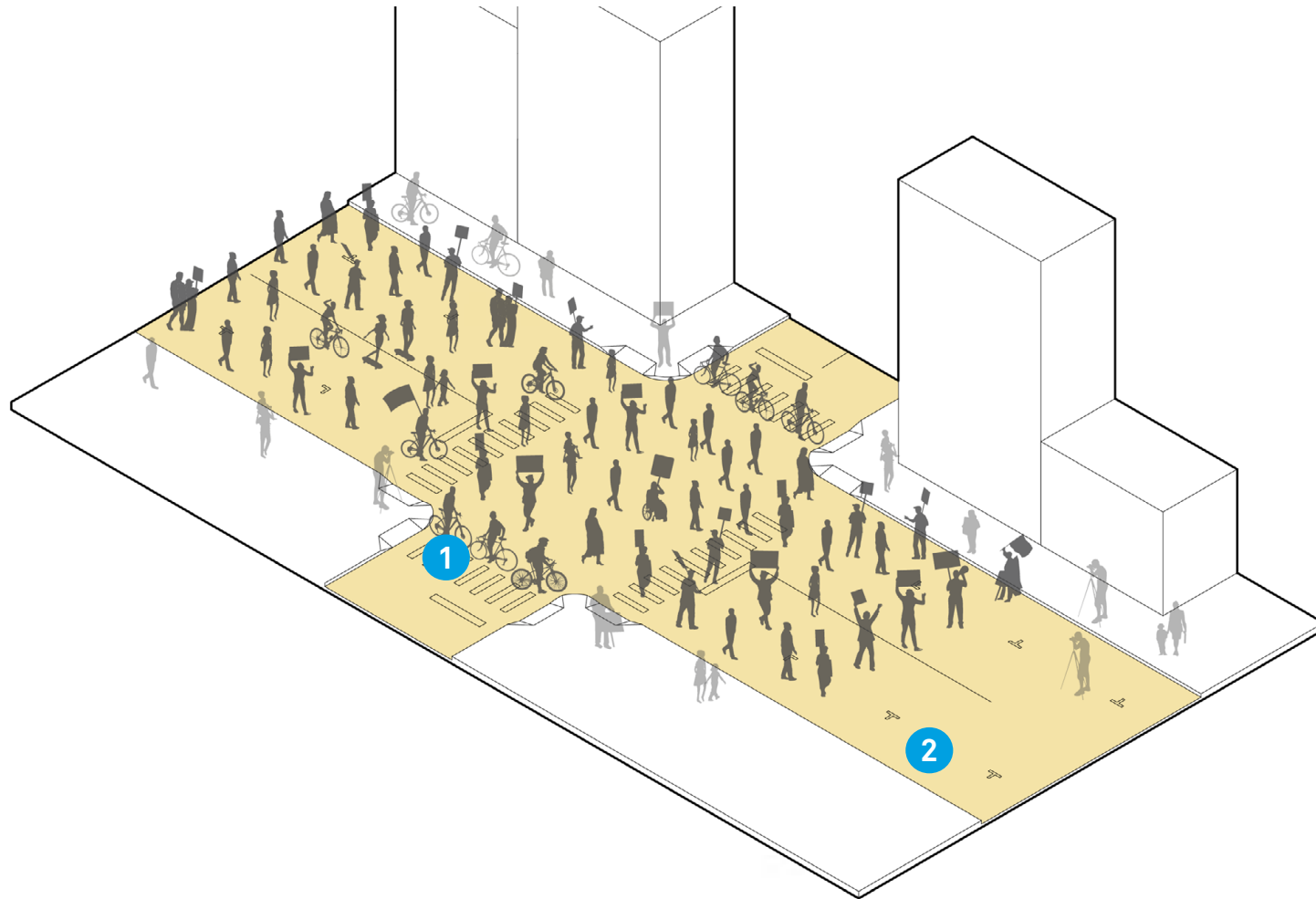


Tactical Urbanism

From Covid-19 Response to Recovery



@MikeLydon | @StreetPlans

Universidade de Aveiro | June 22nd, 2020

STREETPLANS

MIAMI

NEW YORK

**"...city planning lacks tactics
for building cities that work
like cities..."**

- Jane Jacobs

Bike Miami Days



We Create Better **Streets**, Better **Places**

Tactical Urbanism + Placemaking

Transportation Planning + Design

Public Space Design + Development

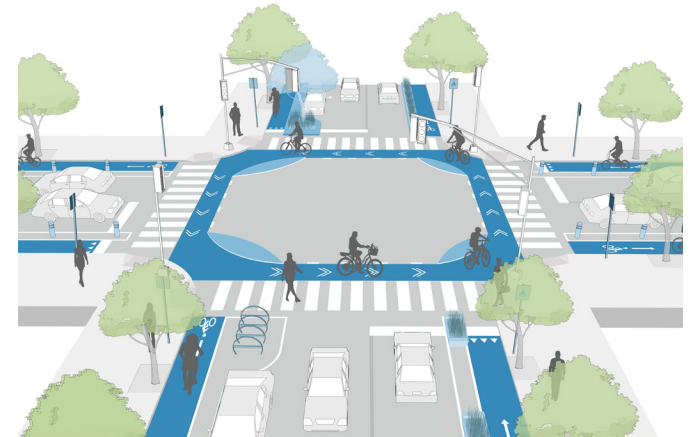
Urban + Architectural Design

Urban Policy Development

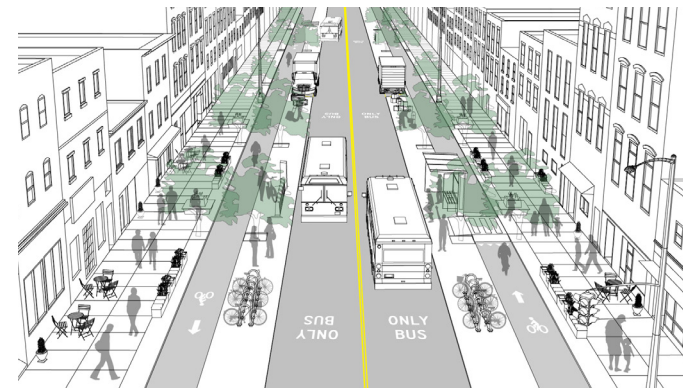
Public Outreach + Engagement

Education | Training | Workshops

Research-Advocacy

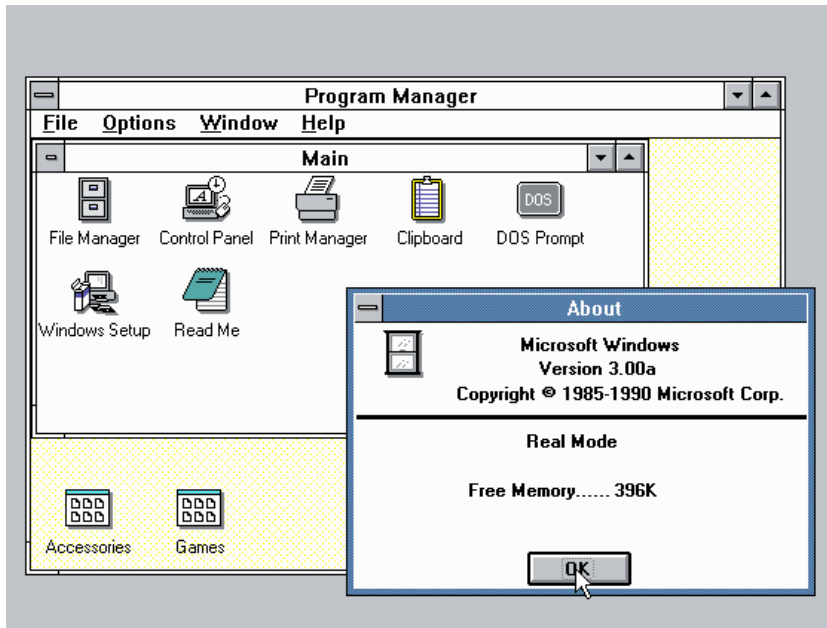


Let's Ride JC Bike Master Plan /
Bikeway Design Guide



'Streetopia' - NYC

Society Expects Nimble 'Versioning'



Windows Version 3



Windows Version 10

Design vs. User Experience



User Experience



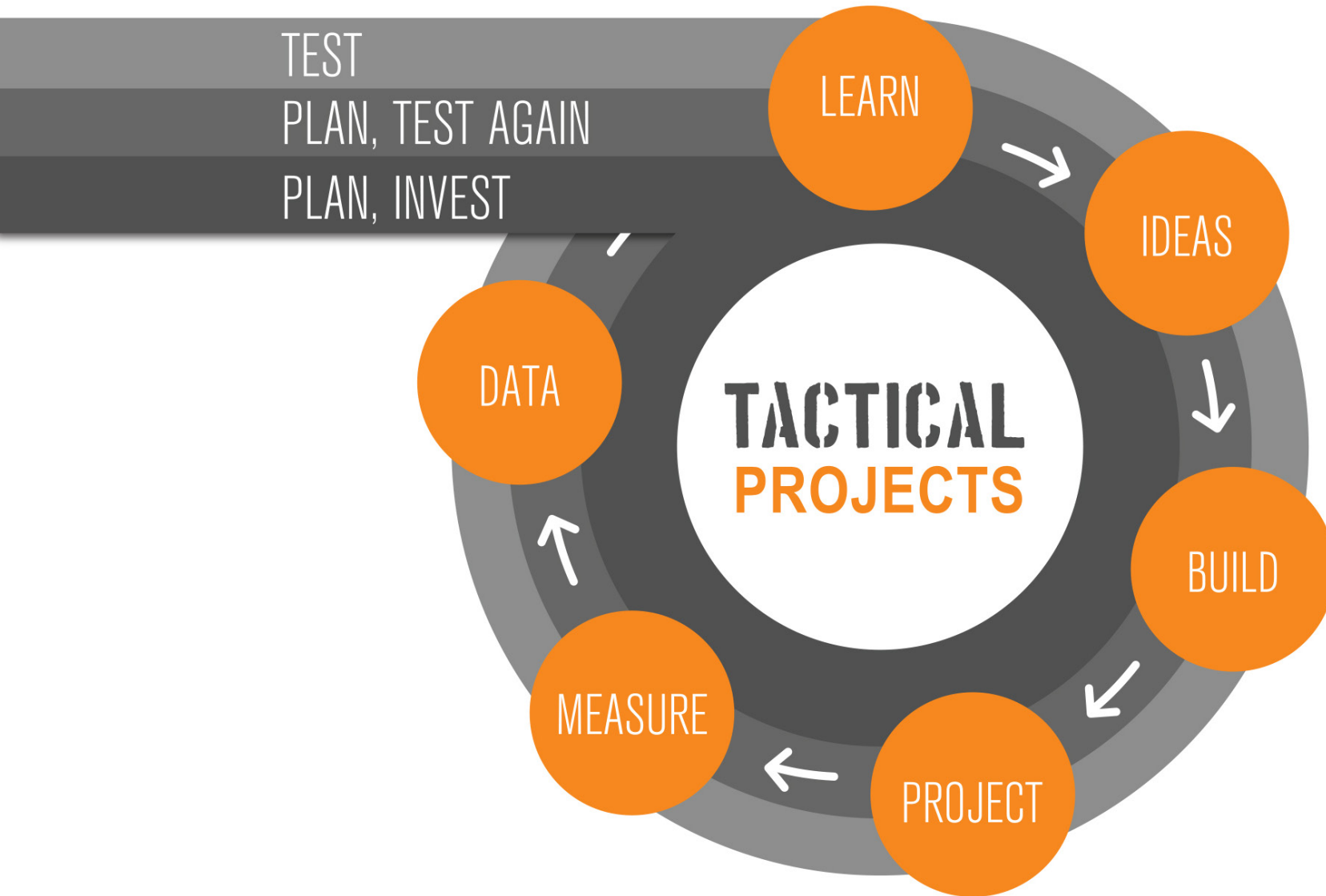
Design



Tactical Urbanism

An approach to community-building using short-term, low-cost, and scalable projects **intended** to catalyze long-term change.

