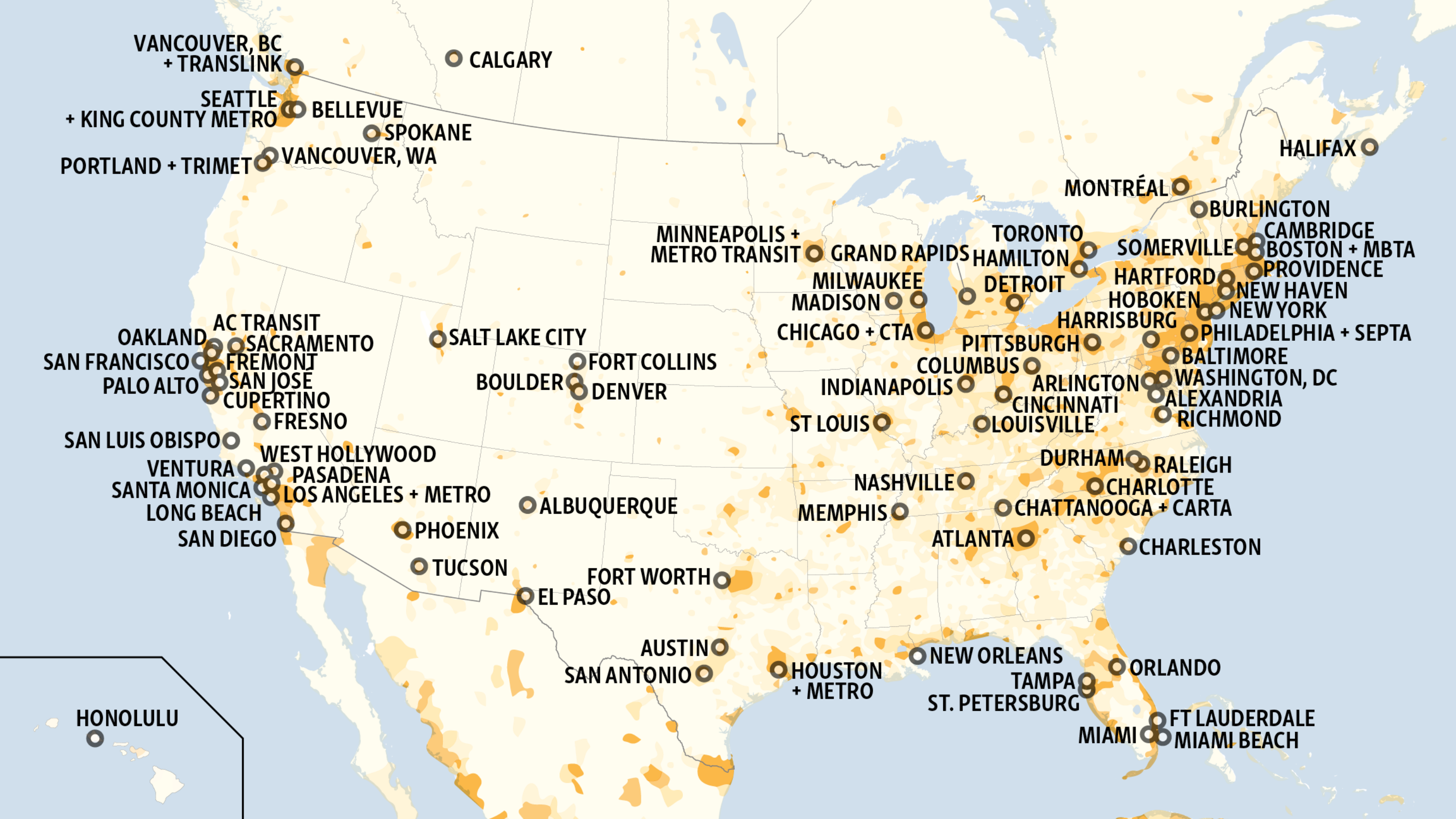


Taking Back the Streets

Jenny O'Connell | NACTO | Feb. 3, 2023





VANCOUVER, BC
+ TRANS LINK

CALGARY

SEATTLE
+ KING COUNTY METRO

BELLEVUE

SPOKANE

PORTLAND + TRIMET

VANCOUVER, WA

HALIFAX

MONTRÉAL

BURLINGTON

MINNEAPOLIS +
METRO TRANSIT

GRAND RAPIDS

TORONTO

SOMERVILLE

CAMBRIDGE

BOSTON + MBTA

MILWAUKEE

HAMILTON

HARTFORD

PROVIDENCE

MADISON

DETROIT

HOBOKEN

NEW HAVEN

CHICAGO + CTA

PITTSBURGH

HARRISBURG

NEW YORK

OAKLAND

AC TRANSIT

SACRAMENTO

SALT LAKE CITY

FORT COLLINS

SAN FRANCISCO

FREMONT

INDIANAPOLIS

