traffic only. The City both consulted past planning work and solicited feedback via a public online street selection survey.

Opening streets to people provides space for community recreation while practicing physical distancing.

- In May 2020, the City temporarily opened some streets to cyclists and pedestrians by limiting vehicle access to local traffic only.

- The City both consulted past planning work and solicited feedback via a public online street selection survey.
Key Outcomes

Increased Bicyclist and Pedestrian Volume
City staff collected bicyclist, pedestrian, and motor vehicle counts on all “Stay Safe, Stay Active” Streets. Between early and late June, on-street pedestrians and cyclist volumes increased by 59% and 48%, respectively.

Streets for People
While the city opened these streets to support community recreation, residents took full advantage by hosting small physically distanced concerts and outdoor movie nights. The open streets provided an opportunity for safely distanced community engagement beyond the expectations of the project.
• 4th Avenue is a local street in the Avenues neighborhood of Salt Lake City. It is close to downtown Salt Lake as well as landmarks like the Utah State Capitol Building and Temple Square.

• The “Stay Safe, Stay Active” Streets opening occurred between A St and N St, a distance of one mile. The street connects with the Salt Lake City Cemetery to the east and Canyon Road and Memory Grove Park just beyond the western end.

• The week-long “Stay Safe, Stay Active” Streets online survey received 6,200 responses and informed which streets were ultimately opened for community recreation. Factors that helped determine which streets to open included:
  » Community survey feedback
  » Street walkability
  » Community visions for their street
  » Geographic equity
  » Ease of implementation
  » Connections to parks and trails
  » Hospital/emergency routes
  » Transit routes
  » Traffic patterns

Source: Dan Bergenthal, Salt Lake City
• Before implementing the change, the City contacted relevant community council leaders and businesses to inform them about the program and to answer questions. The City also placed lawn signs along the streets to inform residents about the upcoming street openings.

• The street consists of single-family residential homes with a few multi-family structures. A small mixed-use development (zoned Neighborhood Commercial) is located on the southwest corner of the 4th Avenue and E Street intersection. To help these communities understand how to use the Stay Safe, Stay Active Streets, signs were placed at every midblock location.
In July 2020, the City of Philadelphia enhanced the Play Streets program. These pre-existing street closures during summer months allowed for a rapid transition to pandemic circumstances.

- Additional funding for Play Streets focused on kids’ activities, heat prevention, and educational initiatives.
Key Outcomes

Keeping Kids Cool and Nourished
Free lunches, snacks, and beverages helped low income families when kids were out of school. Cooling kits were distributed to children to help beat the summer heat amidst COVID-19 closures of public parks and pools.

Inclusion and Youth Services
The expansion of the PlayStreets program allowed more children to engage in summer activities. Because the program included over 300 blocks throughout the city, residents did not have to travel to find a Play Street but could instead recreate in their own neighborhood.
**Delancey Street, 5800 Block**

- Delancey Street is in the Cobb’s Creek neighborhood of eastern Philadelphia. Delancey Street is a small, one-way primarily residential road with row houses on either side of the street. Delancey Street was chosen as one of Philadelphia’s Super Streets, which is an extension of the pre-existing Play Streets Program.

- Play Streets began in the 1960s as an effort to distribute lunches to children during the summer. As the program expanded, residents saw a need to reduce vehicle traffic to give kids safe public spaces to socialize and eat lunch.

- Each summer, Philadelphia Parks and Recreation closes over 300 blocks to cars from 10 a.m. to 4 p.m. so that children can play safely near their own homes. In previous years, they provided each block with sports equipment and toys. Volunteers who live in the neighborhood supervise the kids.

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*Source: Philadelphia Parks and Recreation*
• When the COVID-19 pandemic closed public schools, the Parks and Recreation Department focused their energy and funding on bringing play to kids in their own neighborhoods. The City directed an additional $275,000 to enhance selected Play Streets. These streets were provided with crafting, sports and literature kits, as well as physically distanced public events. Enhanced Play Streets also received Portable Play Landscapes, which allow children to build their own play structures.

• Delancy Street was chosen as an Enhanced Play Streets because of its high density of children. Neighborhoods like Cobb’s Creek that have little shade and are vulnerable to extreme heat were provided with cooling kits, which included shade umbrellas, misting fans, water toys, cooling rags, and free drinking water.

• The pre-existing Play Streets framework allowed communities to quickly adapt to the pandemic.
Collaboration between San Francisco’s Recreation and Park Department and San Francisco’s Municipal Transportation Agency (SFMTA) have opened long awaited segments of Golden Gate Park to the public amidst COVID.

The newly connected system of streets has increased access for the surrounding neighborhoods, encouraging safe physical exercise thanks to limited vehicle traffic.

Popular park street closed to cars for pedestrians and cyclists to socially distance.

Source: Emily Huston

Source: Google Maps
Key Outcomes

Organizational Support
Organizations such as Walk San Francisco and the San Francisco Bicycle Coalition continue to advocate for the closure of more Golden Gate Park streets. Public presence in the park has increased since COVID-19, with empty streets allowing for individuals to distance appropriately in a beloved SF outdoor space.

Community Feedback
According to a San Francisco Municipal Transportation Agency survey, Slow Streets received an 80% approval rate. There is discussion amongst various groups regarding the permanent closure of JFK Drive to automobiles spurred by the significance of safe public spaces during COVID-19.
John F. Kennedy Drive

- John F. Kennedy Drive stretches through San Francisco’s beloved Golden Gate Park, home to an aquarium, the de Young Museum, Japanese Tea Garden and more. The park features various lakes and trails, with over 1,000 acres of land for locals and tourists alike to explore. Completed in 1870, Golden Gate Park remains an important part of the metropolitan area as an economic, public and historical feature.

- Right of way street width varies from 80ft-120ft, because historically the Park accommodated modes of transport such as horse and buggy. Nowadays, the street has been outfitted with bike lanes, with JFK Drive the location of the city’s first cycle-track back in 2012.

- JFK Drive’s partial closure to vehicular traffic since April 28 is a part of the City’s Golden Gate Park Slow Streets. Two segments of the street are included, one between Kezar Drive and Transverse Drive, the other between Metson/Middle Drive/MLK loop to Lincoln Way.

- Corridors throughout and connecting to the park have allowed nearby neighborhoods car free areas to commute and exercise. After just a few months, cyclist use increased six fold and pedestrian use by two fold. There were more than 30 total Slow Street corridors in San Francisco as of September 2020. Overall, non-vehicular transportation within the Park increased by 600%.
SFMTA has included numerous streets in its SlowStreets program to allow individuals to socially distance in public spaces. There were more than 30 total Slow Street corridors in San Francisco as of September 2020.

