

STREETS BLOG USA

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California

About 39.6 million people


California, America's most populous state, was the first to order all residents to stay home. Others quickly followed suit. "This is not a permanent state, this is a moment in time," Gov. Gavin Newsom said. "We will look back at these decisions as pivotal."

Stay at home, effective March 19

[See announcement](#) | [Read local coverage](#)

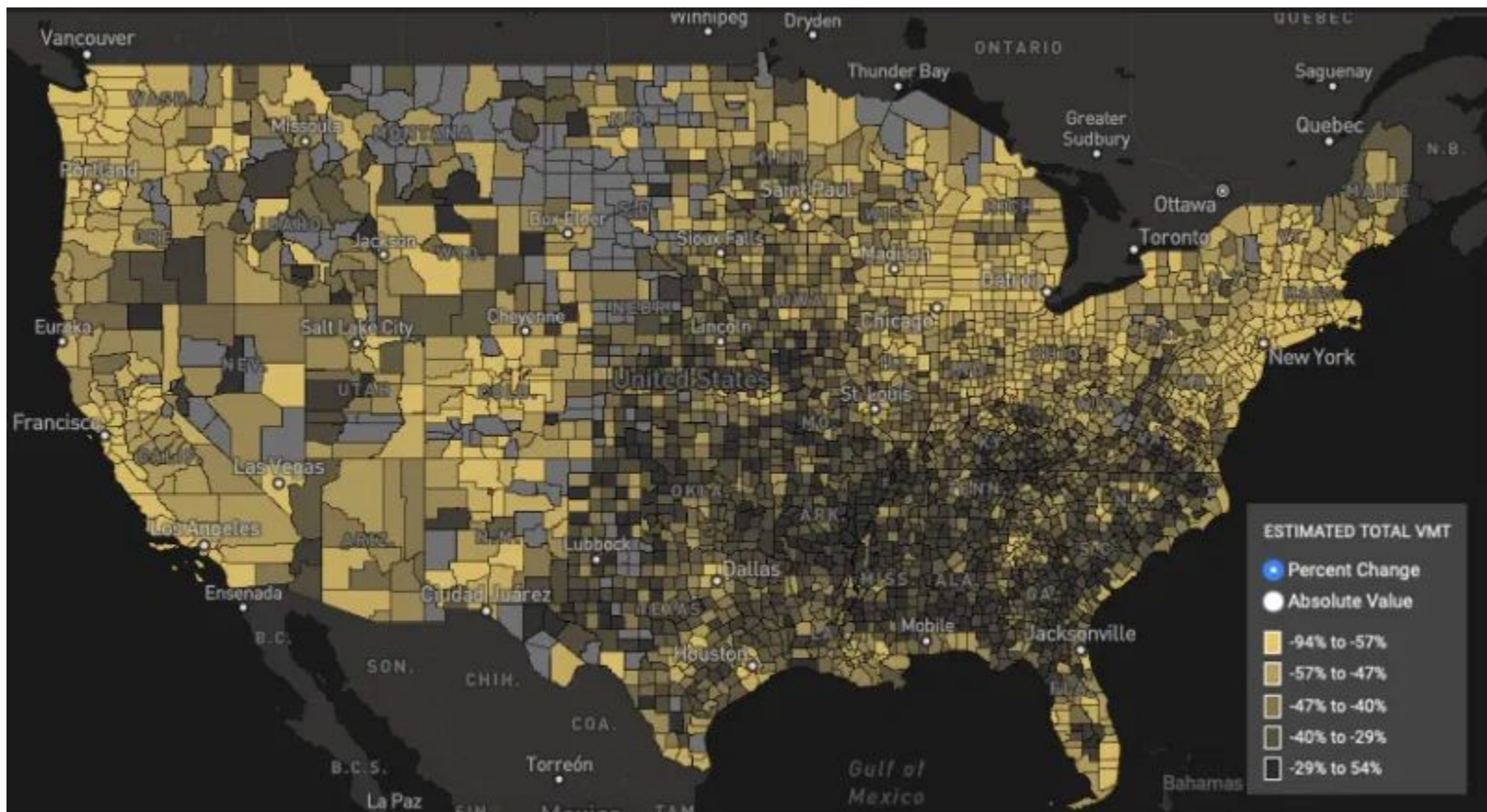


Lowering Speed Limits Will Help Stop COVID-19

By Kea Wilson | Mar 16, 2020 |  No Comments


Hospitals are about to be overwhelmed with virus patients. Let's not strain our health care system any more — we need to reduce speed limits now.