COLUMBUS

ARLINGTON

WASHINGTON, DC

PALO ALTO

SAN JOSE

BOULDER

DENVER

ST LOUIS

LOUISVILLE

CINCINNATI

ALEXANDRIA

CUPERTINO

FRESNO

SAN LUIS OBISPO

WEST HOLLYWOOD

VENTURA

PASADENA

SANTA MONICA

LOS ANGELES + METRO

ALBUQUERQUE

NASHVILLE

DURHAM

RALEIGH

LONG BEACH

SAN DIEGO

PHOENIX

MEMPHIS

CHATTANOOGA + CARTA

CHARLESTON

FORT WORTH

ATLANTA

EL PASO

AUSTIN

SAN ANTONIO

HOUSTON
+ METRO

NEW ORLEANS

TAMPA

ORLANDO

ST. PETERSBURG

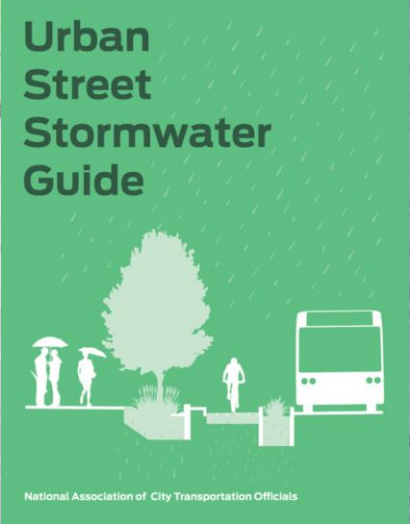
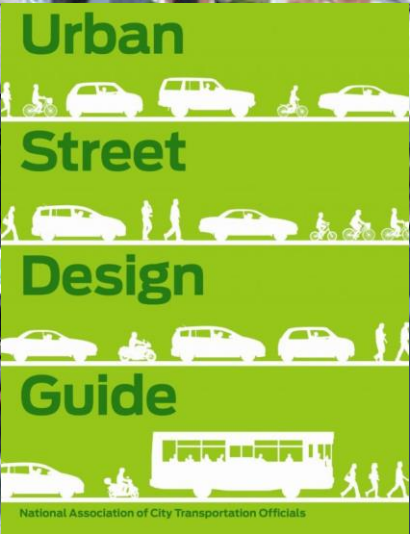
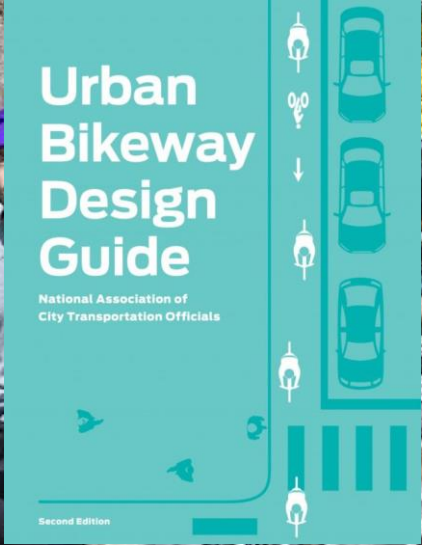
MIAMI