Currently the program is in Phase 3, entailing further street additions, continuing to improve pedestrian/cyclist infrastructure, and reach previously unincorporated areas such as the Tenderloin.

Such expansions will extend public spaces to low-income and ethnic minority neighborhoods, increasing independent mobility and the presence of programs such as Play Streets and Shared Spaces.

An additional street closure enacted by the SF Recreation and Park Department includes the Great Highway, commonly referred to as the Great Walkway. Local residents have petitioned to keep the park space permanently car free, with 3,900-6,000 visits on any given day.
Play Streets, a semi-permanent program introduced by the City of New York in 1914, is designed to open public areas for children to play in low income neighborhoods. Today, over 36 cities around the United States have Play Streets programs that suit the various needs of local communities. Programs include kids’ summer programs, education initiatives, food security, exercise, and developing a sense of community. Most commonly, Play Streets are enacted during summer months for a period of a few hours per day, during which time vehicle access is prevented and users are supervised by volunteers or staff.

An important example of Play Streets during this moment in history can be found in the City of Philadelphia. Philadelphia began its program in the 1960s, focusing on the safe distribution of free lunches to children. About 300 streets participate every year, and the City provides toys and sports equipment to encourage kids to exercise outdoors.

Source: Philadelphia Parks and Recreation

Source: Philadelphia Parks and Recreation
As COVID has challenged cities to adapt their streets to more accessible public spaces, Play Streets has provided Philadelphia with existing infrastructure to accommodate new physical-distancing guidelines and people’s increased presence outdoors. Street openings from 10 am to 4 pm Monday through Friday allow for ample recreational space uninterrupted by vehicular traffic. The cancellation of summer programs and closures of local pools influenced the City to dedicate more funding to the program in 2020 in order to replicate traditional summer activities.

Unique to 2020 is the temporary expansion of the Play Streets program, including summer kits, guest speakers, vendors, portable play structures, and sports merchandise. A total of 100 playstreets, disproportionately impacted by inland heating, received “Cooling Kits”, including mist and shade tents. Fifty “Super Streets” included murals, dance parties, and other programs ordinarily provided by summer camps. Enhanced streets were located in heavily populated, low income areas with dedicated local volunteers to supervise the Play Streets.

Source: Philadelphia Parks and Recreation
Philadelphia, Pennsylvania
The Play Streets program was particularly effective as a response to the pandemic because its large scope and distribution throughout the city allowed children to play in their own neighborhoods, reducing the chance of disease transmission from other communities. Because the program was already well-developed before the pandemic, the City was able to adapt Play Streets to fit a new context, allowing children to continue learning and playing throughout the lockdown.

Source: Philadelphia Parks and Recreation
LET’S DINE OUT:

STREETS FOR DINING
In July 2020, the City of Walla Walla installed concrete planters to close the segment to cars before bringing in tables, chairs, umbrellas, planters and light strands to create a pleasant dining environment.

Prior to the project, the street had one vehicle lane and one parking lane in each direction.
**Key Outcomes**

**Support Local Businesses**
Providing space for people to dine outside supports restaurants’ takeout business, reducing both losses associated with limited seating and the risk of exposure for restaurant workers.

**Sense of Community**
As stay-home restrictions are lifted, the Plaza on First allocates street space for people to come together and enjoy local food. Reducing vehicular access improves pedestrian safety in this bustling downtown location.

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**DATE IMPLEMENTED**
July 17, 2020

**PROJECT DURATION**
Temporary

**STREET CLASSIFICATION**
Urban Local Access

**RIGHT OF WAY**
77 ft.

**AVERAGE DAILY TRAFFIC**
1,000 (n.d.)

**RESPONSIBLE AGENCY**
City of Walla Walla

**PURPOSES / VALUES**
Economic Recovery
Moving Goods

**HUMAN SPACE**

<table>
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<th>Before: 29 ft.</th>
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South 1st Ave.

- Walla Walla is a small city in southeast Washington. While the city is known for its wine region and restaurants, it also houses Whitman College and Walla Walla Community College.

- The Plaza on First is located on South First Avenue between Main Street and East Alder Street. Nestled in downtown Walla Walla, this block is walking distance to numerous restaurants, wine tasting rooms, and locally-owned shops.

WALLA WALLA, WASHINGTON
Median Household Income: $48,678

- The idea for the Plaza originated from a community member and local business owner before being approved by city council.

- Designed by a local architect, the Plaza on First was implemented by 20 city staff from many different departments.

- The City funded this project with a portion of the Coronavirus Aid Relief and Economic Security Act. Of the $1.02 million allocated for the City, about $250,000 was used for the Plaza on First.

Main Street dining to supplement the Plaza on First. Source: Andy Coleman, City of Walla Walla

Source: Andy Coleman, City of Walla Walla
STREETS FOR DINING

Additional Interventions

• The City also issued permits for parklets to serve as alfresco dining space. These year-long parklets are permitted on both sidewalks and parking spaces. While applying for the permit is free and the city will provide materials, businesses are responsible for the labor costs. Next year, city council will evaluate the program and determine whether to cut the program, maintain existing parklets, or offer more parklet permits.

• Walla Walla closed seven blocks of East Main Street (from Second Avenue to Park Street) every Saturday between July 11 and Labor Day. This allowed restaurants, retailers, and galleries to use street and sidewalk space. After the pilot closure ended on August 2, 2020, 100 planters and roped-off parking spaces proved more effective than a complete street closure.
SE Division Street

The Healthy Businesses program is intended to help businesses and organizations meet the requirements for physical distancing to limit the spread of COVID-19 by using the right-of-way to support business uses.

- Healthy Business permits allow food, beverage, and retail service to use portions of the sidewalk, parking areas, and alleys.
- As a permit-based program, installations are eligible across the city. Streetcar-era main streets have embraced the program.

The Safe Streets Initiative includes permits that allow businesses to use sidewalk and street space.

Source: Nick Falbo, Portland Bureau of Transportation

Source: Google Earth

PORTLAND, OREGON
Metro pop: 1,940,927 | City pop: 639,387
**Key Outcomes**

**Adapting Streets for Restarting Public Life**
Healthy Businesses is one of several programs that support physical distancing on Portland streets through the Safe Streets Initiative. While initial efforts were fast-tracked, the Portland Bureau of Transportation (PBOT) is conducting ongoing engagement to solicit feedback and understand concerns from residents.