Build | Measure | Learn



TOP DOWN

Mayors | City Councilors | Municipal Departments



BOTTOM UP

Citizen Activists | Community Groups | Neighborhood Organizations

Benefits

1

People work together in new ways – experiential engagement!

2

Helps uncover what works, and more importantly, **what doesn't!**

3

Builds political will and delivers public benefits faster!

High Street, Penrith, Australia



Common Applications



1. Public Engagement

Demonstrations projects as a tool / platform for engaging people in citymaking.



2. Pilot / Interim Design

Test before you invest, interim projects for defined time periods.



3. Policies + Programs

Embedding TU processes into the DNA of the city-making process.

TU: A Method For Project Delivery



LONG-TERM/CAPITAL
(20 years – 50+ years · \$\$\$\$)

Government / organizational
leadership + involvement
required

Sanctioned

High-cost, permanent
materials that cannot be
adjusted easily; maintenance
needs vary tremendously

Required before
implementation,
recommended during
implementation and initial
evaluation period, optional
thereafter

Low: project is considered a
permanent capital upgrade
that is unlikely to be adjusted
significantly once installed

Quick Build



DEMONSTRATION
(1 day - 1 month · \$)



PILOT
(1 month - 1+ year · \$\$)



INTERIM DESIGN
(1 year - 5+ years · \$\$\$)



LONG-TERM/CAPITAL
(20 years - 50+ years · \$\$\$\$)

Anyone (city, non-profit, business owner, students etc.)	Government / organizational leadership + involvement required	Government / organizational leadership + involvement required	Government / organizational leadership + involvement required
Sanctioned or unsanctioned	Sanctioned	Sanctioned	Sanctioned
Very low-cost, typically low-durability. May be borrowed, easily made, or purchased; no maintenance required	Relatively low-cost, but semi-durable materials to maximize design flexibility while minimizing maintenance needs	Low and moderate cost materials, designed to balance design flexibility, performance outcomes, and maintenance	High-cost, permanent materials that cannot be adjusted easily; maintenance needs vary tremendously
Optional before project implementation, Recommended during brief project lifespan	Required, frequent before implementation and frequent during evaluation period	Recommended, frequent before implementation, required during initial evaluation period, optional thereafter	Required before implementation, recommended during implementation and initial evaluation period, optional thereafter
High: organizers expect project to be adjusted and removed within a short timeline, typically one week or weekend	High: proponents expect project to be adjusted; it may be removed if it does not meet goals upon initial evaluation	Moderate: organizers expect project to be adjusted, but it is intended to remain in place until capital upgrades are possible	Low: project is considered a permanent capital upgrade that is unlikely to be adjusted significantly once installed







Reflective Sign
\$61/each

Planters
\$616

Delineator
\$54/each

Acrylic Traffic Paint
\$108/gallon

Armadillo
\$54/each

Stencil
\$230

! WHAT ARE ! WE MEASURING?

We want to know what street changes benefit you most. To help figure this out, we're measuring:

- Bike, pedestrian & car counts to see who uses the street and how.
- Email surveys to learn how our Tweaks have changed community members' experiences using the street.
- Your direct feedback!

Text "streetsurvey" to
555888 to share
your thoughts





- Average speed reduced by 28%
- Incidents of speeding reduced from 66% to 21%
- Highest speed before: 89mph
- Highest speed after: 41mph
- Vehicular counts: No change

Ponta Delgada, Azores



2020



From Emergency Response to Recovery

Response

Recovery



EMERGENCY RESPONSE
(1 week to 3 months • \$)



SLOW RE-OPENING
(3 months - 1 year) • \$\$



NEW NORMAL
(6 months - 10 years) • \$\$\$



LONG-TERM/CAPITAL
(20 years - 50+ years - \$\$\$\$)

Two Initial Responses

Chicago



Ashleigh Rezin Garcia / Sun Times

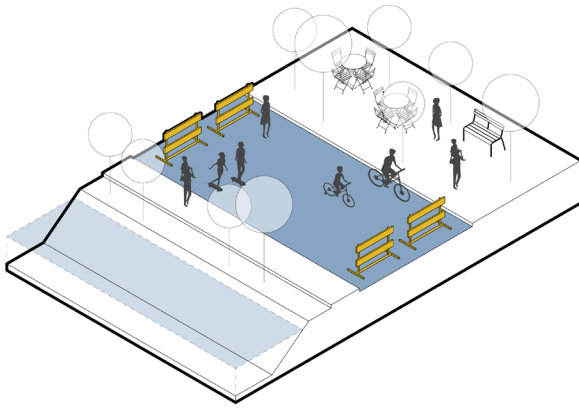
vs.

Denver

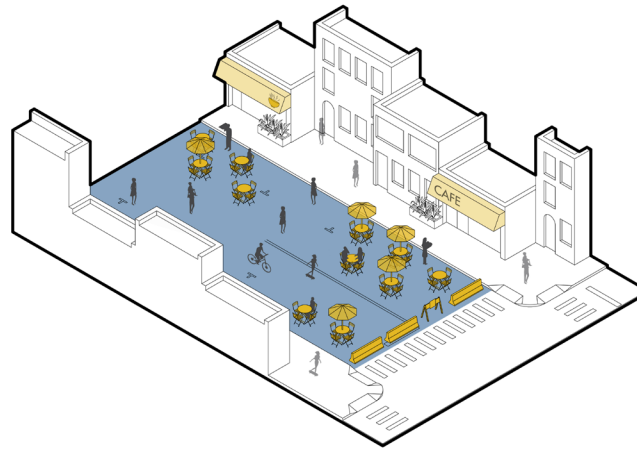


Kevin Sloosh via Twitter

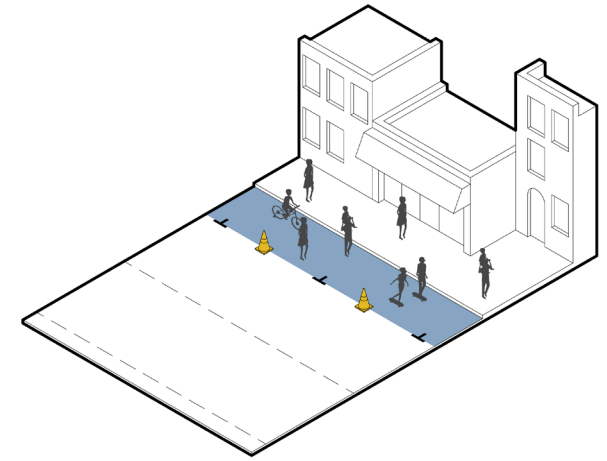
#COVID19Streets Response Typology



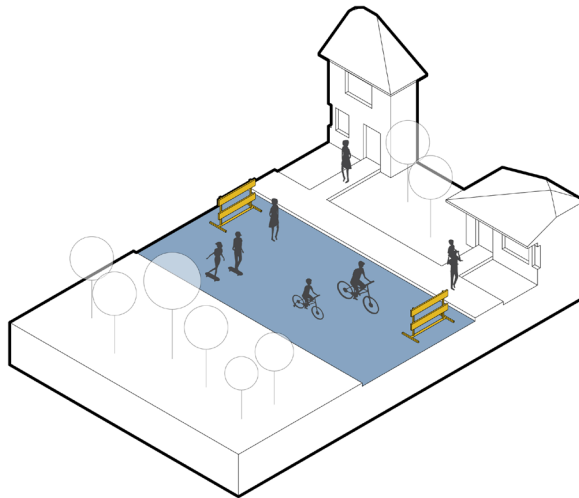
Open Streets



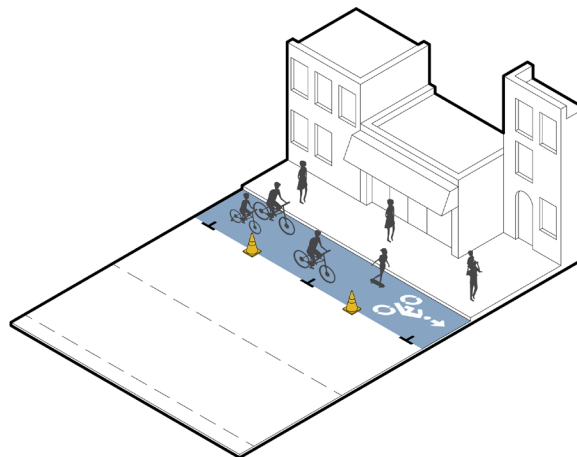
Open "Streateries"