April 6





During COVID-19, Lime and Bird Pull Back; Spin Steps Up

By Kea Wilson | Mar 19, 2020 |  No Comments

In the midst of a pandemic, is micromobility another way to spread the virus — or more important than ever before?



STREETSBLOG MASS

Congress Urged to Save Transit During Crisis

By Christian MilNeil | Mar 20, 2020 |  No Comments

A \$1 trillion draft economic stabilization plan from the U.S. Senate provides no financial assistance for the nation's transit agencies, which have been bleeding red ink as the COVID-19 pandemic slashes fare collections and revenues from state sales and payroll taxes. Large transit agencies, whose budgets are generally more reliant on fare revenue, have taken [...]

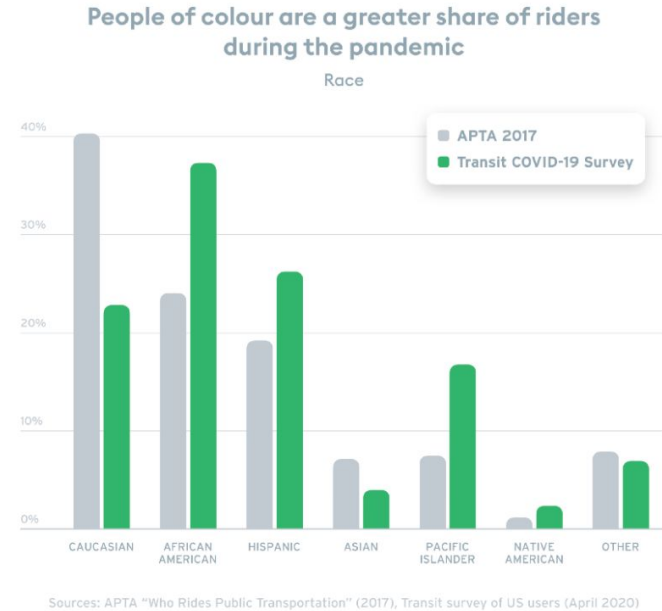
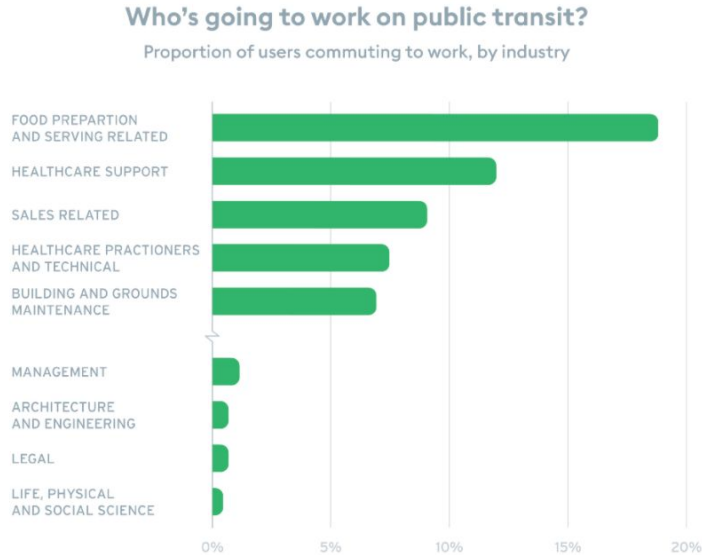
The bulk of people still using public transit — 92% — are using it to commute to work.

Almost 20% of them work in “food prep”: these are your grocery store workers, your bakers, your butchers, your take-out chefs and the folks manning the liquor store libation station.

People identifying as black or Hispanic were most likely to be working these jobs than jobs in other categories.

Source: Transitapp via Medium, April 27

1. Among whites, public transit ridership has dropped by half
2. Black and Latino riders now make up the majority of Transit’s users



Op-Ed: Let's Open Up Neighborhood Streets For Social Distancing

Now more than ever, it's time to give walkers and bikers more space on our roads.

By Sam Balto | Mar 17, 2020 | 4 COMMENTS



Many people have open spaces right in front of their homes, what if we discouraged driving on them and opened them up to safely-distanced play? Photo: Sam Balto

Database documents cities that are repurposing car space during the pandemic

By Steven Vance | Mar 29, 2020 | 2 COMMENTS



April 8

1. Think less 'Block Party' and more 'Streets-to-Trails'

Open Streets don't need to turn into a big, joyous, socially undistant block party like this:



Yeah, we're shuddering at the thought of how many people have touched those giant checkers, too.
Source: [BlogTo Toronto](#).

