

Ensuring an Equitable Approach to Rebalancing Streets

14 Strategies to Manage Change with Ethics, Equity, and Empathy



Figure 1. The City of Denver initiated a Shared Street program in response to the COVID-19 crisis.

FOURTEEN STRATEGIES TO MANAGE CHANGE WITH ETHICS, EQUITY, AND EMPATHY

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Transportation professionals have an ethical responsibility to ensure that our streets are safe and welcoming for everyone.

Figure 2. Seattle, WA by Kenneth Loen





Introduction

The intersectional crises of a global pandemic, climate change, traffic violence, growing social inequities, and racist policies came to head in 2020. One of the ways in which communities across the world responded to the immediate threat of COVID-19 was to rebalance public space on streets and roadways to provide greater opportunities to walk, roll, and use transit, both to enable social distancing and to promote healthy, active travel.

What is Rebalancing Streets?

North American communities are heavily dependent on the automobile for everyday travel. The infrastructure to support this reliance on cars is extensive and frequently overwhelms the space available for people walking, biking, running, shopping, waiting for the bus, recreating etc. [Estimates](#) suggest that in most U.S. cities between 40% and 65% of downtown areas are used for streets and parking. [Rebalancing streets](#) is a general term used to describe the reallocation of road space and the public realm in favor of people – the term encompasses complete streets, road diets, shared streets, and projects that increase space dedicated to walking, biking, transit, and micromobility.

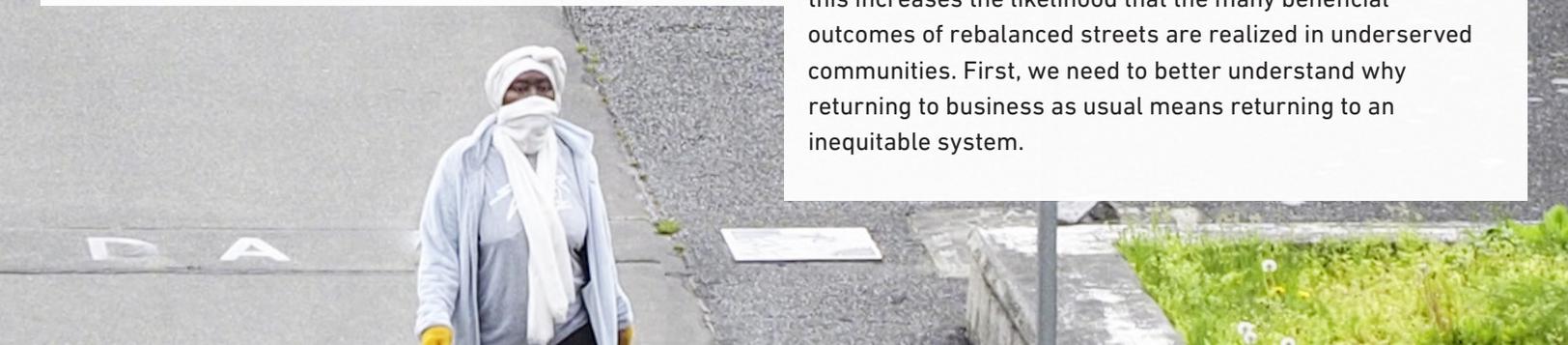
The topic of rebalancing streets came to the fore in 2020 in the immediate aftermath of the global coronavirus pandemic. In Bogota, the city [opened its streets](#) up for people. In the United Kingdom, [cities accelerated](#) the implementation of [Low Traffic Neighborhoods](#). In Paris, they dramatically [expanded walking and biking](#) infrastructure. In North America, local communities including [Oakland](#), [Denver](#), and [Washington D.C.](#) established “Slow Streets” programs, while cities such as [Toronto](#), [New York City](#), and [Montreal](#) combined measures to limit motor vehicle traffic and prioritize walking, transit, and a variety of micromobility and shared mobility options.

We Cannot Return to Business as Usual

Transportation professionals have an ethical responsibility to ensure that our streets are safe and welcoming for everyone. They were not safe and welcoming for everyone before the pandemic and returning to “normal” or business as usual will simply perpetuate a deeply inequitable transportation system. At first glance, rebalancing streets aligns well with the mission of those seeking to make our streets safer, more vibrant, and less auto dependent.

However, using the pandemic as cover to rebalance streets without due process and consultation is opportunistic and wrong, and may generate opposition beyond the predictable NIMBY concerns around loss of parking, for example. The planning profession has a history of discriminatory practices in decision-making about transportation, with deleterious effects on Black and brown communities. We must understand that history, as well as the concerns of the communities we work with, lest we repeat those mistakes with rebalancing streets today.