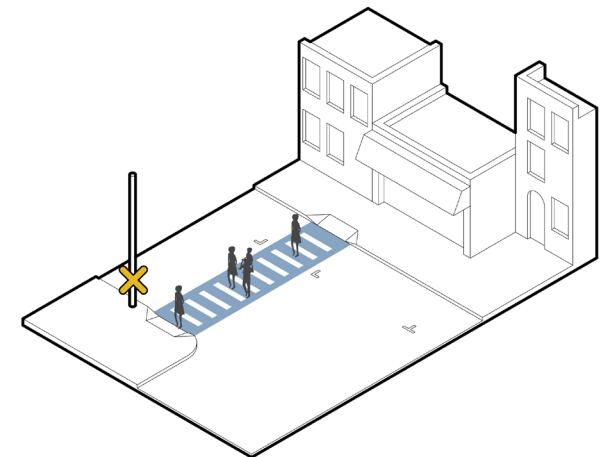
Open Curbs



Slow Streets



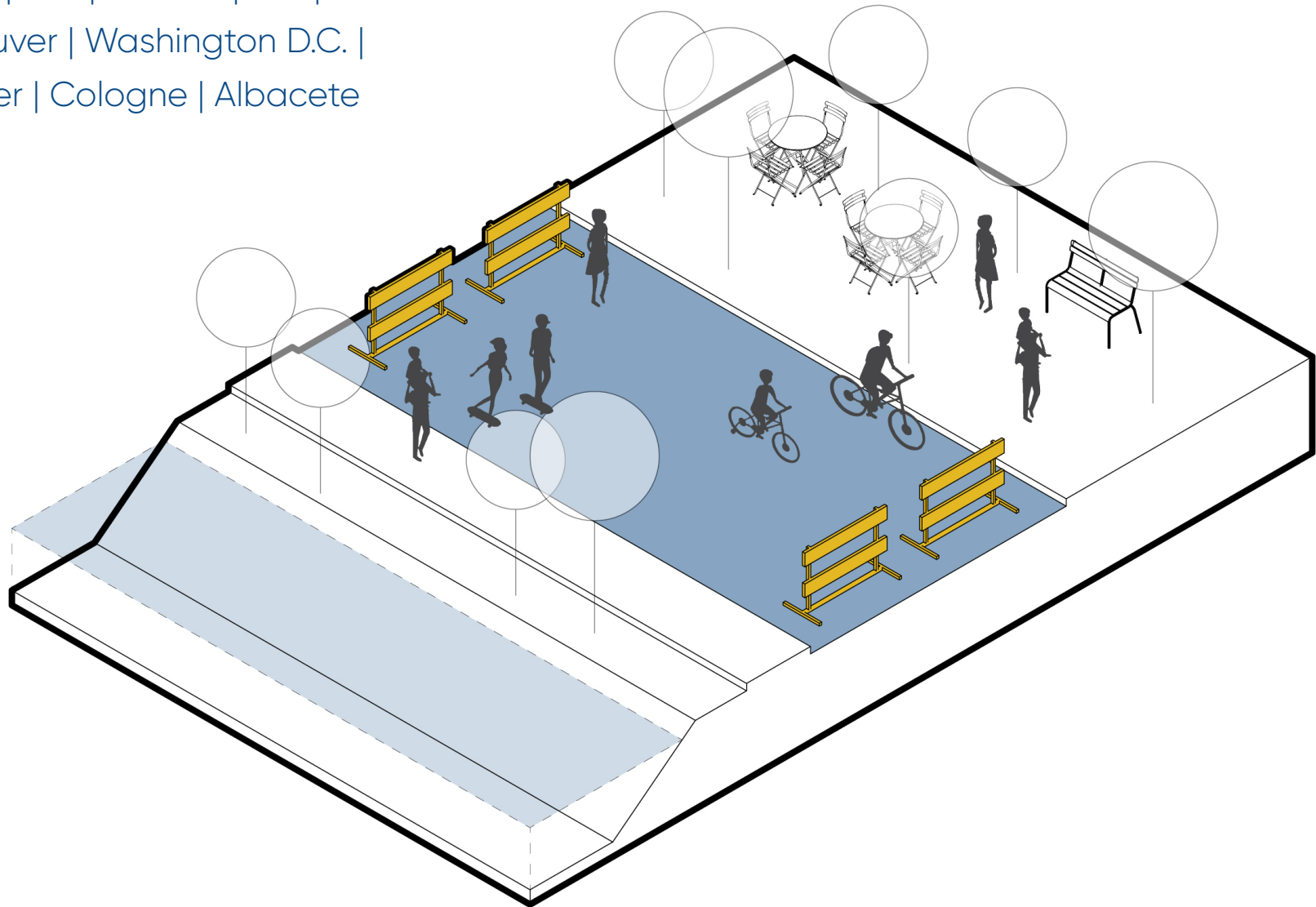
Temporary Bike Lane



Pedestrian Signal Recall

Open Streets

Minneapolis | Philadelphia |
Vancouver | Washington D.C. |
Hanover | Cologne | Albacete



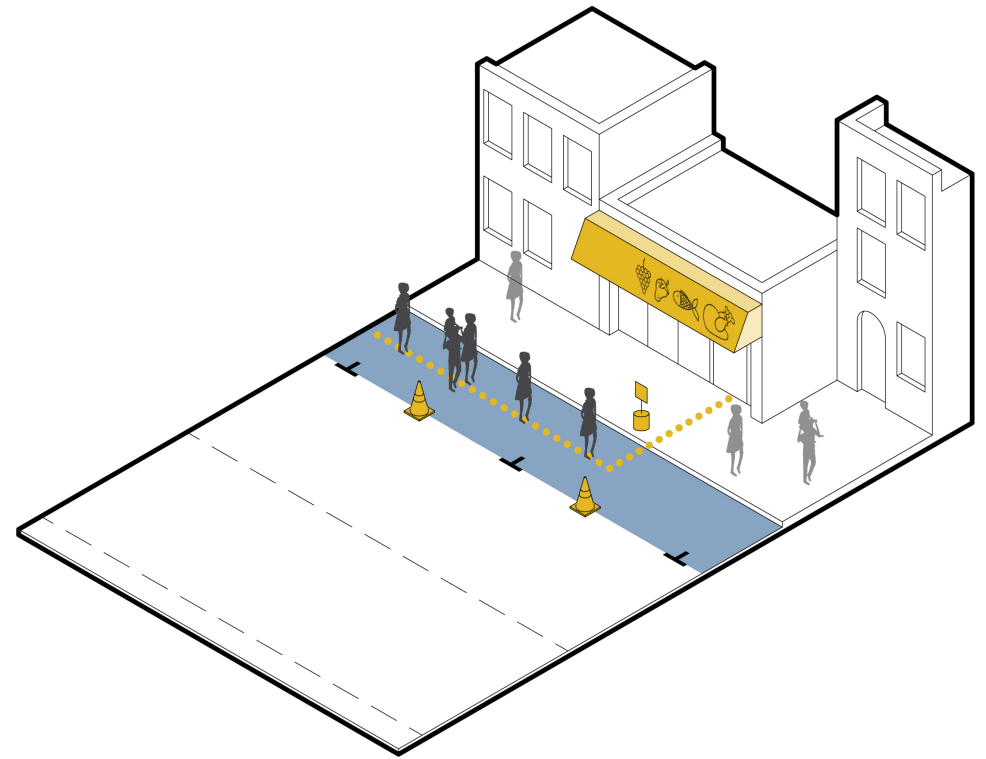
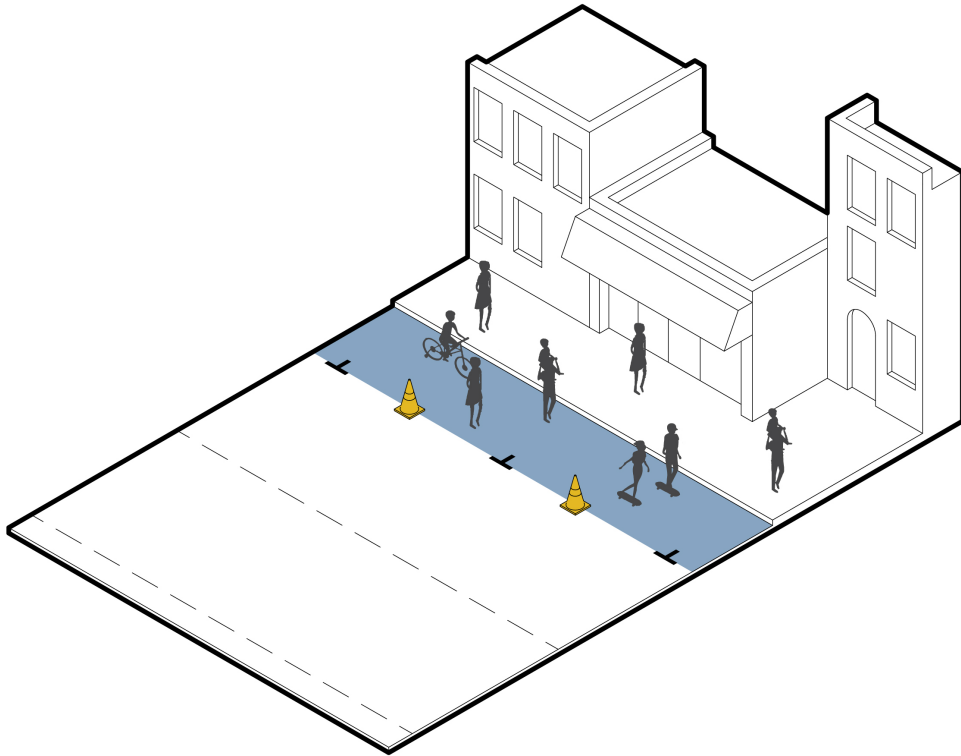
Open "Streateries"

Jerusalem | Rotterdam | San
Francisco | Athens | Miami Beach |
Vilnius | Tel Aviv | Baltimore



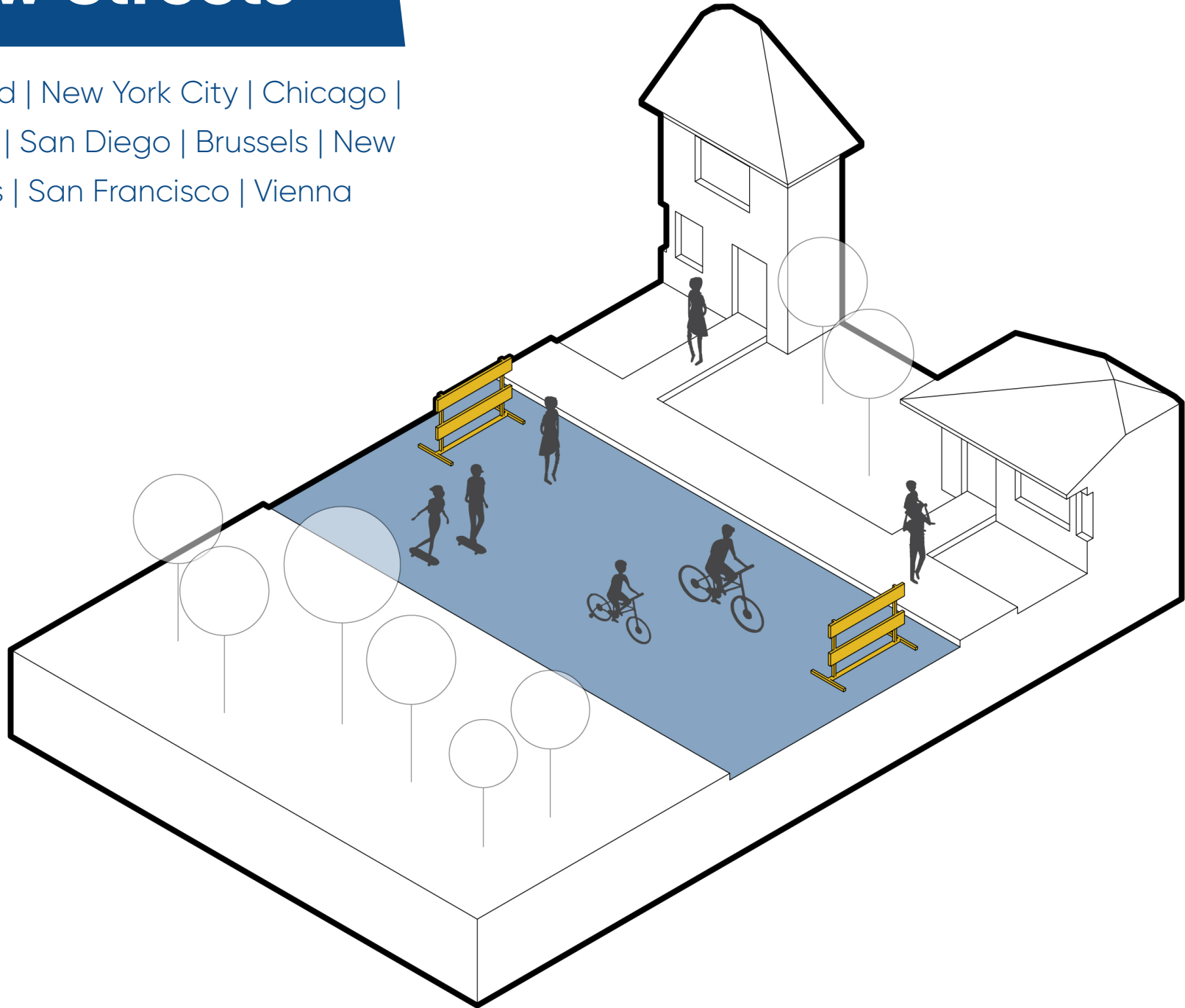
Open Curbs

Montreal | London | Melbourne |
Milan | Portland | Wellington | Dublin |
Barcelona | Austin | Kansas City