**April 14, 26 Days After Lockdown: Oakland Slow Streets
Start of 74 miles of intervention**



DCR to Block Drivers From More Parkways in Boston, Watertown

By Christian MilNeil | Apr 10, 2020 | 0 COMMENTS



A Google Street View image of Francis Parkman Drive at its intersection with Perkins Street on the north shore of Jamaica Pond in Boston.

Chicago's pandemic plan includes free Divvy for healthcare workers, \$1 rides

By John Greenfield | Mar 24, 2020 | [COMMENT HERE](#)



Photo: Steven Vance

Stop Touching Pedestrian “Beg Buttons”

L.A. is actually disconnecting them in some places where a lot of people are walking. Other Californian cities aren't (yet) thinking about them

By Melanie Curry | Apr 1, 2020 | 11 COMMENTS



Let's Not Overthink This: Opening Streets is Easy, Says Urban Planner Mike Lydon

By Mike Lydon | Apr 16, 2020 | 4 COMMENTS



Here's what's being done in Burlington, Vt, which has miles of streets now looking like this. Photo: Liam Griffin

Urban planner Mike Lydon, whose firm, [Street Plans](#), is based in Brooklyn, was shocked by the way the de Blasio administration conducted its recent — and failed — open streets pilot, which ended up [being scrubbed after 11 days](#) because the mayor [required it to have](#) a substantial deployment of police employees. But creating open streets doesn't have to be so difficult, as many other cities are proving. Here's Lydon's guide:

The threat of coronavirus transmission has inspired cities large and small to harness their streets to deliver quick, low-cost physical distancing interventions that make essential travel and physical exercise less risky. I've been documenting the emerging trend in an [open Google Sheet](#) for several weeks, which now includes 60+ cities across the globe.

In these places, one or more of the following six tactics are being deployed by local leaders to give people more space. They include:



Mike Lydon

 The Untokening
@untokening



#MobilityJusticeCOVID19

Do not plan future projects at a time when equitable public participation is impossible.



#MobilityJusticeCOVID19
untokening.org

1:06 PM · Apr 13, 2020

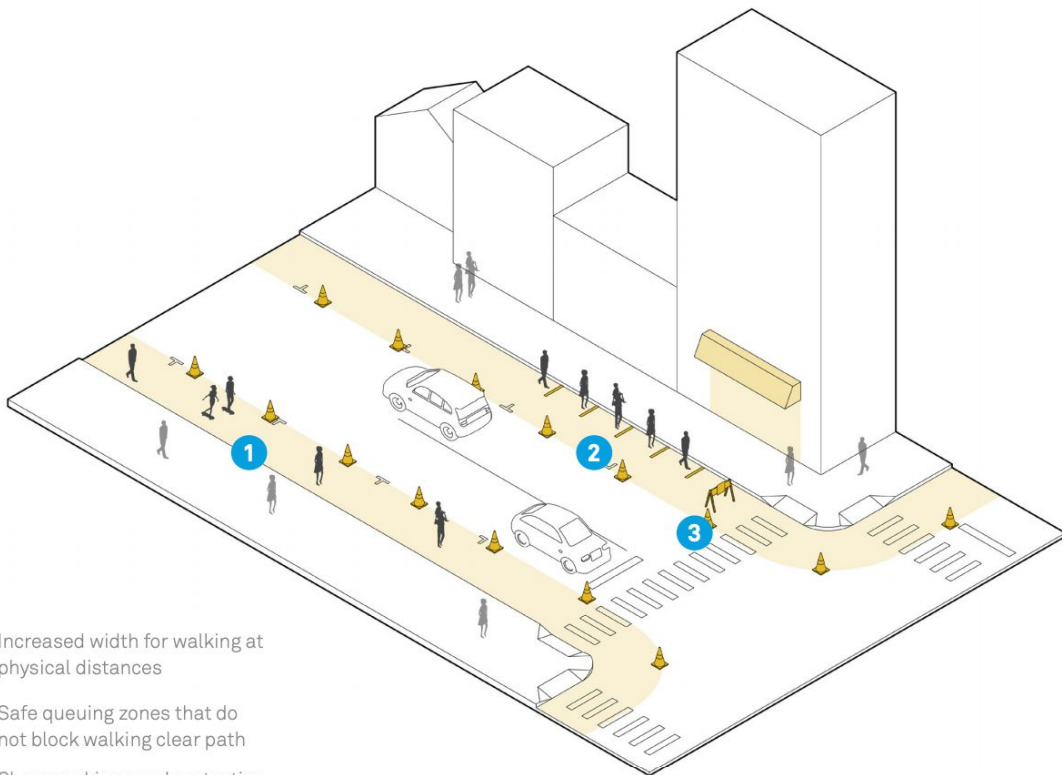


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See The Untokening's other Tweets