This document is meant to serve as a reminder that transportation professionals have a unique opportunity to center policy and program decisions around ethics, equity, and empathy. Below, there are 14 specific strategies to equip planners, designers, and engineers with the information and knowledge necessary to make wise, equitable choices around rebalancing streets; we hope this increases the likelihood that the many beneficial outcomes of rebalanced streets are realized in underserved communities. First, we need to better understand why returning to business as usual means returning to an inequitable system.



The Historical Context of Unethical Transportation Policies:

Rebalancing streets within an equity framework requires an acknowledgement and understanding of North America's painful history and current reality of systemic racism and the oppression of Black, Indigenous, and People of Color (BIPOC). Systemic racism permeates every area of policy: education, employment, housing, healthcare, immigration, and – of course – transportation.

Systemic and institutional racism and white supremacy have a clear and powerful presence in North America today and transportation issues are inextricably linked to four centuries of oppression. In the past 100 years, the planning and transportation professions in the United States have been complicit in racist housing, urban renewal, and highway building policies and programs that contribute to a manifestly unjust and dangerously inequitable society. The result is that Black and brown people in America bear the brunt of air pollution, traffic violence, unemployment, poverty, obesity, diabetes, poor or no health care – and the list goes on. In 2020, these inequities were brought into sharp focus by COVID-19, recurring police brutality, and a racist criminal justice system.

Facts you should know about why transportation and land use are, fundamentally, racial justice issues:

Redlining – During the great migration beginning in 1916, six million Black people migrated to northern cities to escape the Jim Crow laws of the southern states. Whites in the north sought to limit where Black people could live and they used zoning as a tool. The Federal Housing Administration (FHA) was created in 1934 as part of the New Deal and it [systematically denied mortgage insurance](#) for properties in Black, Jewish, and immigrant neighborhoods (around which red lines were drawn). This made it nearly impossible for people in these areas to buy, sell, or refinance property; and even where they could, racial covenants frequently prevented homeowners in new subdivisions (often subsidized by the same FHA) selling to Black people. (Recommended reading: *The Color of Law*; *The Warmth of Other Suns*)

Whites-only Suburbs and White Flight – Nationwide, more than 70% of Black people lived in cities by the end of the great migration. This, coupled with the desegregation of schools following *Brown v. Board of Education* in 1954, prompted white families to flee cities en masse, taking political capital and financial resources with them. Post-war, the GI Bill and a suite of racist policies and practices supported the construction of suburban neighborhoods that prohibited Black families. [The legacy of these policies](#) extended long after they were officially struck down. Racial covenants were outlawed in 1948, while redlining was declared illegal as recently as 1977; banks, zoning codes, and white residents continued to discriminate against Black families. (Recommended reading: *White Flight, Atlanta and the Making of Modern Conservatism*)

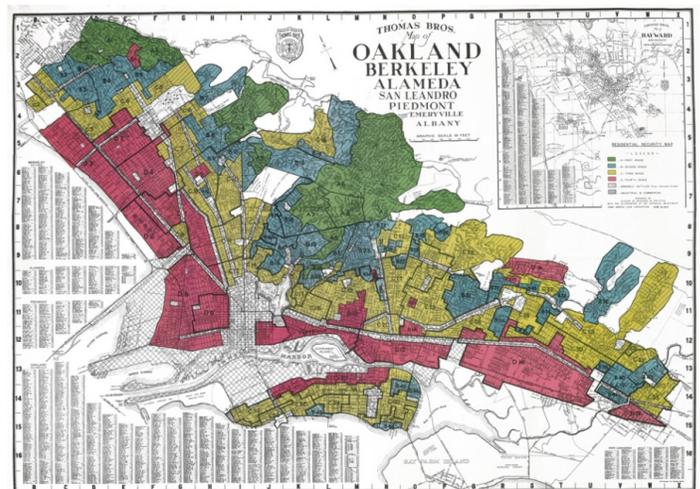


Figure 3. A map of Oakland, CA with redlined neighborhoods



Figure 4. An urban highway cuts through a Richmond, VA neighborhood.