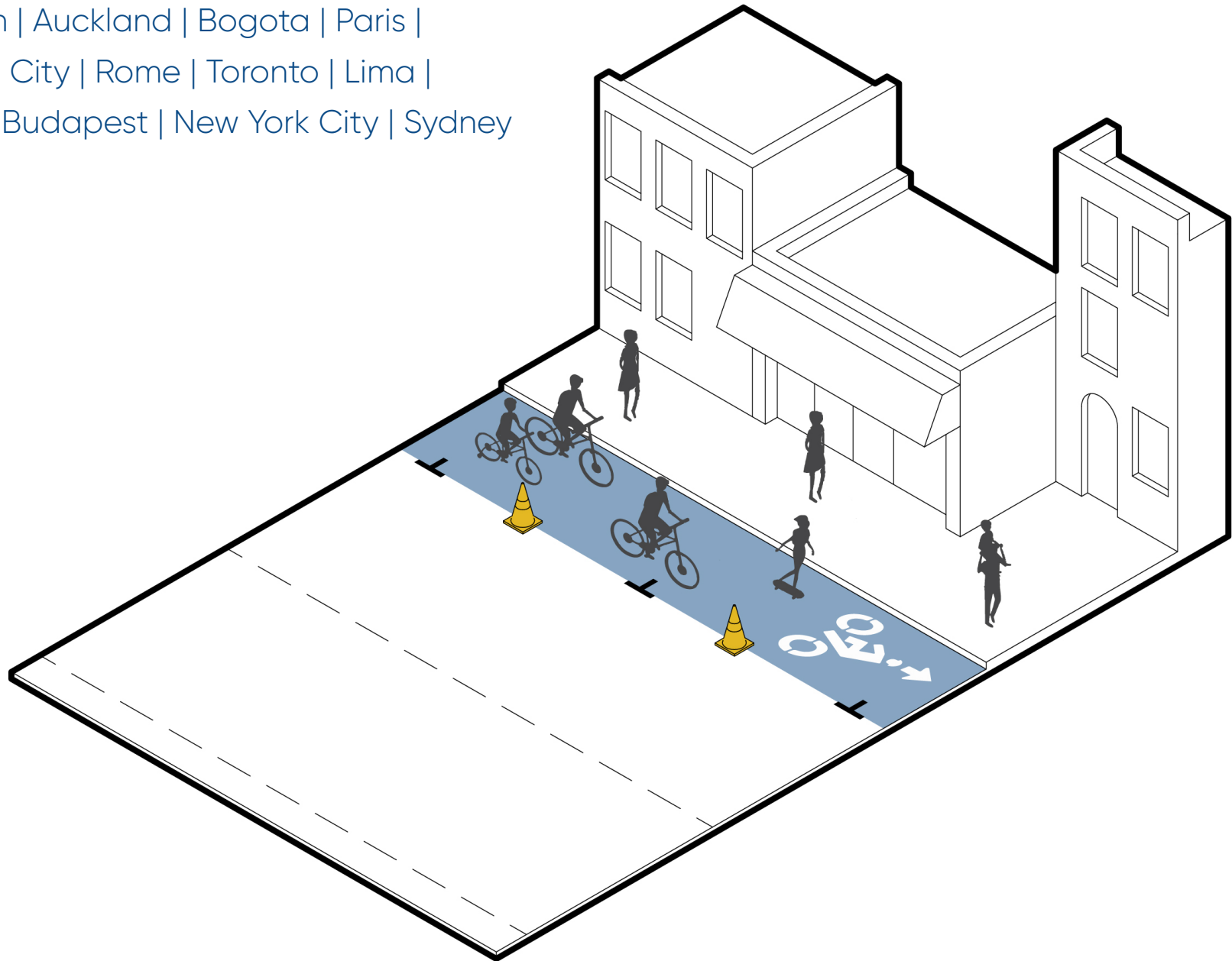
Slow Streets

Oakland | New York City | Chicago |
Seattle | San Diego | Brussels | New
Orleans | San Francisco | Vienna



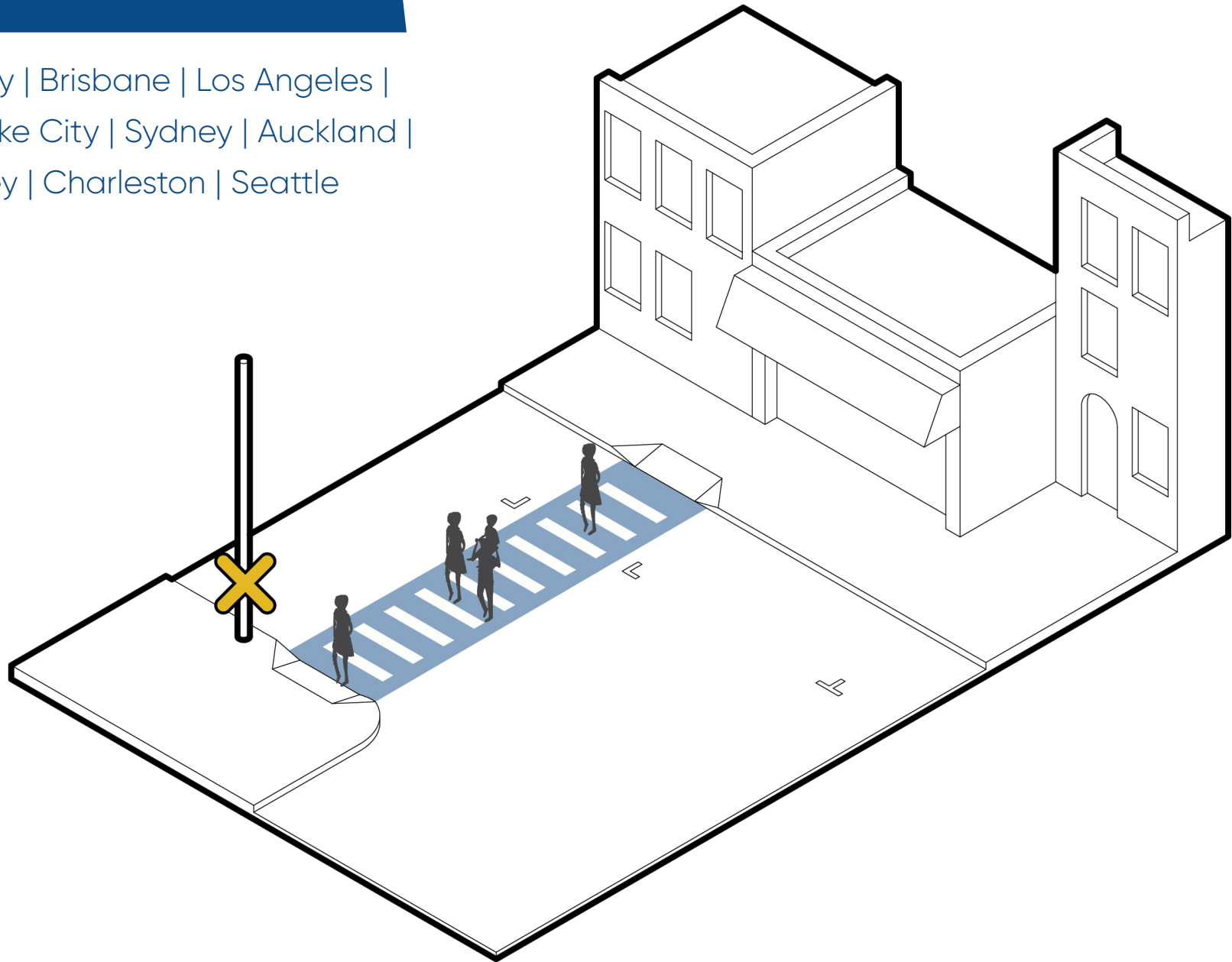
Temporary Bikeways

London | Auckland | Bogota | Paris |
Mexico City | Rome | Toronto | Lima |
Berlin | Budapest | New York City | Sydney



Signal Recall

Calgary | Brisbane | Los Angeles |
Salt Lake City | Sydney | Auckland |
Berkeley | Charleston | Seattle



Summary Data

250+
Cities

30+
Countries

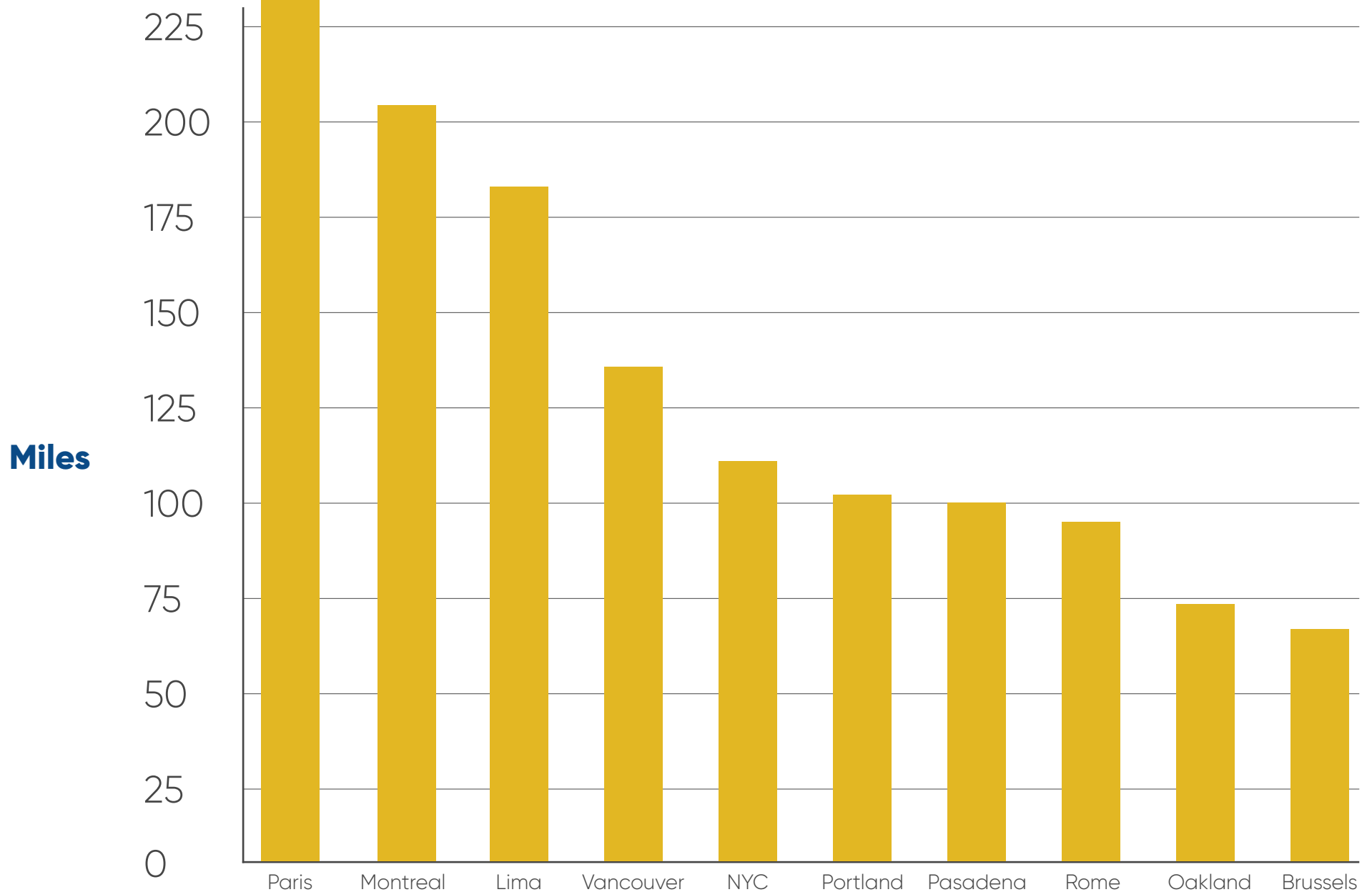
6
Core Tactics

350+
Applications



Associated Press

Top 10 Cities (Miles)