FT LAUDERDALE
MIAMI BEACH

HONOLULU

6 members in Florida
~7% of the state's population





Cleveland



Miami





Brookline, MA



Atlanta



NYC



CITIES TOOLBOX



TRANSIT TOOLBOX



ACTIONS SPREADSHEET



NACTO WEBINARS & AUDIO UPDATES



MULTIMEDIA RESOURCES

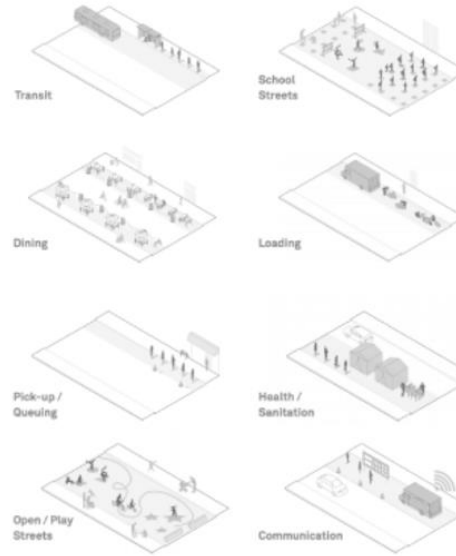


OTHER RESOURCES

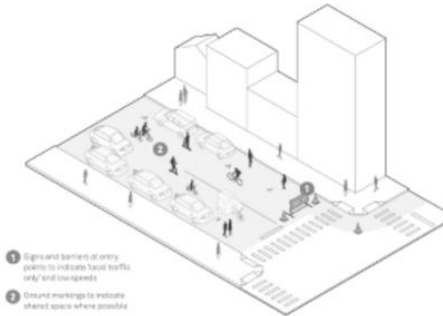
THE TOOLBOX



Streets for Pandemic Response & Recovery



SLOW STREETS



- 1 Signs and barriers at entry points to indicate local traffic only and no-parking
- 2 Ground markings to indicate shared spaces 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 were reluctant through-traffic route during COVID disruptions.

KEY STEPS

- Install temporary traffic barriers and "Local Traffic Only", "Slow/Shared", or branched 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.