Highway policy – The 1956 Federal Aid Highway Act financed construction of the Interstate Highway & Defense System. Originally conceived as an intercity network of highways, the program expanded to include [urban interstate highways](#) and arterials that tore through and isolated Black neighborhoods and facilitated white flight to the suburbs. Declining city revenues and a prohibition on using highway program money for transit and other non-highway projects laid the groundwork for a massive disinvestment in cities throughout the post-war period. (Recommended reading: Highway Robbery: Transportation Racism and New Routes to Equity; Freeways Without Futures)

Urban renewal – The 1949 Housing Act ushered in [three decades of bulldozing](#) and destroying entire Black neighborhoods and the construction of large-scale public housing projects that concentrated poverty and a lack of access to opportunity. In addition to the immediate harm they caused to BIPOC families, racist lending practices, white-only suburbs, and urban renewal combined to systematically block Black and brown families from cultivating generational wealth via property ownership in resource-rich locations. This has magnified over the generations and resulted in the extreme wealth gaps we see between white and BIPOC households today. (Recommended reading: [Renewing Inequality.](#))

Gentrification and displacement – While less overt than previous policies, the wholesale redevelopment of urban neighborhoods today is nonetheless [displacing existing communities](#) and dispersing poverty into more suburban areas that lack access to necessary services and opportunities. When cities invest in transportation and

other infrastructure projects to encourage redevelopment, neighborhoods become unaffordable to existing residents – particularly in areas with low rates of home ownership. As rents and property prices rise, businesses flip to serve new, wealthier residents and whole neighborhoods that used to support thriving multiracial and multicultural communities are “gentrified” and their former residents displaced. This cycle is often accompanied by an increased police presence to make new residents and business owners feel safe, further exacerbating tensions. (Recommended reading: Naked City: The Death and Life of Authentic Urban Places)

The lack of safe transportation infrastructure and services in poor and Black neighborhoods across the country is one manifestation of the [legacy of these policies](#) and decisions. Another legacy of these racist practices is the mistrust and/or unease felt in many BIPOC communities when transportation professionals propose outside solutions to their neighborhoods. Today, BIPOC communities continue to see disinvestment in [transportation infrastructure](#) and civic services, and experience disproportionately higher rates of [crashes](#), worse [public health](#) outcomes, limited [mobility options](#), and [harassment](#) in the public realm that is backed up by [violent policing](#).

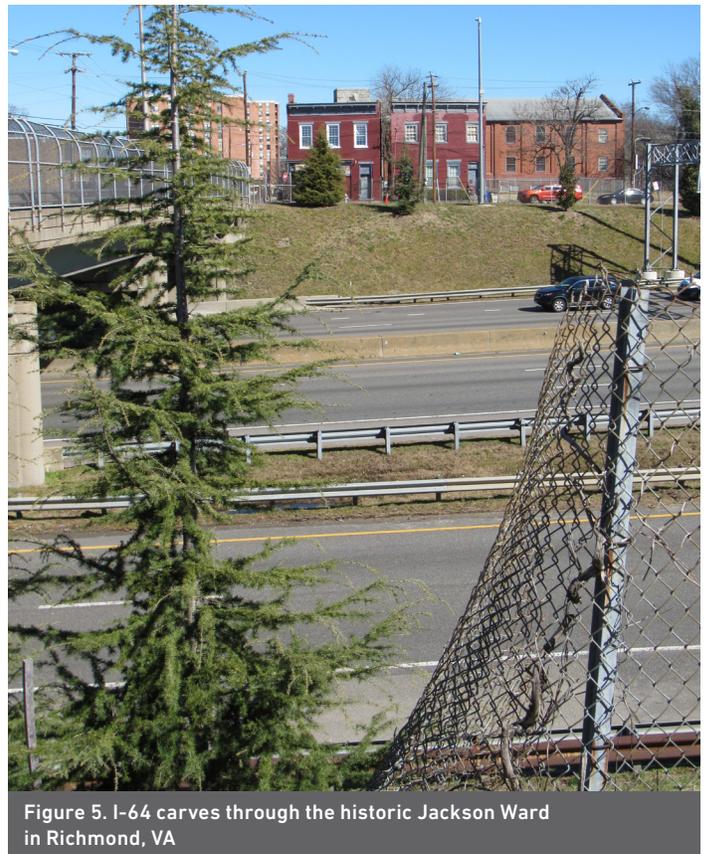


Figure 5. I-64 curves through the historic Jackson Ward in Richmond, VA

Key Questions About Rebalancing Streets

Can rebalancing streets be part of the process of reversing centuries of systemic racism, or will it further deepen social inequity in BIPOC communities? Rebalancing streets is a complex undertaking, mostly because of the wide reach that any change in the public realm has on people's lives. The technical feasibility of reallocating road space is rarely the biggest issue, especially when everyone involved steps back to ask how a project might make the community and the world more or less equitable.

Why Might a Community Want to Rebalance Streets?