Lisbon, Portugal

[illegible]

Luis Guimarães de Carvalho
@LuisGuimaresde1

A new bike lane is always good news. #Lisbon
#bikelane #europegreencapital #popupbikelanes



Lessons / Observations

1 Leadership, responsiveness, and creativity matters most.

Example: London, UK

"COVID-19 will fundamentally change the way we travel around our city. Central London will become one of the largest car-free zones in any capital city in the world, increasing walking and cycling and improving our air quality." – Mayor Sadiq Khan

2 Many communities are meeting the moment by leveraging related programs, fast-tracking plans and/or policies.

Example: Paris, FR




3 Cities will follow their peer cities.

Example: Brussels, BE

4 Don't overcomplicate things. You can apply your maintenance of traffic plan protocols for typical roadway construction or special events (festivals, road races etc.)


Example: Bogota, CO

 **Elke Van den Brandt**
@elkevdbandt

Mobility during and after #COVID19: #Brussels redistributes public space 🙌

🚶 15 km + historical center ➡️ slow streets (20 km/h)
🚲 40 km extra bicycle lanes

Thanks for the inspiration, @Anne_Hidalgo @ClaudiaLopez
@BirgitHebein @bkkbudapest @MarcoGraneliMI @MariaeJara!



437 4:25 AM - Apr 29, 2020



May 2, 2020



- 5 Materials: Traffic cones, barricades, Official + bespoke signs, free-standing delineators, variable message boards.**

Example: Cities everywhere



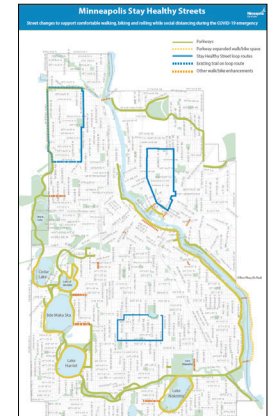
- 6 Small cities are as capable as any to act. Indeed, limited resources and lack of bureaucracy are a recipe for innovation.**

Example: Harmony, CA



7 Ongoing evaluation + iteration key to performance, identifying potential for mid-to long-term transformation.

Example: Minneapolis, MN



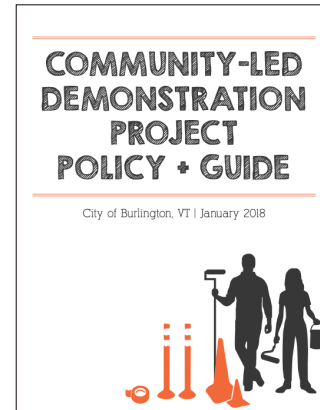
8 Troubling behavior/management issues yet to materialize as feared.

Example: Cities everywhere



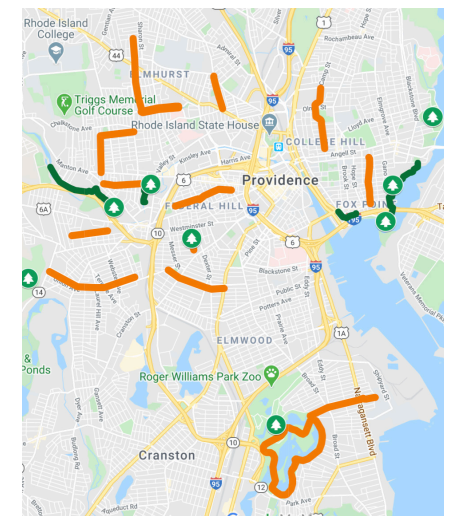
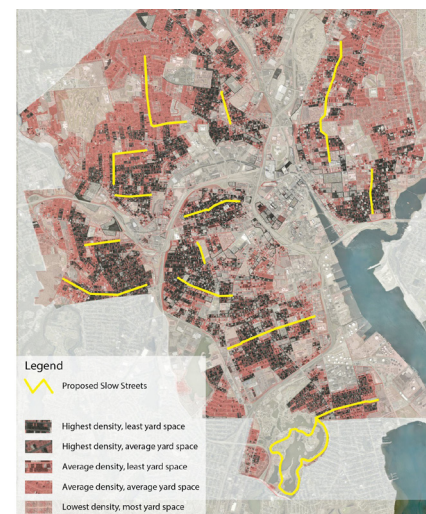
- 9** Most cities lack protocol for rapid response (tactical urbanism) initiatives, both bottom-up and top-down. Those that have it, have a muscle to flex.

Example: Burlington, VT



- 10** Missed opportunity: too little focus on equity, communication, and transparency.

Example: Providence, RI



11 Cities are expanding /extending initial responses, pivoting towards defining "the new normal."

Example: Montreal, ON



Europe vs. United States

Europe

- More extreme lockdown measures, slower to act
- Now: Focusing on interim to permanent; leveraging alignment with established climate + mobility plans/goals.
- Urban outdoor dining culture prevalent within streets/public spaces focus on expansion + safety, de-prioritizing the auto.
- Focusing on the bike will be critical in the European context.

United States

- Less extreme lockdown measures, faster to act
- Now: Little to know commitment to mid-to-long-term change so far.
- Outdoor dining culture not as prevalent within streets/public spaces so many cities focused on establishing process.
- Focusing on the bus will be really important for the US context.

So, What's Coming?

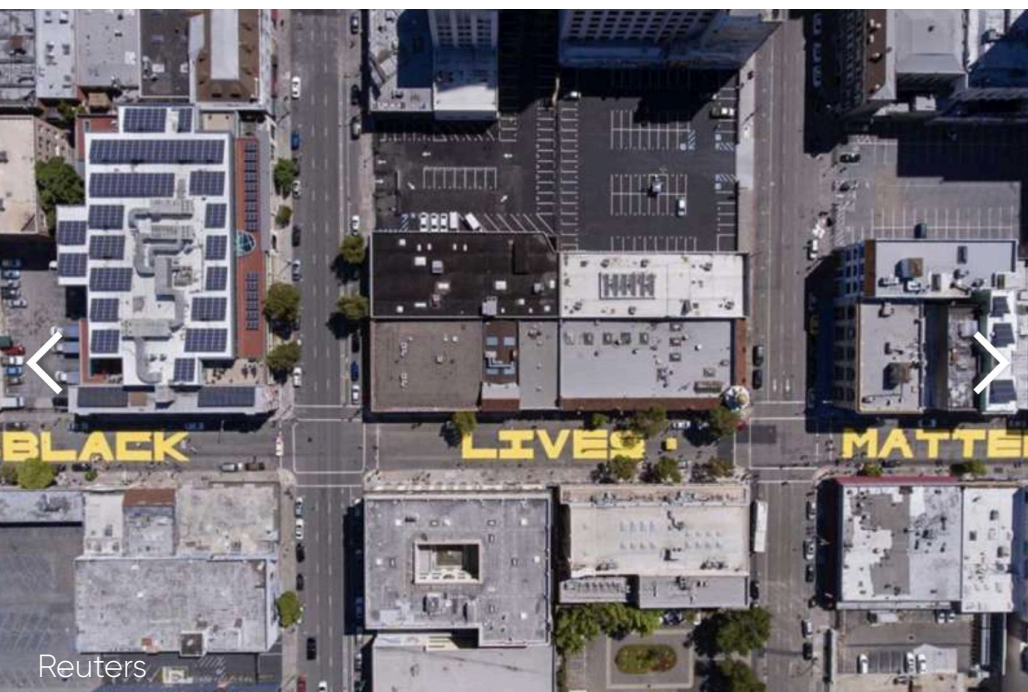


Reuters



Boston Globe

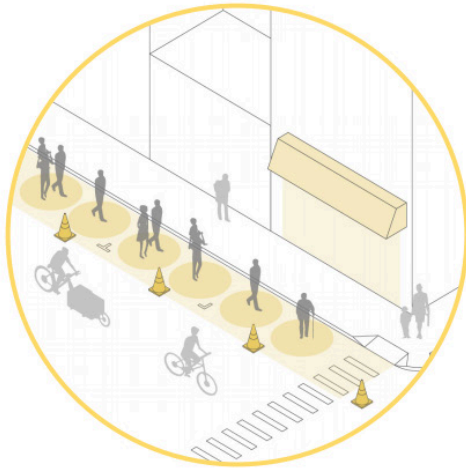
What's Important Right Now?