**Monitor Efforts for Long-Range Projects**
The PBOT planning team is monitoring and evaluating the potential to make these projects permanent. Central to this is an understanding of the importance of streets as valuable public spaces; in Portland, streets account for 20-40% of the total land mass.
SE Division Street

- This segment of SE Division Street is located in the Richmond neighborhood of Portland. The street segment is characterized by numerous restaurants such as the Bollywood Theater, Blue Star Donuts, and Salt & Straw Ice Cream.

- Permits are not required for minimal sidewalk use where pedestrians can safely pass. PBOT encourages businesses to coordinate with other nearby businesses as well as area business districts. While the vast majority of dining plazas are small parking lane installations, such as this example on Division Street, there are also a small handful of full-street plazas.

- Portland has over 700 permitted plaza locations, indicating that this system scales well to meet community needs. The City has also rerouted buses to open up space for activity.

- The permit application takes 10 to 20 minutes to complete and are reviewed within five to seven days. Permits are valid through March, 2021.

Source: Southeast Wine Collective Instagram
Source: Nick Falbo, Portland Bureau of Transportation
• While applying for a permit is free, some approved businesses are required to provide traffic control. PBOT offers recommendations for companies and organizations that are providing additional resources to implement these interventions.

• As a permit-led program, business partnerships are essential. Key actions from the City include:

  » Distributing a Business Toolkit to help businesses accommodate physical distancing needs using the right-of-way, implementing loading zones;
  » Offering streamlined permitting, and;
  » Supporting “shop local” messaging.

• Healthy Businesses is one component of the Safe Streets Initiative to support physical distancing on Portland streets.
Main Street

SARASOTA, FLORIDA
Metro pop: 785,997 | City pop: 56,102

The City of Sarasota closed down several streets to motorized vehicles and opened them up for dining and pedestrian access.

40,000 face masks have been distributed by the City to encourage safe consumerism in dining and retail settings.

Partial street closures facilitate physically distanced outdoor dining.

Source: City of Sarasota

Source: Google Earth
**Key Outcomes**

**Community Partnership**
To implement this street closure, the City partnered with the Downtown Sarasota Enrichment Association, a membership-based business association that supports downtown initiatives, hosts events, and advocates for a healthy and progressive downtown economy.

**Economic Recovery**
Interested businesses and property owners gave input to help determine the location of these experimental closures. Under physical distancing guidelines, additional outdoor dining space helped restaurants serve many more customers than they could otherwise.
Main Street

- Main Street, between Palm Avenue and Mira Mar Court, is in downtown Sarasota. This street segment houses several restaurants and is close to the public library, the Van Wezel Performing Arts Hall, and Bayfront Park.

- Additional street closures were implemented on State Street between the State Street Garage and Lemon Avenue, Lemon Avenue from Main Street to State Street, and The Ringling spur (from Ringling Boulevard to the alley). Closures occur on Friday and Saturday nights from 3:30 pm to midnight.

Source: sarasotanewsleader.com
Source: yourobserver.com
• Businesses may complete an online application for a temporary outdoor café right-of-way permit. In addition to indicating the number of tables, chairs, and umbrellas, restaurants are also required to submit a seating layout that complies with the CDC requirement for six feet of separation between dining parties. Businesses are also required to provide proof of insurance. There is no cost associated with the permit application.
Ocean Drive

MIAMI BEACH, FLORIDA
Metro pop: 6,070,944 | City pop: 91,826

Re-directing vehicle traffic makes room for dining in the street and a wide lane for biking, skating, and walking.

- In May 2020, the City of Miami Beach closed Ocean Drive to cars and opened space for pedestrians and non-motorized transportation.

- During July, the City briefly reopened one lane of traffic, but quickly closed it following public outcry.

Source: Eater Miami

Source: blog.friendlyrentals.com
Key Outcomes

Expediting Planned Projects
The City of Miami Beach’s Transportation Master Plan details an Ocean Drive Shared Space project, which would facilitate easy road closures for events, calm traffic, and improve pedestrian space. During the COVID-19 pandemic, the City quickly implemented a pedestrian space for far less than the estimated project cost of $300,000.

Immediate Economic Benefits
At the time lockdowns were lifted on May 27th, restaurants along Ocean Drive opened safely and successfully due to the expanded space available for outdoor dining.

DATE IMPLEMENTED
Math 16, 2020

PROJECT DURATION
Temporary

STREET CLASSIFICATION
Local

RIGHT OF WAY
54 ft.

AVERAGE DAILY TRAFFIC
9,000 (n.d.)

RESPONSIBLE AGENCY
City of Miami Beach

PURPOSES / VALUES
Economic Recovery
Supporting Businesses
Active Transportation

HUMAN SPACE

| Before: 16 ft. | After: 54 ft. |
Ocean Drive

Ocean Drive is an iconic destination along Miami Beach’s oceanfront and is home to hotels, restaurants, and a vibrant night life. The City of Miami Beach prepared for a gradual opening of businesses by closing Ocean Drive to vehicle traffic and reallocated the business side of the street for outdoor dining. The oceanfront side was designated for bicycles, pedestrians, and emergency vehicles.

Due to the local climate, many Miami Beach restaurants featured café-style outdoor dining before the pandemic, and were able to use existing tables, planters, and fencing to create physically distanced outdoor dining spaces. The City did not require a sidewalk café permit for restaurants that wished to expand their seating.

Source: WalkBikeMB
• Requests from business owners and fears of overcrowding on the Fourth of July holiday weekend led the city manager to install barricades between the seating area and traffic lane, and to allow southbound vehicle traffic on the bike and pedestrian lane. The Police Department recommended this action and was coupled with increased police presence to enforce an earlier curfew time.

• Although these barricades were intended to discourage crowds, the reduced space for pedestrians made physical distancing a challenge. Furthermore, vehicle traffic was so heavily congested that it took a reported 45 minutes to travel the ten-block segment. The City has since passed a resolution to return Ocean Drive to the first reconfiguration with ample space for cyclists, pedestrians, and diners to physically distance.

When the city allowed cars back on the street during the 4th of July weekend, pedestrians crowded into reduced space. The city subsequently returned the vehicle lane back to pedestrian and cyclist use. Source: BikeWalk MB

Source: Miami Herald
Main Street

Belfast, Maine
Metro pop: 39,418 | City pop: 6,696

In May 2020, the City of Belfast passed the Curbside Belfast Ordinance, which allowed local businesses to operate in public parking spaces.

The City also created picnic areas in five public locations throughout town and one privately owned lot.

A City ordinance allows outdoor dining in parking spaces and creates picnic locations to support downtown businesses.

- In May 2020, the City of Belfast passed the Curbside Belfast Ordinance, which allowed local businesses to operate in public parking spaces.
- The City also created picnic areas in five public locations throughout town and one privately owned lot.