The initial reason to rebalance streets during the global pandemic was to provide sufficient space for people to walk, bike, roll and use transit while maintaining a safe physical distance from other people, and to provide essential workers with an additional option for getting to work. In addition, there were some immediate and tangible results from early lockdowns including:

- Dramatic improvements in air quality
- Significant reductions of greenhouse gas emissions
- Sudden drops of between 40% and 90% of car travel and transit use
- Up to a 300% increase in trail use, biking, and walking

Three additional compelling reasons to rebalance streets have emerged since the pandemic began:

- There has been a dramatic shift in travel patterns caused by a loss of jobs and an increased number of people working from home. The “journey to work” has long been less than one in five of all trips in the United States, but it has always had an outsized influence on transportation planning and roadway design because of the large, concentrated, predictable flows of traffic it generates and the car-based trip-chaining it induces. As a result of the pandemic, people are making more trips closer to home, and where the physical infrastructure exists to make it safe and comfortable, they are walking and biking in greater numbers. Rebalancing streets can extend the opportunity to safely enjoy active transportation to millions more people in response to this greater demand.
- After the economic recession in the late 2000s, when traffic volumes fell for the first time in decades, the number of traffic fatalities and serious injuries also dropped significantly. Unfortunately, a different story is unfolding

from 2020. [Early reports](#) suggest that much lower motor vehicle traffic volumes are resulting in higher vehicle speeds, which increases the risk and severity of crashes. This is a particular concern for people walking, bicycling, scooting, and waiting for the bus: the chances of death or serious injury from a collision rise dramatically when motor vehicle speeds exceed 25 mph. Rebalancing streets can help control and reduce vehicle speeds and increase the separation between motor vehicles and vulnerable road users. Eliminating serious traffic crashes also has the benefit of reducing the strain on hospitals and the health care system.

- Enabling people to be more physically active, especially as an alternative to driving, helps improve physical and mental health, reduce air pollution and greenhouse gas emissions, and reduce the toll of fatal and serious injury traffic crashes—all of which are also helpful in combating the effects and spread of the COVID-19 virus itself. For example, a poll in early 2020 showed that almost 50% of people living in the United States experienced increased strain on their mental health because of the pandemic, and those stresses have not gone away. Rebalancing streets can enable people to enjoy a welcome respite from the stresses associated with work (including working from home), challenging home environments, and isolation from other people.

BIPOC are over-represented in each of the groups of people most likely to benefit from increased transportation options, safer streets, more physical activity, better access to health care, cleaner air, and access to work.

There are numerous resources available to help agencies with the technical and practical implementation of projects to rebalance streets. The National Association of City Transportation Officials (NACTO) has a library of resources here: <https://nacto.org/program/covid19/#tools>

Why Might a Community Not Want to Rebalance Streets?

Agencies seeking to rebalance streets can expect to face traditional opposition stemming from anger over issues such as [loss of parking](#), fears of [congestion and traffic diversion](#), impacts on emergency service vehicle [response times](#), and general resistance to change of any kind. These concerns, whether real or perceived, need to be heard and the agencies need to earnestly review all potential impacts. As with any street design project, proponents of the project should remain flexible and responsive.

Beyond what might be viewed as typical resistance, proponents of street rebalancing should also pay particular attention to the ways in which proposed projects may deepen inequities, create new ones, and fail to address or eliminate racist policies, programs, and practices. Rebalanced streets are intended to make people feel safe using public space and infrastructure in their own communities. However, it is essential to be mindful and respectful of the fact that many people of color – and specifically Black people – are unable to walk, jog, or move freely in their neighborhoods without fear of being killed, pulled over, reported to the police, harassed, abused, and made to feel unwelcome in a wide variety of ways. Members of the Latinx community may likewise fear racial profiling around immigration issues. Not everyone will see rebalanced streets as improving their quality of life – in fact they may see it as a threat. Even if they support rebalancing streets, BIPOC individuals may not rank it as high as other priorities that need to be addressed.

Another concern relates to the real or perceived role the police will play in implementing and enforcing rebalanced streets. For example, many agencies will pilot street design changes with temporary street markings and furniture; they may roll them out as part of an Open Streets event or tactical urbanism initiative which frequently rely heavily on the police to “close” the street and manage safety. In communities where an agency has a heightened aversion to risk or misunderstanding about exposure to liability, they may require a heavy police presence to implement and enforce changes. BIPOC communities are significantly less likely to trust the police and/or welcome them into their communities. At best, they may feel the presence of police to be counterproductive and unnecessary.