The Bicycle IS Still the Future



Emerging Practice



Streets for Pandemic Response & Recovery

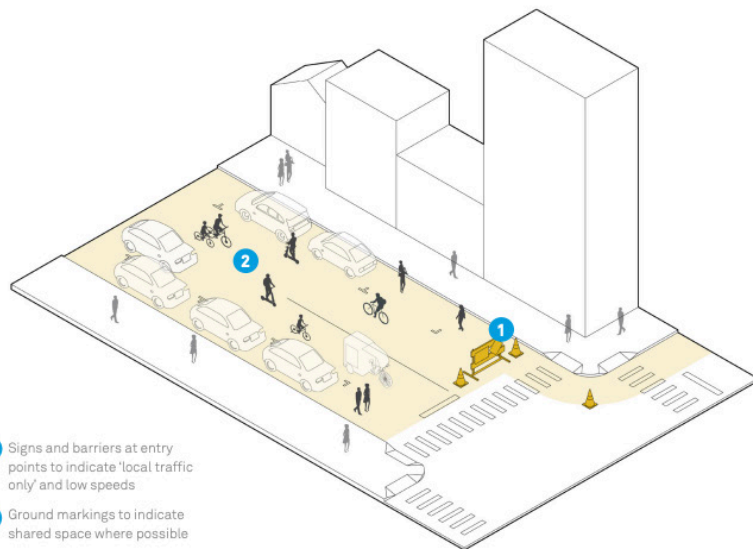


Global
Designing
Cities
Initiative

Types of Policies to Consider

Public Health Response	Neighborhood Streets (local/residential)	Neighborhood Main/High Streets (small retail/office, residential, schools, institutions)	Major Urban Streets (transit, retail/ offices, institutions, schools)	Edge Streets & Boulevards (in/alongside parks, waterfronts, etc.)
Stay-at-home orders in place	<ul style="list-style-type: none"> • "open streets" (pop-up parks) • slow streets or local access only • speed management (movable barriers, gateway treatments, signs) • WiFi hotspots • open-air cooling zones/sanitation 	<ul style="list-style-type: none"> • sidewalk expansions for queuing, outdoor markets, & access • pop-up bike and roll lanes • temporary pick-up/drop-off delivery zones 	<ul style="list-style-type: none"> • sidewalk expansions for access & queuing • temporary pick-up/drop-off zones • shorten signal cycles • put pedestrian signals on recall 	<ul style="list-style-type: none"> • street closures to vehicular traffic, for medical services, recreation, markets, etc.
Pre-vaccine re-opening	<ul style="list-style-type: none"> • local-access only treatments • lane removal/street closures for schools & religious/cultural service providers 	<ul style="list-style-type: none"> • tactical lane/parking space removal, street closures for outdoor restaurant seating, outdoor markets, etc. • sidewalk expansions for queuing & access • tactical bike lanes • designated pick-up/drop-off delivery zones • bike & shared micromobility parking corrals • lane removal/street closures for schools & religious/cultural service providers 	<ul style="list-style-type: none"> • bus-only lane, tactical islands/in-lane stops, bus priority signals, expanded bus stops • lane removal/parking space removal for outdoor restaurant seating, outdoor markets • sidewalk expansions for queuing & access • protected bike lanes • speed management 	<ul style="list-style-type: none"> • street closures to vehicular traffic, e.g. for recreation, markets, schools, etc. • expanded bike lanes & bike/shared micromobility parking zones • speed management
Vaccine/post-COVID	<ul style="list-style-type: none"> • speed management (e.g. speed limit changes & geometry) • play streets, slow streets, and local-access-only policies & design 	<ul style="list-style-type: none"> • sidewalk widenings • speed management (e.g. speed limit changes & geometry) • expanded bike lanes & bike/shared micromobility parking zones 	<ul style="list-style-type: none"> • bus-only lanes with offboard fare collection, bus islands, and amenities • high frequency bus service • expanded bike lanes & bike/shared micromobility parking zones • sidewalk widenings • speed management 	<ul style="list-style-type: none"> • open space expansions • expanded bike lanes & bike/shared micromobility parking zones • speed management

SLOW STREETS



1 Signs and barriers at entry points to indicate 'local traffic only' and low speeds

2 Ground markings to indicate shared space where possible

Reduce traffic volume and speed to a minimum so that people can walk, bike, and run safely.

CONTEXT

- Streets with low vehicle volume and low to moderate speeds, where vehicle volumes have dropped, or serve redundant through-traffic role during COVID disruptions.

KEY STEPS

- Install temporary traffic barriers and "Local Traffic Only", Slow/Shared, or branded signs (e.g. "Stay Healthy Streets") at main vehicle entry points
- For neighborhoods, establish a grid of entry points into the local street network where barricades should be installed
- Identify stewards to take care of and monitor barricades
- Allow local access, deliveries, and emergency vehicles

TIMELINE: One week

DURATION: Days to months



Credit: European Cyclist's Federation

Brussels, Belgium

Brussels created a 20 km/h (12 mph) zone in the downtown core, allowing pedestrians to walk more safely in the roadbed.

Planning

- Identify a network of streets that can be closed at key entry points, where interior intersections remain unobstructed.
- Examine proposed neighborhood greenways, bike boulevards, or routes that await implementation.
- Consider including other low-volume streets or those with low to moderate speeds.

Engagement

- Reach out to homeowners associations or other residential district organizations.
- Partner with bike/walk and health coalitions and bike shops; reach workers through advocates and employers.
- Partner with stakeholders and advocates to place flyers or safely contact local residents.
- Tap community groups to identify key obstacles or issues affecting design or segment length.

Design + Implementation

- Identify which intersections to close fully and which to partially close, preserving local access but preventing most through-movements.
- Place light separation to partially block streets and indicate restricted use and lower speeds (typically 5-10 mph / 10-15 km/h).
- Use temporary "Local Traffic Only" signs, which can be attached to barricades or A-frames if necessary.

Monitoring

- Key criteria: number and percent change in demand; use an automated device, such as a tube counter, to gather bike volume counts and short (15-minute to 1-hour) sample pedestrian counts if practical.
- Use counts or conduct surveys to determine whether and where segments should be expanded.



Credit: @jonobate

Oakland, CA, USA

Oakland used signs mounted on A-frames to designate streets as local access only, creating a 74-mile "slow streets" network.

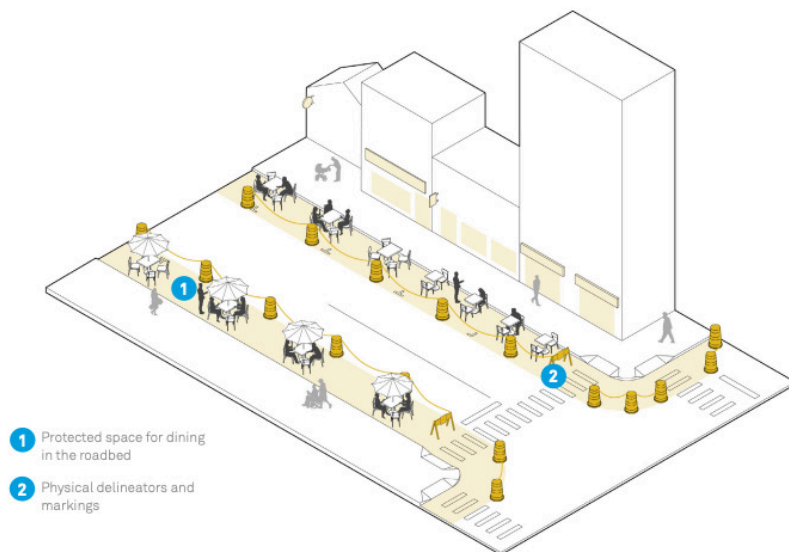


Credit: NACTO-GDCI

Dunedin, New Zealand

Dunedin approved a plan that reduced speeds to 10 km/hr and allowed city center businesses to extend into the streets, creating shared spaces for multiple modes.

OUTDOOR DINING



Provide space for outdoor dining so that restaurants can comply with physical distancing guidelines while resuming dine-in operations.

CONTEXT

- Where restaurants, cafes, food stalls, and/or street food vendors are clustered along several blocks

KEY STEPS

- Identify restaurant clusters and designate 'dining street' zones
- Waive existing permit fees for outdoor dining within preselected zones, as necessary
- Establish clear occupancy standards (e.g. table counts) for 'dining street' zones

TIMELINE: One week

DURATION: Months



Credit: Go Vilnius

Vilnius, Lithuania

Eighteen public spaces in Vilnius, including the central Cathedral Square, have been opened for outdoor cafes and restaurants to allow businesses to operate safely. More spaces are expected to open during the summer.

Planning

- Establish "street dining" zones by temporarily closing streets or lanes or repurposing parking space within emergency executive orders, as needed.
- Waive sidewalk dining permit fees; set occupancy standards.
- Tap parking enforcement officers and public works to assist with support tasks; local associations can be asked to assist with cleaning and monitoring.
- Commit to an initial duration and hours of operation, noting any city or state "stay-at-home" restrictions that govern operations.
- If present, consider transit performance and access for essential workers before settling on location and segment length. Not advised for major transit routes serving essential workers or destinations.

Engagement

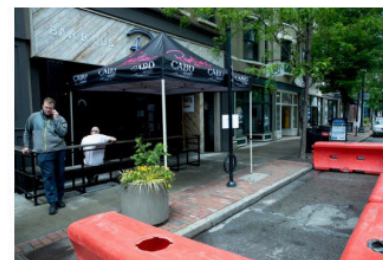
- Create brief form allowing businesses and street vendors to register interest, as necessary. Message an iterative approach from the outset.
- Use local business groups and BIDs, local associations, and other partnerships to publicize programs; fast-track assessment and notification within each neighborhood.
- Keep interagency communications open, especially emergency services and any cleaning or maintenance crews.

Design + Implementation

- Use heavy separation at endcap to close street to vehicle traffic, as needed.
- Use tables, chairs, and umbrellas as needed; establish guidance for storage and deployment of equipment to ensure pedestrian, bike, and vehicular access in off-hours (to maintain ample pedestrian access).
- Establish a delivery protocol for restaurants based on hours of operation, overall access.
- Measure from back-of-seat to back-of-seat when using markings to indicate distancing standards or public health guidelines.
- Maintain sidewalks clear of tables and chairs to allow ample, physically distant pedestrian movement.

Monitoring

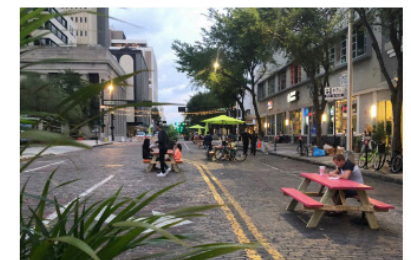
- Key criteria: confirm table spacing according to public health guidelines; maintain clear zone for pedestrian movement.
- Survey restaurants and vendors periodically for feedback, and adjust hours of operation as needed.



Credit: Albert Cesare/The Enquirer

Cincinnati, OH, USA

Cincinnati's expanded street seating plan allows establishments to use parking spaces as expanded outdoor seating areas for dining.

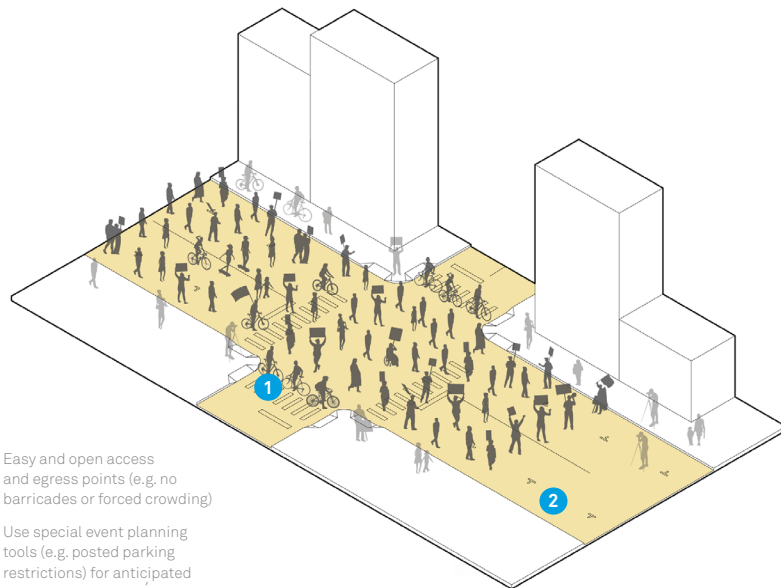


Credit: Tampa Downtown Partnership

Tampa, FL, USA

Tampa has temporarily suspended approval requirements for restaurants to expand operating space in designated portions of the public right-of-way.