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



**This culminated in offering grants
for rapid pandemic response**

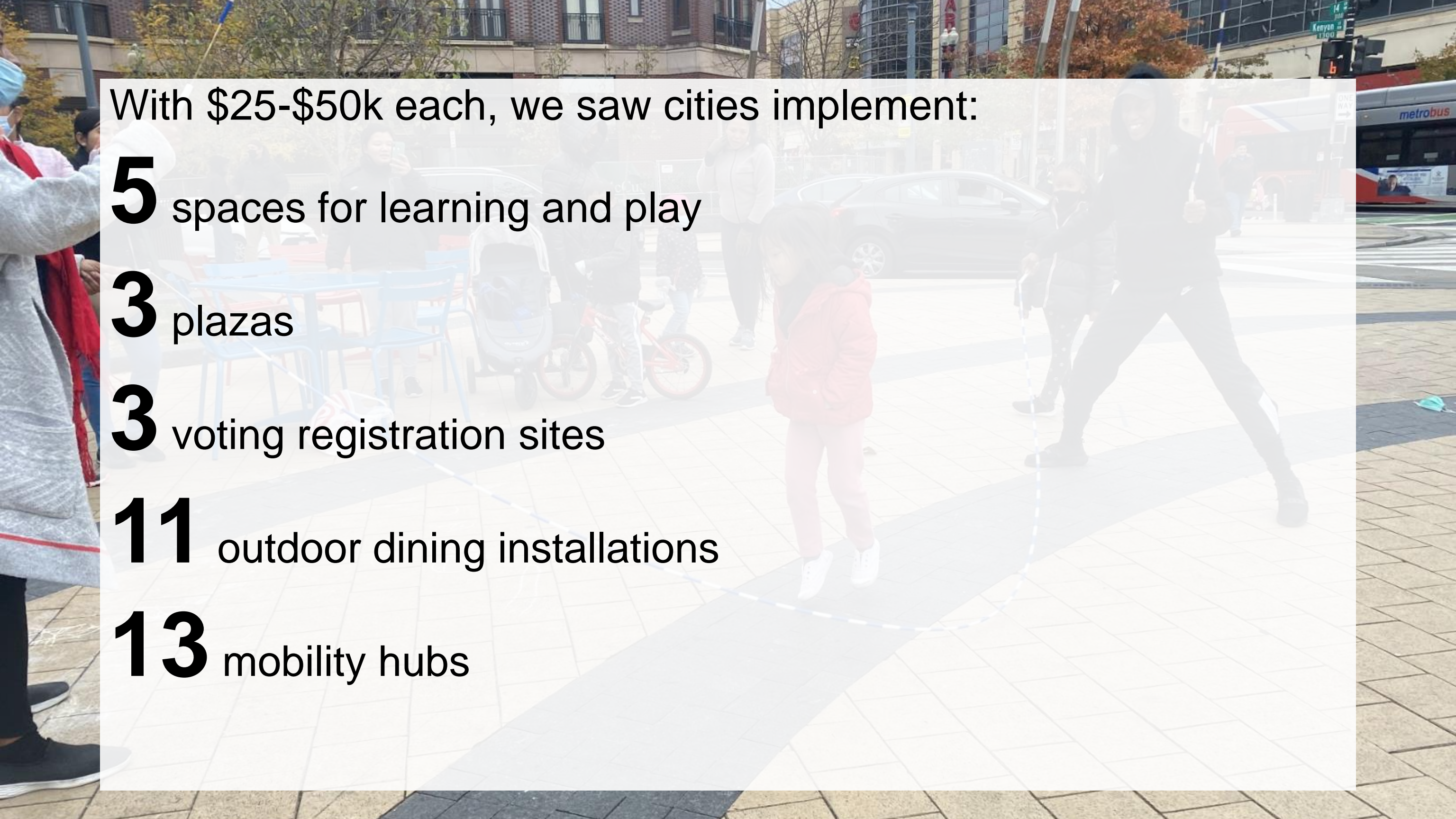
Detroit

Our goals:

1. Address a community-rooted need
2. Rapidly respond to that need
3. Make a physical change to the built environment







With \$25-\$50k each, we saw cities implement:

5 spaces for learning and play

3 plazas

3 voting registration sites

11 outdoor dining installations

13 mobility hubs

The background image shows a city street scene. In the foreground, there is a purple-painted asphalt area with a large yellow chevron pointing downwards and several green circular spots. In the middle ground, two people are walking across a crosswalk. The background features a concrete bridge structure, traffic lights, and parked cars. A semi-transparent white box is overlaid on the left side of the image, containing text.

With \$25-\$50k each, we saw cities implement:

4 COVID-19 service sites

3 bike/walk spaces

2 retail streets

8 installations of asphalt art

Takeaways

1. 'Good' doesn't have to be expensive and lengthy



Spotlight on Durham





5 shared streets implemented



9 traffic safety improvements installed

60+ community volunteers involved in planning, design, and implementation

\$8,000 in economic activity sparked among local non-profits, Black-led businesses, and street champions

Takeaway 2: Reimagine Rigid Contracting and Procurement Processes





Takeaway 3: Relationship Building is Non-Negotiable



Takeaway 4: Leverage Respective Strengths



Outdoor Dining



Portland, ME
Credit: Dave Munson



San Francisco



Los Angeles

In New York City, restaurants and bars on Open Streets did much better than on other streets in their borough

- Greater sales growth
- Likelier to stay in business
- More **new** establishments



Photo Credit: Emily Andrews for Rockwell Group

“

If it were not for NYC DOT's Open Streets program, the small mom-and-pop eateries would not have been able to deploy new expanded safe outdoor dining options.

”



“Doyers Street and Pell Street are some of the most historic alleys of Chinatown and if it were not for NYC DOT's Open Streets program, the small mom-and-pop eateries would not have been able to deploy new expanded safe outdoor dining options. We are so pleased that the activations have resulted in a new dynamic street life that many merchants requested.”

— Wellington Chen,
Executive Director,
Chinatown Business
Improvement District
Doyers and Pell Street
Open Streets

Takeaway 5: Ditch Business as Usual



BAU

Bin
o'
BAU

BAU

BAU

Takeaways

1. 'Good' doesn't have to be expensive and lengthy
2. It's time to reimagine rigid contracting and procurement processes
3. Relationship-building is non-negotiable
4. Projects work best when public agencies and their partners leverage their respective strengths and expertise
5. Let's ditch business as usual



Thanks!
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