Additional concerns that cause opposition to rebalancing streets in underinvested communities and communities of color include:

- A history of insufficient or non-existent representation from BIPOC and low-income communities in the decision-making process as well as the public engagement and outreach process,
- Diverting staff and financial resources of the public agencies away from other priorities, such as maximizing transit service and reliability, education, housing, and public health services,
- Suspicion that the pandemic is being used as an excuse for accelerating the imposition of projects that are really for the benefit of wealthy white populations, and
- Related concerns that these projects will gentrify neighborhoods and displace existing residents.

Given the history of racist policies and programs outlined earlier, as well as ongoing examples of racial injustice, transportation professionals and their partners must be prepared to acknowledge these and other justified fears when street rebalancing projects are being proposed.

How Can an Equity Framework Help to Address These Concerns?

Before presenting our Strategies to Manage Change, we want to acknowledge that you may not always be successful in addressing or alleviating the legitimate concerns of the community. Discerning between legitimate reasons to rethink a project (e.g., those born out of the fears described above) versus a general fear of change or universal opposition to things like parking removal requires a depth of cultural competency that is rarely taught in planning/engineering school. For any project, you should always be open to the idea that if the circumstances call for it, it could be a good idea to pause or even change course.

It's also important to note that these strategies are focused specifically on rebalancing streets projects; while they may have more general applicability, they are only part of an ideal, comprehensive agency- and system-wide equity framework for planning, design, and engineering activities.

1

Stay current with national conversations around rebalancing streets as well as more general antiracist and transportation-related issues.

It is important to be aware of different perspectives, changing approaches, current examples (good and bad), and even shifting language and terminology that is appropriate. There is an extensive reading list at the end of this resource guide but bear in mind that news and takeaways on the subject are always evolving! You will also benefit from developing a deeper understanding of how the racist policies described earlier have affected your community. What areas of your community were redlined? Where did urban renewal and highway development destroy Black or immigrant communities? Is gentrification underway in neighborhoods? Unpacking this history may take time – and will likely be uncomfortable – but will pay dividends and improve your cultural sensitivity, awareness, and fluency.

2

Value community input.

The lived experiences of community members are valuable data that needs to be gathered and analyzed alongside traditional data sets such as crash reports and traffic volumes. Collaboration with residents is easier and more effective if you use channels preferred by the community itself. Show you value community input by:

- Paying for the labor and time of community organizers and individuals, just as you would other consultants who collect critical data,
- Respecting the contributions people make to the process by clarifying how their input will be used, confirming their input has been received, and documenting the response/outcome, and
- Investing in long term community relationships to improve current and future projects.

Getting meaningful community input early in the process is probably the single most effective way to avoid later criticism and/or delay.



Figure 6. Gathering the lived experiences of residents in a Milwaukee, WI neighborhood.



Figure 7. Dover St. in Oakland, CA by Mia Candy

3

Be transparent about the project and the process.

Community members will engage in constructive dialog if they are clear why the project is being proposed and what the process will be. Provide detailed information online and through existing and trusted local communication channels (in multiple languages as appropriate) to explain how proposed projects were developed; how candidate streets or corridors were selected; how community input is proposed to be gathered, presented and used; how success is going to be measured; and what the next steps are going to be. Be sure to document the health, access, safety, and community benefits of the project and how the project will support broader community priorities. Acknowledge partnerships with BIPOC communities and state how they are involved in decision-making. Also, take an honest look at the composition of your project team – you want a diverse team that includes BIPOC with meaningful roles in the project and doesn't tokenize Black or brown team members or depend exclusively on them to speak on behalf of BIPOC.

When you make mistakes, admit them, and fix the problem for the future.

4

Communicate that rebalancing streets is part of an overall response to the COVID-19 emergency and beyond.

Some community members may not think that rebalancing streets will address their most pressing needs, so it's worth highlighting all the ways in which your agency and its partners are responding to the pandemic. Rebalancing streets is just one solution, with others including increasing transit frequency, shifting funds from enforcement or other budgets to fund essential care services; mental health support; access to vaccinations, testing, and treatment; opening schools etc. Communications about the project can also be used to share information about the public health response, testing and vaccination opportunities, food giveaways, and changes to transit services.

5

Apply inclusive engagement strategies.

Public health restrictions continue to make it difficult or impossible to meet with the public in-person, particularly in groups. Fortunately, many effective virtual engagement techniques have been developed during the pandemic (see resources below), although there are still significant issues around the digital divide that make equitable representation challenging. Agencies can hold one-on-one or small group interactions (e.g., focus groups and interview panels), interview people by phone, partner with community-based organizations to gather input in safe ways, and use phone- and text-based information gathering initiatives. Where possible, obtain data disaggregated by race, age, income, and gender to ensure you are collecting input from a sample that is representative of the community and modify your strategies if you are not.