STREETS FOR PROTEST



- 1 Easy and open access and egress points (e.g. no barricades or forced crowding)
- 2 Use special event planning tools (e.g. posted parking restrictions) for anticipated protests

Facilitate safe access to public spaces for demonstration and protest as a fundamental civic right.

CONTEXT

- Iconic parks, streets, and squares typically used for demonstrations or rallies
- Decentralized in neighborhood public spaces and streets
- Large streets and bridges; [locations of community or historical significance](#)

TIMELINE: Hours to days

DURATION: Days, weeks, months



Credit: @rchonthego

Minneapolis, MN, USA

In Minneapolis, members of the community and local

Policy + Engagement

- Reaffirm the [rightful role of public plazas and streets](#) as places for protest and demonstration, [even during the pandemic](#).
- Establish and convey clear goals for on-site management, [de-escalating conflict](#), allowing unimpeded movement, and addressing medical/safety needs for all.
- Assure that permit/notice requirements do not criminalize spontaneous protest or people moving [in the vehicular right-of-way](#) for civic action.
- Ensure all on-site staff wear equipment consistent with public health guidance to prevent transmitting the virus, among themselves or to others in proximity.

Design Approach

- Ensure safety of protestors, medical professionals, journalists, and [Legal Observers](#) with abundant space for physical distancing.
- Maintain free movement of participants along route and at intersections, pause points, etc., to prevent bottlenecks or forcing participants into confined spaces.
- Deploy heavy materials (or fixed vehicles) in real time along march routes to [prevent motor vehicle violence](#) and conflicts.
- Consider [smaller, more maneuverable](#) EMT vehicles or perhaps sanitation vehicles, which can also serve as receptacles for debris clean-up.
- Ensure that materials or vehicles are flexible to allow safe, easy egress in case of emergency. Leave gaps to prevent pinch points or corralling.
- If protests are noticed/ongoing:
 - Pedestrianize gathering space and remove unfixed barricades.
 - Post route or station changes for transit, bike/scooter share, ride-hail, etc., to ensure options for essential workers and residents.
 - Reconfigure temporary furnishings to maintain participant safety and access.

Management Practices

- Coordinate on-site logistics through social service providers such as social workers, EMTs, or firefighters.
- Refine detour plans and update app data for affected transit routes and stations, as with other major street closures.
- Avoid crowd management strategies that imply need for detention, e.g. no-go zones, curfews, and designated access/egress points.
- Adjust parking requirements, providing clear information to businesses and residents.
- Revise interagency agreements and employee guidelines periodically based on agency values, common goals, and public health guidance.



Credit: @seinahpets

Seattle, WA, USA

Protestors in Seattle block an intersection with their bicycles, allowing for safe movement of the group behind them.



Credit: @longfellowfilms

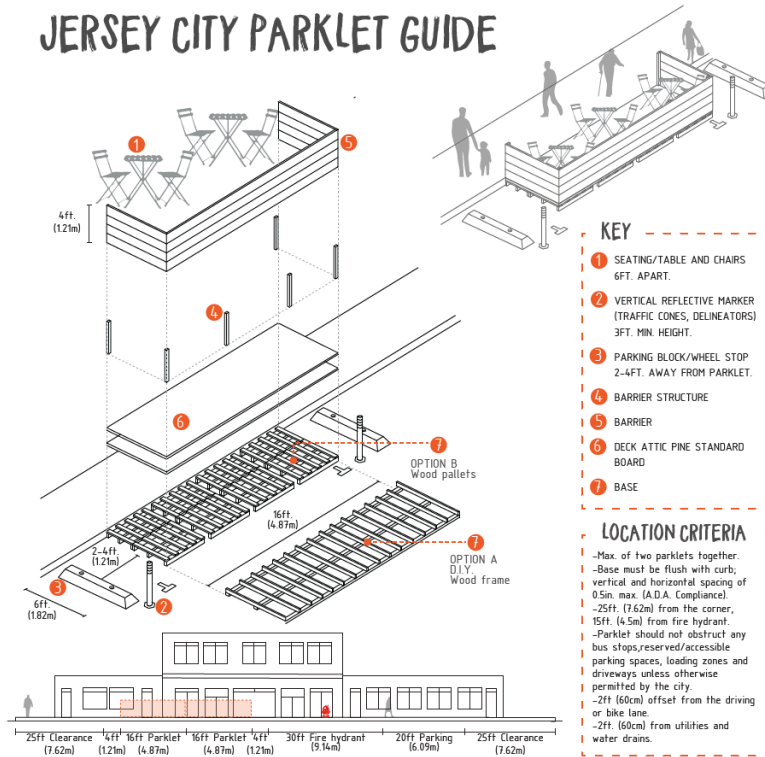
Kathmandu, Nepal

Protestors near the Prime Minister's official residence in Nepal.

Jersey City Parklet Guide

JERSEY CITY PARKLET GUIDE

ESSENTIALS



JERSEY CITY PARKLET MATERIAL OPTIONS

COST ANALYSIS

ITEM	UNIT PRICE	AMOUNT	DESCRIPTION	TOTAL
TÄRNÖ (TABLE AND CHAIRS)	\$49.99	3	https://www.ikea.com/us/en/p/saltholmen-table-and-2-folding-chairs-outdoor-beige-s19183815/	\$149.97
TRAFFIC DELINEATOR	\$30.00	2	https://www.crowdcontrolstore.com/product/premium-traffic-delineator-reboundable/	\$60.00
2" X 4" DIMENSIONAL LUMBER 12' (OPTION A)	\$7.47	16	https://www.homedepot.com/p/2-in-x-4-in-x-12-ft-2-and-better-prime-douglas-fir-board-hcf-kddf-prime-2x4x12-206804061	\$119.52
NEW WOOD GMA PALLET 48"X40" (OPTION B)	\$28.00	10	https://www.uline.com/product/detail/11-1218/pallets/new-wood-gma-pallet-48-x-40	\$280.00
RUBBER PARKING BLOCK 6'	\$36.95	2	https://www.trafficsafetystore.com/parking-blocks/economy-rubber-6#FBRE6YHDS	\$73.90
ATTIC PINE STRAND BOARD 5/8" X 2' X 4' (OPTION A)	\$7.48	12	https://www.homedepot.com/p/attic-pine-oriented-strand-board-common-5-8-in-x-2-ft-x-4-ft-actual-0-594-in-x-23-75-in-x-47-75-in-263117207195321	\$89.76
ATTIC PINE STRAND BOARD 5/8" X 2" X 4" (OPTION B)	\$7.48	24	https://www.homedepot.com/p/attic-pine-oriented-strand-board-common-5-8-in-x-2-ft-x-4-ft-actual-0-594-in-x-23-75-in-x-47-75-in-263117207195321	\$179.52
(RAILING) 2" X 4" DIMENSIONAL LUMBER 12'	\$7.47	2	https://www.homedepot.com/p/2-in-x-4-in-x-12-ft-2-and-better-prime-douglas-fir-board-hcf-kddf-prime-2x4x12-206804061	\$14.94
(RAILING) ATTIC PINE STRAND BOARD 5/8" X 2' X 4'	\$7.48	14	https://www.homedepot.com/p/attic-pine-oriented-strand-board-common-5-8-in-x-2-ft-x-4-ft-actual-0-594-in-x-23-75-in-x-47-75-in-263117207195321	\$104.72
*NOTE: MATERIALS LISTED ARE SUGGESTIONS. THE CITY DOES NOT REQUIRE THESE EXACT MATERIALS TO BE USED FOR PARKLET INSTALLATIONS.				
TOTAL OPTION A (STRINGERS)				\$612.81
TOTAL OPTION A (PALLET)				\$863.05

Immediate Impact

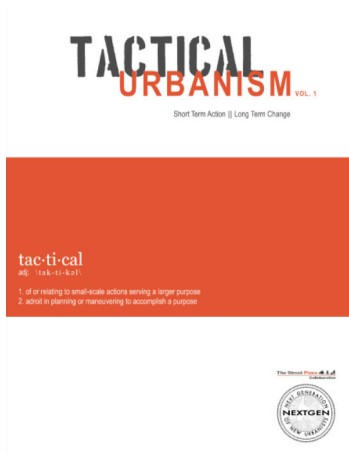


Stay Informed. Contribute. Take Action.