Source: ourtownbelfast.org
Source: re.photos
Key Outcomes

**Supporting Local Businesses**
Thanks in part to the Curbside Belfast Ordinance, over 20 Belfast restaurants now have outdoor dining options. This has helped vital local businesses to stay open.

**Facilitate Safe Gathering**
Stay-at-home orders prohibited people from gathering. Outdoor dining areas help people reconnect with their community support systems while maintaining safe distance.
Main Street

- Belfast is a small town with an historic downtown located on Penobscot Bay. It is a popular tourist destination and is known for its thriving restaurant scene and year-round farmers’ market.

- When the COVID-19 pandemic forced businesses to reduce their indoor capacities, the City of Belfast supported downtown businesses by allowing restaurants and retail stores to use public parking spaces for outdoor business operations through October, 2020.

Source: ourtownbelfast.org
Many businesses have taken advantage of the city ordinance by creating outdoor dining areas in adjacent parking spaces. Restaurants may use up to four parking spaces and retail businesses may use one space.

The City also installed six picnic locations in parks and parking lots throughout downtown to provide a safe, outdoor dining space for restaurant patrons. Although five of these locations are publicly owned, the City partnered with a landowner to set up picnic tables on a privately-owned lot on Main Street. The tables are spaced more than six feet apart, and users are responsible for sanitizing tables before eating. There are also shade tents set up in several picnic locations.
West Broadway

EUGENE, OREGON
Metro pop: 266,851 | City pop: 171,259

Expanding outdoor seating supports local eateries while maintaining health and safety guidelines.

- In July 2020, the City of Eugene created the “Broadway Streatery” by reallocating vehicle lanes for outdoor dining. The previous street opening idea adapted to new circumstances proved effective during pandemic era need for physical distancing.

- Positive economic results for businesses encouraged the City to extend the program through the coming year.

Source: ourtownbelfast.org
Source: re.photos
**Key Outcomes**

**Reallocating Street Space**
This temporary program closed the street to cars between Willamette St. and Olive St. and opened it up to pedestrians and restaurants. By opening the street to pedestrian use, the City created a safe communal space ordinarily occupied by vehicles.

**Economic Vitality**
COVID-19 lockdowns forced some local businesses to permanently close. The City supported safe re-opening by allowing the businesses along Broadway St. and other streets to open pedestrian-only spaces. Such measures mitigate revenue loss while complying with physical distancing guidelines.
The area around West Broadway is a popular spot with locals and has experienced a recent increase in the number of restaurants. As of August 2020, nine establishments participated in the “Broadway Streatery” program.

Like many cities, COVID-19 hit businesses hard in the Eugene area. In response, the City came up with a plan to create a safer and more supportive atmosphere. The same stretch of West Broadway opened to pedestrians had been modified in the past with little success. However, changes in business types and COVID-19 provided the opportunity to experiment with the idea once again. The street closed to cars in mid-July 2020, with traffic blocked by signs and stanchions.
• Though Eugene had a sidewalk café permitting program in place previously, this new temporary program simplified the application process, suspended the fee, and allowed seating beyond the curb.

• The administrative order that closed streets to vehicle traffic allowed the Broadway Streatery to remain open through the first Fall, but could be extended based on demand or reopened in the spring.

• After positive community response, the City closed another block to vehicle traffic and worked with interested business owners across the city.

Source: City of Eugene
In June 2020, the Town of West Hartford redesigned four streets to facilitate outdoor business operations. Of the four redesigned streets, including LaSalle Road, there are 11 dining corals consisting of 71 parking spaces.

- The Town solicited feedback from local business owners before finalizing the redesign plans.

Street openings allow for physically distanced dining and retail opportunities.

Source: Town of West Hartford
Source: Google Maps
STREETS FOR DINING

Key Outcomes

Vehicle Lane Reallocation
Previously, LaSalle was a two-way street with angled parking. For this update, the streets were repainted to create a north-bound traffic route and head-out angled parking.

Outdoor Dining
In response to COVID-19, LaSalle Road replaced much of its angled parking with physically-distanced seating areas for restaurants to use. 20-foot concrete barriers and four-foot plastic barriers created a block-long, physically distant dining experience.

DATE IMPLEMENTED
June 4, 2020

PROJECT DURATION
Temporary

STREET CLASSIFICATION
Commercial

RIGHT OF WAY
70 ft.

AVERAGE DAILY TRAFFIC
4,900 (n.d.)

RESPONSIBLE AGENCY
Town of West Hartford

PURPOSES / VALUES
Economic Recovery
Physical Distancing

HUMAN SPACE

Before: 30 ft.
After: 75 ft.
LaSalle Road

• Located in West Hartford Center, LaSalle Road was temporarily redesigned to accommodate physical distancing. Specifically, the redesign expanded outdoor dining and retail opportunities to enhance local economic vitality and offset impacts caused by the COVID-19 business operational and health restrictions.

• Town officials were pressed to find fast ways for restaurants in West Hartford to reopen safely and successfully during COVID-19 mandates. Town leaders decided to implement street modifications to support outdoor dining throughout the Center.

• A working group of Town staff was established to create an implementation plan and conduct community and business outreach.

LaSalle traffic redirected from two-way to one-way and head out parking only. Source: Town of West Hartford

Source: John Lyons, we-ha.com
STREETS FOR DINING

• The Town presented the plan to all business owners in the Center via a Zoom Conference call. Upon receiving feedback, the Town modified designs to address concerns and presented to the Town Council.

• This process led the Town to redesign LaSalle Road, Farmington Avenue, Isham Road, and Memorial Road, which are all in the same commercial district. These four streets were reconfigured to decrease traffic volumes and increase physically distanced shopping and dining.

• The street closures remained in place until mid-November 2020. Based on the overall success of the effort and feedback on this “large scale tactical urbanism trail,” the Town will conduct a more comprehensive analysis to assess the permanent reconfiguration of the impacted streets.
15th Street

CINCINNATI, OHIO

Metro pop: 1,663,790 | City pop: 300,357

The Reignite Cincy Temporary Outdoor Dining Programs allowed restaurants to apply for permits to operate in the public right-of-way and in private outdoor spaces such as parking lots.

Expanded outdoor seating supports local restaurants while complying with health and safety requirements.

- The Reignite Cincy Temporary Outdoor Dining Programs allowed restaurants to apply for permits to operate in the public right-of-way and in private outdoor spaces such as parking lots.
Key Outcomes

Responsible Reopening
Opening dine-in service with necessary physical distancing would be financially unfeasible for many restaurants and bars. Expanded outdoor seating is one tool to expand capacity to support local businesses and their employees in a safe manner.