6

Be sensitive to the capacity of BIPOC and low-income people to engage.

In addition to being disproportionately affected by the threat of severe illness or death by COVID-19, BIPOC and low-income people may also be less likely to be able to contribute to a planning process due to challenges around childcare, unemployment, housing, and having to work at risk of infection. Create ways for people to give their feedback quickly and conveniently as part of their daily schedule.

7

Select streets to rebalance based on previous planning efforts... provided public engagement was sufficient and equitable.

Previous plans, such as an active transportation plan, a transit study, or local area plans, can be a good starting place to identify streets that can be rebalanced to provide more opportunities for walking, biking, and using transit. However, it's important to ask questions about the type and breadth of engagement in these prior efforts, the specificity of recommendations that were vetted by the community, and the demographics of the participants. Public engagement for citywide studies (e.g., a comprehensive plan or city transportation plan) may not reach deeply into the neighborhood level or reflect the demographics of the community affected by the street plan.

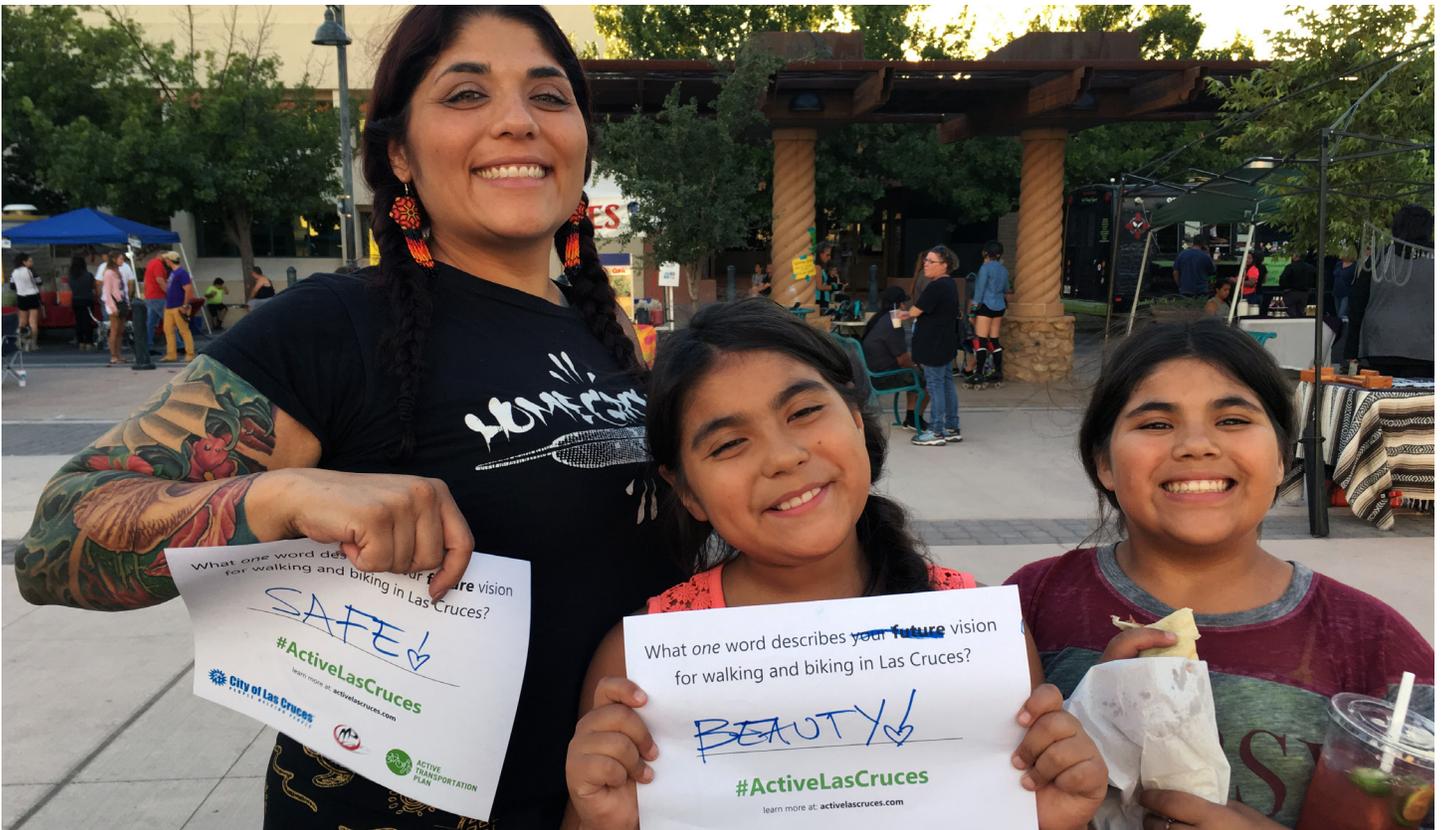


Figure 9. Extensive community input influenced priorities in the Las Cruces, NM Active Transportation Plan.

8

Establish a prioritization process centered on equity.

Most North American communities have a lot of streets that are candidates for rebalancing. A prioritization process can center project selection on equity by identifying streets that:

- Are located in areas with higher risk factors for the transmission and impacts of COVID-19
- Connect key destinations (especially for essential workers) such as hospitals, pharmacies, grocery stores, and parks
- Have a history of traffic violence and/or high stress walking and biking environments