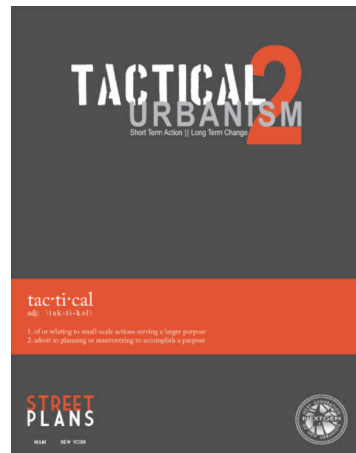
<https://bit.ly/Covid19Streets>

COVID19 Livable Streets Response Strategies								
File Edit View Insert Format Data Tools Add-ons Help						All changes saved in Drive		
Active								
CITY	STATUS	LENGTH	ROUTE MANAGEMENT	NOTES	SOURCES			
GLOBAL MAP NOW AVAILABLE (THANKS MARIA SITZOLOU)								
OPEN STREETS (FULL OPENING)								
Open Streets Parkway / Waterfront								
Austin, TX	Active	.46 mi. / .74 km		W. Riverside Drive opened for social distancing				
Brighton + Hove, UK	Active	1.48 mi / 2.48 km		Two thoroughfares closed to through traffic, open for physical distancing along beach City of Cambridge, MA endorsed opening Memorial Drive for physical distancing, but awaits DCR approval	https://www.brighton-hove.gov.uk/news/2020/madeira-drive-first-road-be-allocated-walkers-and-cyclists			
Cambridge, MA	Awaiting Full Approval			Miles of open streets on park drives across the metro region	https://massstreetsblog.org/2020/04/14/in-junior-cambridge-council-endorses-car-free-memorial-drive/			
Cleveland (Metro), OH	Active	6 mi. / 9.65 km		Street through a large public park and the Deutz Bridge is now car-free	https://www.cleveland19.com/2020/04/01/cleveland-metroparks-shutting-down-roads-popular-outdoor-areas-improve-social-distancing/			
Cologne, Germany	Active	.77 mi. / 1.23 km		One block opening adjacent to popular Pappajohn Sculpture Park; lanes opened for pedestrian use on two nearby streets (see entry below)	https://www.stadt-koeln.de/politik-und-verwaltung/presse/mitteilungen/21884/index.html			
Des Moines, IA	Active	.16 mi. / .26km		A section of Seven Bridges Road in Lakeside/Lester Park. The City has closed this road to motor vehicle traffic to make it safer and more appealing for cyclists and pedestrians.	https://www.kcci.com/article/city-officials-say-downtown-road-closures-intended-to-increase-social-distancing/32135817			
Duluth, MN	Active	2.5 mi / 4 km		Park drives and parking lots closed in 31 parks for a total of 10.2 miles of open streets and 59 closed parking lots; 5.9 miles of city streets opened to people on April 4th. More closures coming in next day or two.	https://duluthmn.gov/parks			
Denver, CO	Active	16.1 mi. / 25.9km total, 10.2 miles of roads in city parks	Barricades, signs	Park drives and parking lots closed in 31 parks for a total of 10.2 miles of open streets and 59 closed parking lots; 5.9 miles of city streets opened to people on April 4th. More closures coming in next day or two.	https://www.denverpost.com/2020/04/07/coronavirus-denver-street-closures-parks/			
Drummondville, QC	Active	.46 mi. / .75 km	Signs	Rue de Pont and bridge closed to vehicular traffic linking both sides of the river/park/downtown core	https://www.journalnouve.ca/2020/04/05/le-pont-cure-marchand-exclut-les-velos-et-les-poussettes/			
Ixelles, Belgium	Active	0.5 mi. / .8km	Barricades, flower pots, signs	A section of avenue Charles de Gaulle next to Elangs d'Ixelles/Flagey was closed for car traffic and opened for others	https://twitter.com/ikewydrand/status/1250014011690815488			
Kamloops, BC	Active	1.4 mi / 2.25 km		Ring road around McArthur Island Park closed to vehicles.				
Kansas City, MO	Proposed	TBD		Lightening the normal block party permit, neighborhoods apply to open their own streets.				
Kitchener, ON	Active	.09 mi. / .15 km		Parking access banned at major natural area/trail system				
London, Ontario	Active	.06 mi. / .12 km		Blackfriars Bridge closed to vehicles, facilitating active recreation distancing linking two trails systems on either side of the Thames River	https://www.london.ca/newsroom/Pages/default.aspx?physical-distancing-measures.aspx			
Louisville, KY	Active	11 mi. / 17.7 km		Park roads within three signature Olmsted parks have gone car free	https://www.olmstedparks.org/news/covid19-carfree/7utm_source=newsletter&utm_medium=email&utm_content=Learn%20more%20%28%20new%20closures%20map&utm_campaign=COVID19_RoadClosed			
Metro Boston	Active	5.61 mi / 9 km		Park roads closed within certain DCR parks across metro Boston area, including .9 miles across two segments in the City of Boston.	https://massstreetsblog.org/2020/04/05/dcr-closes-suburban-park-roads-to-facilitate-safe-distancing/			
Minneapolis, MN	Active	20.32 mi. / 32.7 km	Barricades, signs	Focused on parkways along the Lakes and the Mississippi; partial and full open streets in effect March 27th - May 22nd; has since expanded to numerous parkways around the city; parkway routes have been altered with additions and subtractions; changes constitute increases in initial mileage of 18.1 to 20.32	https://www.minneapolis-parks.org/news/2020/03/26/minneapolis-park-and-recreation-board-announces-riverfront-parkway-and-road-closures-to-help-trail-users-maintain-social-distancing/			
Montgomery County, MD	Active	1.1 mi. / 1.7 km		Leveraging/piloting an expansion of the weekly Sunday closure of Silgo Creek Parkway April 3-5	https://wtop.com/montgomery-county/2020/03/montgomery-co-closing-part-of-silgo-creek-pkwy-for-more-recreation-space-during-virus-shutdown/			
New Orleans, LA	Active	5.0 mi./8 km	Barricades, signs, some law enforcement	Lakeshore Drive, between Shelter 1 and the Seabrook Bridge is closed to motor vehicles (except residents living on the roadway) from 6pm on Fridays through Sun on Mondays. Additional road corridors are being reviewed.				
New York City	In the works	.85 mi. / 1.37 km	TBD	Due to vehicular tailgating, the NYPD is closing Shore Boulevard in Queens; pedestrians will be allowed to utilize the roadway for distancing.				
Palo Alto, CA	Under Consideration	TBD			https://www.sfbayarea.com/bayarea/article/Palo-Alto-consider-banning-cars-during-1500000-atg			
Pittsburgh, PA	Inactive	1.36 mi. / 2.19 km	Barricades, signs	Highland Park's Reservoir Drive was closed to cars from 2-5pm on Saturday, April 4 and Sunday, April 5, part of Bike PGH's Social Distancing Fitness Zone proposal	https://bikesportland.org/2020/03/25/city-of-portland-bans-driving-in-10-parks-312818			
Portland, OR	Active	7.5 mi. / 12 km		Roadways closed in 10 parks citywide	https://www.nbcsphilly.com/news/local/mk-drive-closed-to-cars-as-philly-looks-to-facilitate-social-distancing/2335569/			
Philadelphia, PA	Active	4 mi. / 6.4 km		Park setting; MLK Drive is closed Sunday April - October; city leveraged this route for Corona Closure.				
San Francisco, CA	Announced / Under Consideration			Great Highway segment, between Sloat and Lincoln Way, on the west coast of San Francisco / along Ocean Beach closed on Sunday 4/12 for physical distancing exercise; possibility of full-time extension. A segment of Twin Peaks Blvd, at the top of SF's highest peaks, closed through May 2020 to test new car-free configuration	https://www.sfgate.com/news/bayarea/article/san-francisco-wants-to-keep-great-highway-car-free-during-crisis/			
Schaerbeek, BE	Active	2 mi / 3.2 km, 0.3 mi / .5 km	Barricades, signs	Van Volkenhove/Verlaan temporary closed	https://thehill.com/bethesda/article/1346582-20200326022			
St. Louis, MO	Active	3.94 mi. / 6.34 km	Barricades, signs	Street segments within Forest Park and Tower Park are close to vehicles, open to people.	https://www.foxnews.com/news/bureau/superior-wants-to-keep-great-highway-car-free-during-crisis/			
St. Paul, MN	Active	4.93 mi. / 7.93 km		Four streets along park edges/bodies of water are closed to vehicular traffic, open for active transportation/recreation	https://www.foxnews.com/news/bureau/superior-wants-to-keep-great-highway-car-free-during-crisis/			
Stuttgart, Germany	Active	2 mi. / 3.21 km		Open Street along the banks of the Neckar river, linking two large parks.	https://stuttgart.de/tem/show/273273/19/692220			
Sydney, AU	Active	3.7mi. / 6 km		Roads within Centennial Parks will be closed to vehicles, open to people over four-day holiday weekend				
Vancouver, BC	Active	10.42 mi. / 14.93 km		All roads within Stanley Park are now car-free; Beach Avenue to Burrard Bridge has one lane open for physical distancing	http://vancouvermultipass.ca/2020/04/07/covid-19-response-four-big-moves-to-support-safe-and-open-streets/			
Victoria, BC	Active	1.42 mi. / 2.28 km		One parking lane converted along Dallas Road for distancing; roads within Beacon Hill Park restricting motor vehicle access				
Washington DC	Active	7.15 mi / 10.6 km		Streets within Rock Creek, Fort Dupont, and Anacostia Park will be open to human use through April 30th				
Residential / Commercial Streets								
Aotearoa, New Zealand	Announced	TBD		*Covid-19 is having a significant impact on our transport systems and services. The Innovating Streets programme can make a contribution by providing councils with an opportunity to adapt their streets to better support active and safe transport needs, while following official advice about people movement.	https://www.nzta.govt.nz/roads-and-rail/innovating-streets/about/pilot-fund			
Calgary, AB, Canada	Active	3.75 mi. / 6 km		6 street segment closed as pilot for March 28/29. Locations not announced, to avoid overcrowding.	https://calgaryherald.com/news/local-news/city-to-test-weekend-road-closures-to-help-calgarians-keep-their-distance/			
Emeryville, CA	Active	.06 mi. / .1 km		Converted two short blocks of Doyle Street/Bike Boulevard into car-free streets, linking to Emeryville Greenway	https://twitter.com/VisionZeroCA/status/1244604119056317112			
Denver, CO	Active	16.1 mi. / 25.9km total, 5.9 miles in residential/commercial context	Barricades, signs	Park drives and parking lots closed in 31 parks for a total of 10.2 miles of open streets and 59 closed parking lots; 5.9 miles of city streets opened to people on April 4th. More closures coming in next day or two.	https://www.denverpost.com/2020/04/07/coronavirus-denver-street-closures-parks/			
New York City	Re-Announced	75+ mi. / 120+ km	Barricades, initially 80 police officers led to failure; new proposal would not require as many police	Four pilot streets in four boroughs announced 3/25, pilot to last through Monday, 3/30 and then re-assessed. UPDATE: Pilots removed and heavily criticized for heavy police presence. UPDATE: City council is taking legislative action to open streets, rebuking the Mayor's previous refusal to do so. Starting Monday, April 6, 2020, vehicle restrictions on the four streets designated bicyclist/active transportation routes will be in effect daily from 8 a.m. - 6 p.m. These routes have motor vehicles ban for	https://usa.streetsblog.org/2020/04/6/bets-not-overthink-this-opening-streets-is-easy-says-urban-planner-mike-hydon/#disqus_thread			

WWW.TacticalUrbanismGuide.com



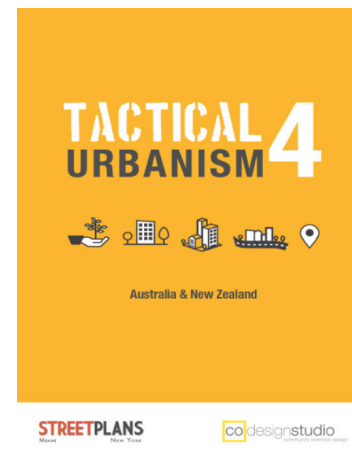
North America (2011)



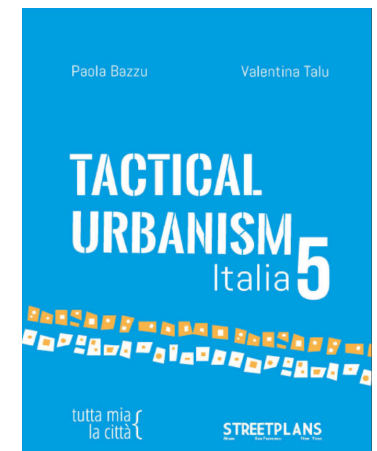
North America (2012)



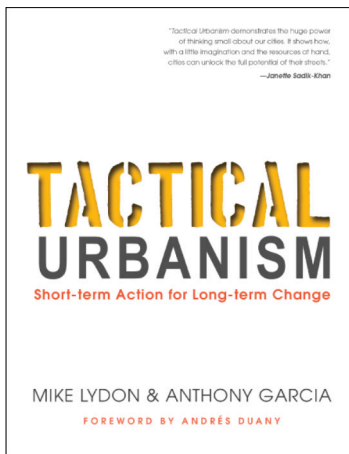
South America (2013)



Australia / NZ (2014)



Italy (2017)



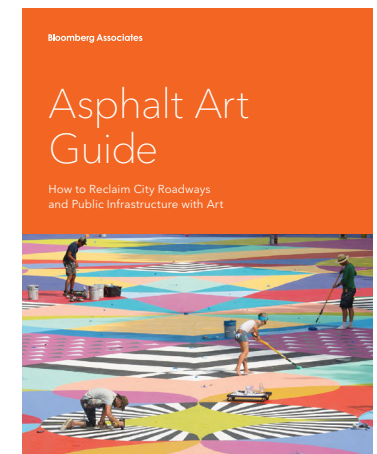
Island Press (2015)



North America (2016)



North America (2019)



North America (2019)

Thanks!

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