Reallocating Streetspace
The Temporary Outdoor Dining pilot program returns the right-of-way to people. The program supports local businesses and quality of life for residents, while also managing and dispelling concerns through public engagement.
15th Street

- West 15th Street is located in the Over the Rhine (OTR) neighborhood, about one mile north of downtown Cincinnati. OTR is a local and national historic district, a diverse neighborhood that is mixed-use with commercial, residential, and recreational spaces such as the Cincinnati Music Hall, Washington Park, and numerous popular bar and restaurants. Multiple restaurants use the 15th Street closure for outdoor seating.

- Expanded restaurant space is part of the Reignite Cincy Economic Recovery Plan. Reignite Cincy is a collaborative effort with multiple city departments as well as the City administration. Restaurants may apply to use the right-of-way or private property, like parking lots and greenspace, for outdoor dining.

Source: Angie Strunc, City of Cincinnati

CINCINNATI, OHIO
Median Household Income: $38,542
• While the City intends for this plan to promote fiscal responsibility for businesses and social responsibility for customers, it is also gathering information and approaching the program as a pilot project. Plan outcomes will inform future development of COVID-19 prevention programs.

• There is no cost associated with applying for permits and permit applications that are submitted through an online portal.

• Just over half of the permit applications for outdoor dining street use is in the OTR neighborhood to the north of the Central Business district. While businesses are primarily seeking curb lane closures, 15th Street is one of the full road closure locations.

• While residents of 15th Street are impacted more than the broader community regarding residential parking permits, parking garage access, and business deliveries, the public has been mostly supportive of the restaurants’ use of the street. The City has also navigated providing necessary access for construction activities in the space.
In May 2020, in response to COVID-19 safety protocols, the Portland [Oregon] Bureau of Transportation (PBOT) launched the Safe Streets Initiative: Adapting Portland’s Streets for Restarting Public Life, based on four central impacts:

• Small businesses will struggle economically;
• Affordable transportation options are critical for community members who are struggling economically;
• Despite “real and perceived concerns about health and safety on public transit,” it is important to support this essential service; and
• Current streets and sidewalks are not built for the physical distance we must maintain at this time.

Three infrastructure-based programs emerged: 1) Safer Busy Streets, 2) Slow Streets, and 3) Healthy Businesses.

SAFER BUSY STREETS:
Providing more room for pedestrians on arterial streets with narrow or missing sidewalks.

Focusing on busy streets with narrow or absent sidewalks, Safer Busy Streets takes action to expand pedestrian space to facilitate necessary physical distancing. Specific areas of interest include those along narrow sidewalks, places with a high volume of pedestrians, corners where people wait to cross the street, bridges and freeways crossings, and transit stops.

As an example, SE Washington Street, a one-way street going through the Montavilla neighborhood, was retrofitted with curb expansions and expanded bus platforms to serve high-frequency transit lines and school zones.
SAFE STREETS INITIATIVE

SLOW STREETS:
Protecting and maintaining quiet neighborhood routes.

Neighborhood greenways are low-traffic and low-speed streets where walking and bicycling are prioritized, and vehicle traffic is discouraged. Portland already had over 100 miles of neighborhood greenways before COVID-19 that were also critical to the city’s Safe Routes to School network.

As part of the Safe Streets Initiative, PBOT turned sections of neighborhood greenways into “local access only” by installing temporary barricades and signage alerting drivers to the priority of people on the street. By limiting traffic to local residents, deliveries, and emergency vehicles, more car-free space was created for people to spend outside yet close to home. PBOT created over 100 miles of Slow Streets across the entire city.

HEALTHY BUSINESSES:
Helping local businesses use adjacent public space to serve more customers.

The Healthy Businesses permit program is intended to help businesses and organizations meet the requirements for physical-distancing to limit the spread of COVID-19 by using the right-of-way to support business uses. Healthy Business permits allow food, beverage, and retail services to use portions of the sidewalk, parking areas, and alleys.
On the ground, these interventions could take the form of “mini-plazas” to allow for necessary space between dining tables, space for waiting at crowded intersections, areas for lining up to access businesses, and loading zones for food and goods delivery and pickup. The City has also re-routed busses to open space for activity.

Healthy Business applications are concentrated in the City’s streetcar-era, neighborhood commercial streets, while there are far fewer in the more auto-oriented East Portland neighborhoods. The permit application takes 10 to 20 minutes to complete and are reviewed within about five to seven days. PBOT also encourages businesses to coordinate with other nearby businesses as well as area business districts. While the vast majority of dining plazas are small parking lane installations, there are also a small handful of full-street plazas. Portland has over 700 permitted plaza locations, indicating that this system scales well to meet community needs. Permits are not required for minimal sidewalk use where pedestrians can safely pass.

The Portland Promenade Project: Leveraging Institutional Change

The Portland Promenade Project is a grassroots advocacy group led by community members and business owners to create whole blocks of pro-business, car-free zones. While the PBOT Healthy Business Program encourages coordination between businesses to create side street and

main street plazas, Portland Promenades has assumed the important role as organizer.

Understanding the operational challenges of indoor capacity limitations, Portland Promenades saw an opportunity to organize local businesses and leverage PBOT Healthy Business permits to create uninterrupted pedestrian promenades that allow businesses to operate at full capacity. In addition to the benefits for local businesses, Portland Promenades also recognizes that public open space plays an important role in making lively, trusting, and happy communities.
28th Avenue and Sellwood Square represent two examples of Portland Promenades’ work. The 28th Avenue promenade, located on Southeast Portland secured support from 28 local businesses. The system plan details the location of businesses and identifies businesses with trucking needs, potential parking areas, promenade locations, local access streets, residences with driveway access, truck routes, vehicular thoroughfares, residential access routes, and bicycle crossings. After a month-long pilot study, the 28th Avenue promenade has “been deemed a success by the business owners there.”

Sellwood Square, a collection of “safe shopping and social distancing plazas” is another project in development. Organizers have coordinated petitions for both neighbors and business owners that encourage business owners to apply for PBOT Healthy Business permits while understanding street locations, days and times for optimal operation, and traffic flow management issues. Sellwood Square organizers also provide guidance for businesses’ next steps including applying for event insurance and completing the PBOT Healthy Toolkit. Overall, Sellwood Square is a coordinated grassroots effort to utilize the PBOT Healthy Business program to create a cohesive network of plazas within the neighborhood.