SIDEWALK EXTENSIONS



- 1 Increased width for walking at physical distances
- 2 Safe queuing zones that do not block walking clear path
- 3 Clear markings and protection for pedestrians

May 22: NACTO Streets for Pandemic Response

May 1-24: Rise of the open air cafe



PLAY STREET



Low-volume, local streets closed for a specific portion of the afternoon and/or weekend for play and recreation, play streets are often adjacent to playgrounds, schools, or residential areas with limited park space in the vicinity.

PEDESTRIAN STREET



Pedestrian streets are typically held either on weekends or seasonally on neighborhood main streets. They are based around cultural and community programming and events, rather than commercial activity or street food.

MARKET



Streets adjacent to public parks, landmarks, or along key corridors that are fully or partially closed for a food fair or farmers market. Markets are often seasonal and open only during daylight hours.

OPEN STREETS



Major boulevards or parkways closed on weekends for a specific set of hours. Open streets typically include pedestrians, bicyclists, and other recreational users, as well as limited static activities near the curbside.

May 25th: The Murder of George Floyd by Minneapolis Police



ziwe ✓
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there are two americas: one fights for black lives and the other fights for brunch



10:39 AM · May 31, 2020

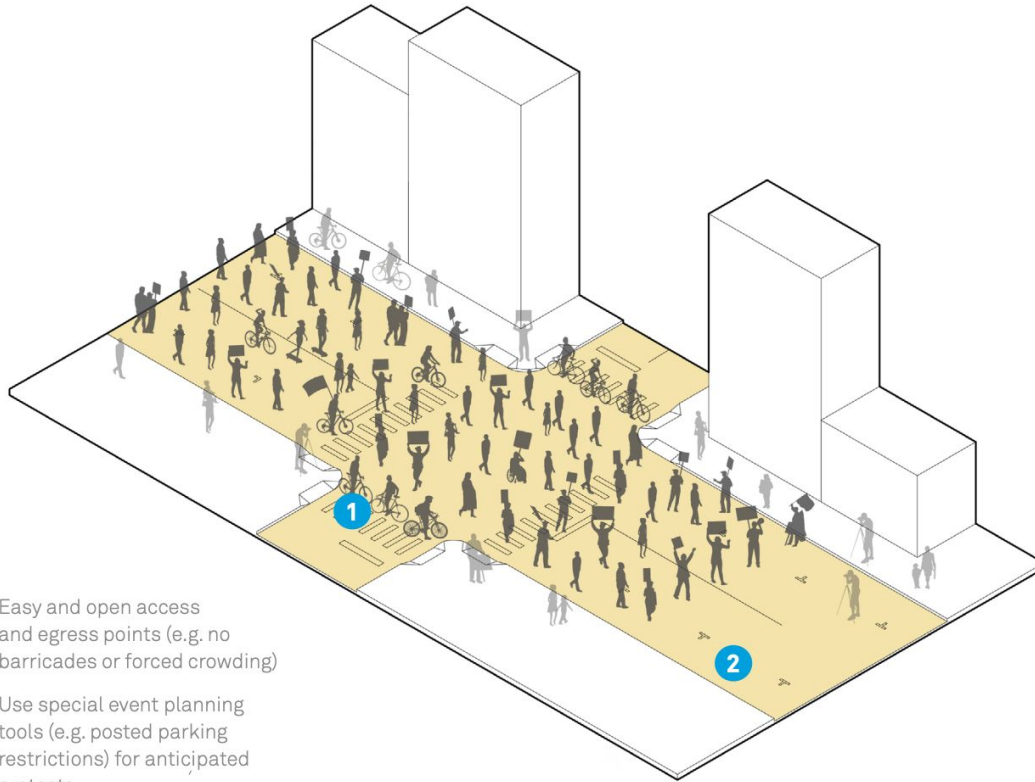


455.7K



145.1K people are Tweeting about this

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



Portlanders Celebrate (And Question) New Cafes

By Jonathan Maus | Jun 26, 2020 |  No Comments

For years local transportation reform activists have pushed City of Portland to go beyond car storage and driving and think more creatively about what we can do with our streets. And when calls for new uses of street space were made, it was often restaurant owners who lined up to say their business would perish [...]