- Serve people who are non-drivers, do not have access to a car, and cannot work from home
- Have high [potential] demand for walking, running, biking, scooting, transit use, and/or
- Have been previously identified for traffic calming, bikeways, transit service (see Strategy #7)

9

Collect data and monitor progress.

Define measures of success for the project at the outset and relate those measures to equity factors. Rebalanced streets that are successful will enhance mobility choices for people who do not drive and cannot work from home or telework, will actually be used by BIPOC, and will gain public support from BIPOC organizations and residents as a result.



Figure 10. This high speed suburban road has few safe crossings and a high injury rate for people on foot.



Figure 11. MARTA bus stop closure sign, and revised bus schedule in Atlanta, GA by Meghan McMullen

10

Do not dismiss or disrespect community members who oppose rebalancing streets.

Be careful not to dismiss, villainize, minimize, or patronize community members or organizations who are not immediately supportive of rebalancing streets. Continue to listen to them, work to address concerns, alleviate as many specific problems as possible, and give people time.

11

Do not choose projects that require additional policing.

Designs that require either a temporary or ongoing police presence—for example to manage turns or access to streets—are unlikely to be welcome in communities where distrust of the police is high. Encounters with the police are not equitable. Racist policies and systemic institutional racism mean that Black people are more likely to be stopped, questioned, ticketed, imprisoned, beaten, and killed by police officers for doing nothing or for committing the same crimes that their white counterparts are often allowed to commit with impunity. The presence of the police in the public realm can exclude BIPOC, and rebalancing streets should be achieved with permanent design solutions that are intuitive and self-enforcing.