With their Safe Streets Initiative that houses the Healthy Business program, PBOT laid important groundwork for Portland Promenades. Portland Promenades leverages this opportunity to create cohesive pedestrian plazas that serve both businesses and community interests.
GET ACTIVE:

PUBLIC PROMENADES
Ocean Boulevard

HAMPTON, NEW HAMPSHIRE
Metro pop: 4,811,732 | City pop: 9,235

In May 2020, a coalition of local public agencies installed barricades to transform Ocean Boulevard into a pedestrian plaza for mobility, recreation, and business. Existing protocols for rerouting traffic facilitated rapid implementation.

Opening major thoroughfare to businesses and pedestrians creates a seaside walking mall.

- In May 2020, a coalition of local public agencies installed barricades to transform Ocean Boulevard into a pedestrian plaza for mobility, recreation, and business.
- Existing protocols for rerouting traffic facilitated rapid implementation.
Key Outcomes

**Safely Supporting Businesses**
When the beaches re-opened to active recreation in June 2020, the Town of Hampton had the dual challenge of supporting local businesses while also discouraging overcrowding. The Town opened space for pedestrians, shopping, and dining while limiting parking availability to discourage visitors.

**Limiting Through Traffic**
Although Ocean Boulevard remained open for local traffic and parking, the New Hampshire Department of Transportation installed signs and barricades to turn cross-streets into dead-ends to limit through traffic on Ocean Boulevard.

**DATE IMPLEMENTED**
May 28, 2020

**PROJECT DURATION**
Temporary

**STREET CLASSIFICATION**
Minor Arterial

**RIGHT OF WAY**
56 ft.

**AVERAGE DAILY TRAFFIC**
6,938 (2019)

**RESPONSIBLE AGENCY**
The Town of Hampton, New Hampshire Dept. of Natural and Cultural Resources, Division of State Parks
New Hampshire Dept. of Transportation

**PURPOSES / VALUES**
Economic Recovery
Physical Distancing

**HUMAN SPACE**

Before: 13.5 ft.
After: 56 ft.
Ocean Boulevard

- Hampton is a popular tourist destination, just north of Boston, with an estimated 40,000 to 80,000 daily tourists during the summer season. Ocean Boulevard runs parallel to Hampton Beach and houses many restaurants, hotels, and shops. Due to its location, Ocean Boulevard has the highest levels of daily traffic in town.

- Between Harbor Road and Highland Avenue, the Town opened Ocean Boulevard for pedestrians in order to create a “walking mall”. This adaptation created space for businesses to operate outdoors and pedestrians to maintain physical distancing.

Source: Jason Schreiber, New Hampshire Union Leader

Source: Jeffery Hastings
• The Town used established protocols from large events to reroute traffic to Ashworth Avenue, which was converted from two one-way lanes to a two-way traffic street. New Hampshire Department of Transportation set up message boards to communicate the new traffic patterns to drivers.

• The Town also reduced the number of available public parking spaces by half, intended to discourage outside visitors and diminish the crowds on Ocean Boulevard and nearby beaches during the pandemic.
Main Street

FRISCO, COLORADO
Metro pop: 30,429 | City pop: 3,074

In June 2020, the Town of Frisco created the Frisco Pedestrian Promenade along Main Street. Collaboration between the Town and businesses reduced revenue deficits and increased customer attendance.

When the Promenade closes, the Town may allow permanent parklet installation and the implementation of other street reallocations.

Allowing businesses to operate in the street creates an inclusive pedestrian and cyclist environment.

- In June 2020, the Town of Frisco created the Frisco Pedestrian Promenade along Main Street. Collaboration between the Town and businesses reduced revenue deficits and increased customer attendance.
- When the Promenade closes, the Town may allow permanent parklet installation and the implementation of other street reallocations.
Key Outcomes

Positive Community Feedback
Almost immediately, businesses saw improvement in customer activity, with 65.7% of businesses in favor of maintaining the Promenade indefinitely.

City Support
The Town continues to discuss the benefits of street reallocations amidst COVID-19, considering both the safety of residents and economic viability.
Main Street

• Located near the Rocky Mountains, Frisco is popular for outdoor activities such as skiing. In addition to the races and festivals held on Main Street, tourists also visit for local dining and boutiques.

• Main Street is essential to the town’s economy. Following a community gift card program which raised $100,000, there will be an estimated $325,000 in business revenue as a part of the “Love Frisco, Shop Frisco” initiative.

• Initial discussion regarding COVID19 measures began as early as March 2020, with meetings open to local businesses. The Promenade’s parameters between 2nd and 5th Avenue were determined by the number of businesses that wanted to participate in the street opening. For businesses outside this designated area, parklets and sidewalk use were permitted.

• The goal of the Frisco Pedestrian Promenade is to both support businesses by allowing expansion into the street and accommodate pedestrian and cyclist accessibility. To participate, businesses submitted a licensing agreement that granted access to a designated area of Main Street. Water-filled barriers prevent vehicles from entering while still allowing local traffic.

• The Town of Frisco provided decorations and barricades to encourage business participation. The Town also distributed free hand sanitizer and masks to all local businesses.

• A Town Council meeting on August 25, 2020 concluded that the Promenade successfully accomplished goals of safety, aiding businesses, and limiting economic downturn. While the Promenade was scheduled to be removed in October 2020, the Council has evaluated the benefits of keeping the Pedestrian Promenade, including the success of social distancing in a wider street area.

Source: Nicole Miller, Summit Daily
PUBLIC PROMENADES

Source: Town of Frisco
Main Street

EDMONDS, WASHINGTON
Metro pop: 3,809,717 | City pop: 41,770

Main Street was closed to vehicles every weekend during the summer of 2020, giving pedestrians physical distance and allowing businesses to expand into the street.

Businesses were also able to use adjacent parking spaces for seating or merchandise displays during the week.

Walkable Main Street opens up space for pedestrians, dining, and shopping.

Source: Kevin Clark / The Herald
Source: City of Edmonds
Key Outcomes

Pedestrian Friendly Weekend
During the car-free Main Street weekends, 17 restaurants expanded seating into the street and 28 retail businesses began to display their products outdoors, which has allowed the community to safely support their local businesses.

Positive Community Response
In a survey administered to downtown retail and restaurant businesses, 70% of businesses in the affected zone supported Walkable Main St, 13% were neutral, and only 17% were opposed. Despite a vocal minority of retail businesses expressing opposition to the program, both retail and restaurant businesses showed high levels of support for Walkable Main Street.

DATE IMPLEMENTED
June 20, 2020

PROJECT DURATION
Temporary

STREET CLASSIFICATION
Arterial

RIGHT OF WAY
57.5 ft.