Can Tactical Urbanism Be a Tool for Equity?

By Kea Wilson | Jul 6, 2020 |  No Comments

The creators of "tactical urbanism" sit down with Streetsblog to talk about where their quick-build methods are going in a historic moment that is finally centering real community engagement.



Why Street Vendors Belong on Our Post-Quarantine Streets

By John Rennie Short | Jul 9, 2020 |  No Comments

Street vendors have always been an important part of our street landscape — even when we've criminalized them.



STREETSBLOG CHICAGO

How to Design Self-Policing Streets

By Courtney Cobbs | Jun 25, 2020 | No Comments

We should be redesigning our transportation system to reduce the chances of Black and Brown residents interacting with law enforcement, and to promote transportation equity.



STREETSBLOG CHICAGO

How to Center Community Input in Slow Streets Projects

By Courtney Cobbs | Jun 22, 2020 | No Comments

47th Ward alderman Matt Martin hosted a panel on these topics with reps from the Active Transportation Alliance, the Metropolitan Planning Council, and Streetsblog Chicago.



Op-Ed: Whose Streets? Black Streets

By Amina Yasin | Jun 24, 2020 | No Comments

Planners and urbanists, it's time to reckon with the racism rampant in city building. Here are four actions to take.

Ten Cities To Use Open Streets As Tools for Equity And COVID-Resilience

The winners of a new grant will seek put roads to their highest and best use at this historic moment: helping the most undeserved residents of our cities.

By Kea Wilson | Sep 3, 2020



An Open Streets event in Red Hook, Brooklyn. Source: Street Lab via Creative Commons.



In the fight to end systemic racism in our cities *and* the fight to keep our communities strong during COVID-19 pandemic, our streets are a uniquely precious resource — and 10 U.S. communities are getting a little help to put their roads to the highest and best use.



The Twin Cities Electric Vehicle Mobility Network



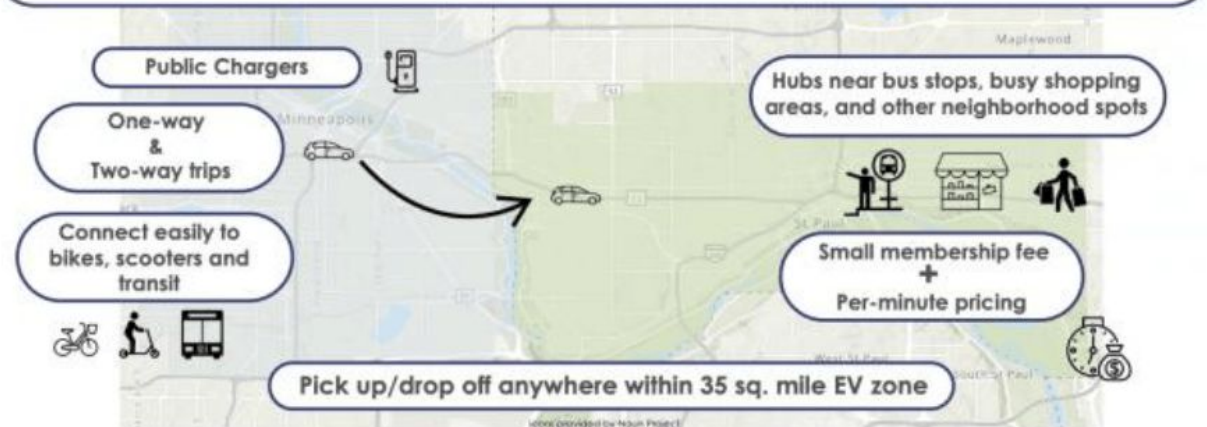
Through a unique partnership, car-sharing in the Twin Cities will be more convenient, affordable, and accessible than ever before. This means communities that experience excess auto emissions will see cleaner air and people who are car-less will have more options. There will also be charging available for privately owned electric vehicles.

What's Included in the new EV network?

Electric Vehicle Carshare Fleet + Public Curbside Charging Hubs

What is Car Sharing?

Car-sharing provides the benefits of car access without the burden of car ownership. By becoming a member of a car-sharing network, you have access to cars throughout a service area for short-term rental.



Visit hourcar.org to explore current service.

More info at www.stpaul.gov/EV

Email at charginghubs@ci.stpaul.mn.us

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