AVERAGE DAILY TRAFFIC
4,600 (2019)

RESPONSIBLE AGENCY
City of Edmonds

PURPOSES / VALUES
Safety
Economic Recovery
Physical Distancing

HUMAN SPACE
After: 57.5 ft.
Before: 19 ft.
Main Street

• The City of Edmonds, which lies 15 miles north of Seattle, is known for its walkable downtown, art galleries, waterfront parks, and views of the Puget Sound and Olympic Mountains.

• Main Street connects the waterfront to a wide variety of restaurants and businesses. A traffic circle and fountain at the intersection of 5th Ave and Main Street creates a plaza-like feel at the heart of downtown.

• The City of Edmonds ran a pilot program during the weekend of June 20-21 that closed Main Street to vehicles. The community responded with overwhelmingly positive feedback, and after two months of successful Walkable Main Street weekends the City decided to extend the program through October 11th, 2020.

• Although the initial pilot was put into place quickly and without a formal public engagement process, the City of Edmonds has maintained open lines of communication with business owners and residents.

Source: City of Edmonds
• Collaboration between business owners and residents has resulted in an extension of the original program and improved aesthetics and public health signs. A more extensive public engagement process will determine whether residents wish to continue the program in upcoming summers.

• This extension gave businesses the option of expanding into on-street parking spaces during weekdays, when Walkable Main Street was not running. The new measure also allowed all restaurants to operate outdoors, including those not located on Main Street.

• The City also increased pedestrian space weeklong by closing Sunset Ave between Edmonds and Caspers Streets to through traffic. This segment parallels the waterfront and is a popular recreational walk due to its ocean views. Pedestrians can now occupy street space to create distance and without competing with cars in the vehicle lane.
Seattle, Washington

On April 16, 2020, the Seattle Department of Transportation (SDOT) opened 2.5 miles of streets for people to walk, ride, and play. After a one-weekend pilot, SDOT initiated plans to integrate 15 miles of Seattle residential roadway into the Stay Healthy Streets network. By June 24, 2020, the City committed to making permanent 20 miles of Stay Healthy Streets.

Inspired by Oakland’s Slow Streets program, Stay Healthy Streets are closed to through-traffic but remain accessible for residents, deliveries, and emergency vehicles. Stay Healthy Streets are intended to support physical-distancing for both exercising and traveling by foot, wheelchair, or bike to the grocery store or restaurant pick-up.

Working from existing neighborhood greenways (low vehicle volume streets with traffic calming features and wayfinding signage), Seattle selected initial locations by identifying areas with limited open space options, low rates of car ownership, and routes that connect people to essential services and food pick-up. Stay Healthy Streets locations were designed to avoid impacting new food pick-up zones, parking adjacent to hospitals, and bus routes.
HEALTHY STREETS

Source: Seattle Department of Transportation

Source: Seattle Department of Transportation

Source: Seattle Department of Transportation

Source: Seattle Department of Transportation
LOOK WHO’S FLEXING NOW:

THE CURB
In March 2020, the City of Alexandria selected locations to suspend parking regulations in favor of loading zones. When other businesses saw the success of this model, they were allowed to submit a loading zone permit.

Suspending some parking regulations and designating loading zones for restaurants supports the flow of goods and services.

- In March 2020, the City of Alexandria selected locations to suspend parking regulations in favor of loading zones.
- When other businesses saw the success of this model, they were allowed to submit a loading zone permit.

Source: Alexandria Transportation and Environmental Services Twitter
Source: Google Earth
**Key Outcomes**

**Support Local Businesses**
While a few of the 40-50 restaurants along King Street have closed, loading zones support remaining businesses by providing easy access. Temporary loading zones have been very successful for businesses.

**Provide Customer Options**
The City found that people were interested in doing businesses but were not apt to enter restaurants or retailers. Maintaining curbside pick-up locations allows for customers and restaurants to adapt to COVID-19.

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**DATE IMPLEMENTED**
March 20, 2020

**PROJECT DURATION**
Temporary

**STREET CLASSIFICATION**
Minor / Principal Arterial

**RIGHT OF WAY**
80 ft.

**AVERAGE DAILY TRAFFIC**
6,400 (n.d.)

**RESPONSIBLE AGENCY**
City of Alexandria

**PURPOSES / VALUES**
Economic Recovery
Moving Goods

**HUMAN SPACE**
- **Before:** 34 ft.
- **After:** 34 ft.
King Street

• King Street is a popular destination for tourists due to its lively shops and restaurants, and just eight miles from downtown Washington D.C. In the west, King Street is anchored by the local Metro stop and in the east by the Alexandria City Hall and the Old Town Alexandria Waterfront on the Potomac river.

• When Virginia went into lockdown, a continuity of government authorization was issued for the entire state. City council voted to accept the authority to be able to make changes locally to adapt to the pandemic. The City Council initially approved the loading zone program until late Fall, 2020, but was considering extending it beyond that time.

Source: Ann Horowitz, City of Alexandria
• After council approved the loading zones, city staff looked for areas with groupings of restaurants and few traffic interferences for loading zones. Once these were in place, other businesses approached the City about receiving zones in front of their own establishments. While not restricted to King Street, there is a high concentration of curbside parking zones along this street and other loading zones are sprinkled throughout Old Town Alexandria.

• COVID-19-related shutdowns have had a devastating impact on local restaurants. Designated loading zones provide space for businesses to offer curbside pick-up. Allocating space for this use can prevent traffic violations like double parking and blocking bike lanes, in fact, the program is so popular that the City is still working to identify potential new locations.

• Supplementing this program is a full block closure along King Street to provide space for outdoor dining as well the Temporary Outdoor Dining Business expansion permit program. These permits allow restaurants and retails to expand onto the sidewalk, into parking spaces, and in some parking lots, at zero cost and are turned around within three to four days.
Flexible curb space supports restaurants and improves access to food pick-up.

- In March 2020, the City of Austin implemented temporary loading zones to support curbside pick-up from local restaurants.
- Loading zone locations were informed by restaurant density as well as community input.
Key Outcomes

Maintain Operations During Lockdown
Following the closure of bars and dine-in restaurants to reduce the spread of COVID-19, the City implemented temporary loading zones. Dedicated pick-up areas contributed to efficient customer service during strained operations.

Positive Feedback from Business Owners
In response to this program, one business owner offered feedback: “I would like to let you know that it’s working just great for our valuable customers and of course us! It really helps us a lot with the extra volume of pick up orders we’re receiving now. We’re very happy about this and really wish that it would stay like that permanently.”
East 6th Street

- East 6th Street is known as a restaurant and live music destination. Located between the Central East Austin and East Cesar Chavez neighborhoods, East 6th Street is also close to several city and neighborhood parks as well as the Colorado River Waterfront.

- COVID-19-related closures and dine-in restrictions spurred the implementation of 68 temporary food pick-up zones throughout the city, 15 of which were located on 6th Street.

- The City of Austin intended for this program to facilitate easy and prompt pick-up. They also created a comprehensive online mapping hub that displayed pick-up zones, restaurants, and nearby parking.

Source: Austin Transportation Department

Source: Austin Transportation Department
• Food pick-up zones were installed the week of March 23, 2020 with signage indicating “Food Pick-Up Priority.” The City selected the first pick-up zones in areas with a concentration of restaurants and few loading options. The City then expanded this offering based on field evaluations and community feedback.

• Food pick-up zones were removed by June 6th when restaurants were able to operate at 50% capacity. Although the new loading zones were not installed permanently, Austin Transportation Department’s flexible use of curb space supported safe dining options and helped local restaurants stay open.
Appendix

LET’S GET ROLLING: BIKE WAYS

Austin, Texas - Pleasant Valley Road


Bogotá, Colombia - Carrera 7


Boylston Street, Boston

https://twitter.com/mattjlawlor/status/1285940467436322816?ref_src=twsrc%5Etfw%7Ctwcamp%5Etweetem%7Ctwterm%5E%20street%20protected%7Ctwgr%5Eshare_3&ref_url=https%3A%2F%2Fmass.streetsblog.org%2F2020%2F07%2F22%2Fprotected-


**Burlington, Vermont - Pine Street**


Correspondence with Nicole Losch, Senior Transportation Planner, City of Burlington. August 2020.


Who we are. (n.d.). Local Motion. Retrieved October 1, 2020, from https://www.localtime.org/who_we_are

**Miami Beach, Florida - Washington Avenue**

Florida traffic online. (n.d.). Retrieved October 2, 2020, from https://tdaappsprod.dot.state.fl.us/fto/

Correspondence with Firat Akcay, Transportation Engineer, Transportation and Mobility Department. August 2020.

Correspondence with Josiel Ferrer-Diaz, Assistant Director, Transportation and Mobility Department. August 2020.


**Why don't we do it in the road: Slow Streets**

New Orleans, Louisiana - Moss Street

City is opening up Moss Street to cyclists, joggers and pedestrians – Mid-City Messenger. (n.d.). Retrieved October 1,
Appendix

2020, from https://midcitymessenger.com/2020/05/05/city-is-opening-up-moss-street-to-cyclists-joggers-and-pedestrians/

Correspondence with Laura Bryan, Director, Mayor’s Office of Transportation, City of New Orleans. August 2020.


Redwood City, California - Vera Avenue


Correspondence with Jessica Manzi, Transportation Manager, Community Development & Transportation Department, City of Redwood City. August 2020.


Tucson, Arizona - 4th Avenue

City of Tucson looking for neighborhoods to participate in its Slow Streets program—YouTube. (n.d.). Retrieved October 2, 2020, from https://www.youtube.com/watch?v=Gg0suW3gfgy

Correspondence with Blake Olofson, Traffic Engineering Safety Manager, City of Tucson. August 2020.

Correspondence with Gabriela Barilla, Livability Planner, Transportation & Mobility, City of Tucson. August 2020.


Glenmont, Maryland - Holdridge Road

Correspondence with Corey Pitts, AICP, Montgomery County Department of Transportation. September 2020.

Correspondence with Kyle Lukacs, AICP, Montgomery County DOT. August 2020.
Correspondence with Matt Johnson, Division of Transportation Engineering, Montgomery County DOT. September 2020.


San Francisco, California - John F. Kennedy Drive


Correspondence with Taylor Emerson, Manager of Strategic Planning, San Francisco Recreation and Parks Department, City of San Francisco. November, 2020.

Correspondence with Brian Stokle, Planner III, San Francisco Recreation and Parks Department, City and County of San Francisco. November 2020.


Golden gate park road closures | san francisco recreation and parks, ca. (n.d.). Retrieved October 11, 2020, from https://sfrecpark.org/547/Golden-Gate-Park-Road-Closures


Philadelphia, Pennsylvania - Delancey Street


Appendix

bring-safe-fun-recreation-to-young-people/

Salt Lake City, Utah – 4th Avenue

Correspondence with Dan Bergenthal, Transportation Engineer, Community and Neighborhoods Department. August 2020.


LET’S DINE OUT: STREETS FOR DINING
Belfast, Maine - Main Street


Cincinnati, Ohio - 15th Street


Eugene, Oregon - West Broadway
Https://twitter.Com/downtowneugene/status/1192485863864729600/photo/3.
Miami Beach, Florida - Ocean Drive

Correspondence with Firat Akcay, Transportation Engineer, Transportation and Mobility Department. August 2020.
Correspondence with Josiel Ferrer-Diaz, Assistant Director, Transportation and Mobility Department. August 2020.

Florida traffic online. (n.d.). Retrieved October 1, 2020, from https://tdaappsprod.dot.state.fl.us/fto/


Sarasota, Florida - Main Street
Florida traffic online. (n.d.). Retrieved October 2, 2020, from https://tdaappsprod.dot.state.fl.us/fto/


Correspondence with Nick Falbo, Senior Transportation Planner, City of Portland. August 2020.


Appendix

October 2, 2020, from http://web-extract.constantcontact.com/v1/social_annotation_v2?permalink_url=https%3A%2F%2F2Fmyemail.constantcontact.com%2FWeekly-Briefs--Outdoor-Dining--Skate-Park--Van-Wezel-Shows.html%3Fsid%3D31114998960422%26aid%3D3Drscy9tJtyi4&image_url=https%3A%2F%2Ffiles.constantcontact.com%2F621fd1b9301%2Fe84d-4265-e84d-4265-a5fe-71f8e1b71e48.jpg&fbclid=IwAR1RZn68PROs-
Walla Walla, Washington - South First Avenue

Correspondence with Andy Coleman, Parks and Recreation Director, City of Walla Walla. August 2020.


GET ACTIVE: PUBLIC PROMENADES

Edmonds, Washington - Main Street


Correspondence with Patrick Doherty, Community Services/Economic Development Director, City of Edmonds. August 2020.


Frisco, Colorado - Main Street


Hampton, New Hampshire - Ocean Boulevard

LOOK WHO'S FLEXING NOW: THE CURB

Alexandria, Virginia - King Street

Correspondence with Ann Horowitz, Urban Planner, City of Alexandria. September 2020.

https://twitter.com/alexandriavates/status/124182939328174080/photo/1


Austin, Texas - East 6th Street


Correspondence with Jordan “Alex” Payson, Sr Business Process Consultant, Smart Mobility Office, Austin Transportation Department. August 2020.


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rethinkingstreets.com
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