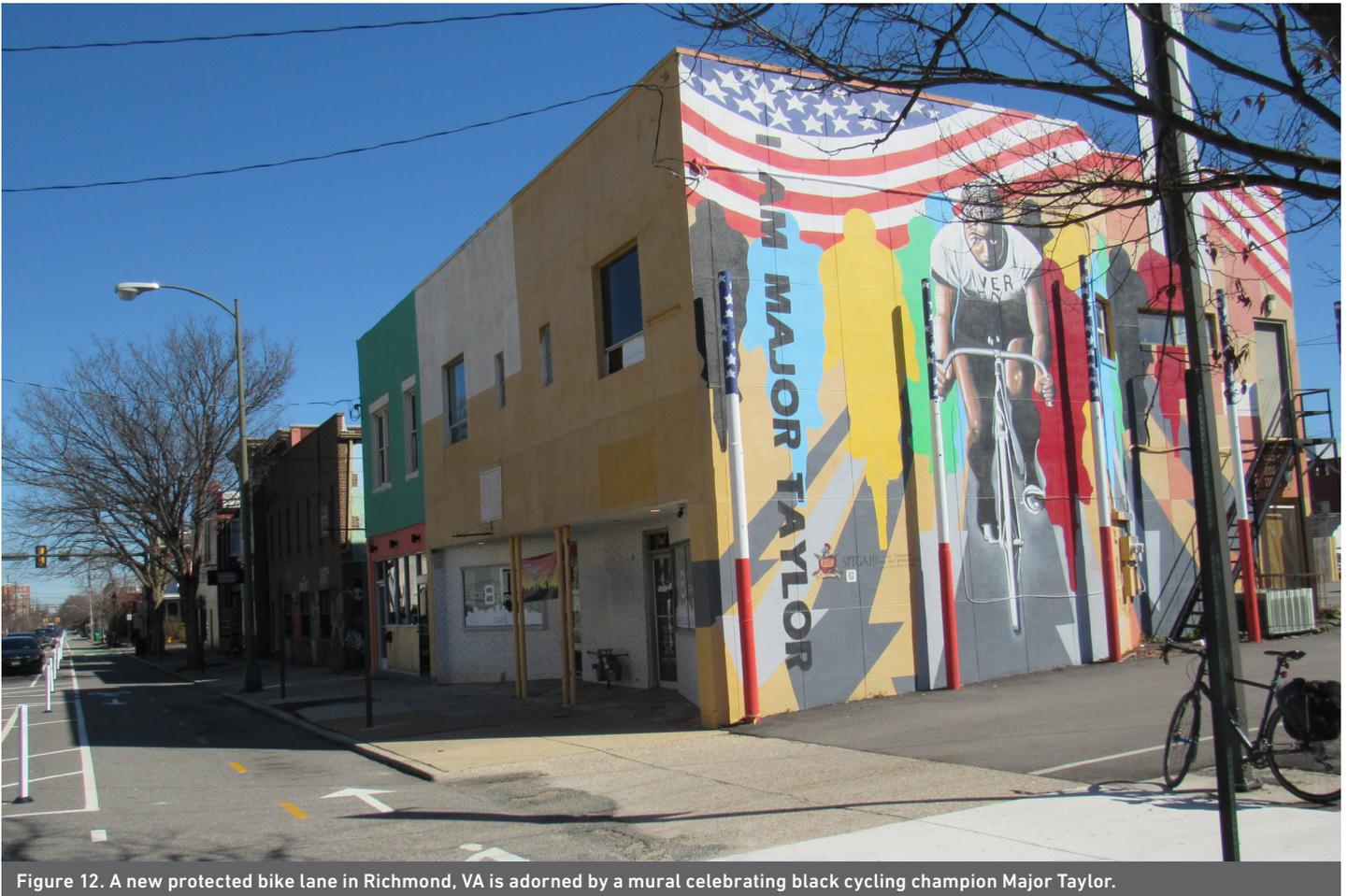


Figure 12. A new protected bike lane in Richmond, VA is adorned by a mural celebrating black cycling champion Major Taylor.

12

Be aware of unintended consequences.

Do not choose projects that have the real potential to disrupt emergency service access or worsen transit service, and do not close streets used by essential workers in the community to access work, services, or other key destinations. Note that while the concern comes up often, it is perfectly possible to rebalance streets on corridors used by emergency services and transit vehicles without disrupting their access or response times.



Figure 13. Access to local shops and services is made easier for people on foot and bike in this Minneapolis neighborhood.

13

Do not put implementation personnel at risk.

The process of rebalancing streets (i.e., the design, construction, and implementation steps) should always ensure that staff and volunteers responsible for implementation can minimize exposure to the virus and remain physically distanced.

14

Remain humble, nimble, and be willing to make changes.

It is important for the community to know that these projects are flexible and can be adjusted—or even removed—if there are design details that don't work, unanticipated consequences, or changing conditions that need to be addressed. Listening to the community after implementation and being willing to adjust projects based on feedback is a powerful way to build long term trust.



Figure 14. Cities are responding to popular new micromobility devices as well as changing traffic patterns.

Additional Resources

This document is meant to serve as a primer for the conversation around the relationship between equity and rebalancing streets. We've identified several resources below that will be useful resources for communities considering rebalancing streets. The list isn't exhaustive, and we'd welcome your input to keep it current and more complete.

Various Perspectives on Equity and Slow Streets

- A Tale of Two Truths: Transportation and Nuance in the Time of COVID-19 <https://medium.com/at-the-intersections/a-tale-of-two-truths-transportation-and-nuance-in-the-time-of-covid-19-9bc99ff8c005>
- Mobility Justice and COVID-19 – The Untokening <http://www.untokening.org/updates/2020/4/8/mobility-justice-and-covid-19>
- Slow Streets & Physical Distancing Lanes During COVID-19 – Atlanta Bike Coalition <https://www.atlantabike.org/slowstreetscovid19>
- Coronavirus is not fuel for urbanist fantasies – Curbed <https://www.curbed.com/2020/5/20/21263319/coronavirus-future-city-urban-covid-19>
- 3 graphs and 2 maps about jobs and teleworking during the coronavirus – Greater Washington <https://ggwash.org/view/77446/three-graphs-and-two-maps-help-us-understand-the-coronavirus>
- Open for Whom? A Mobility Justice-Centered Approach to Open Streets – Pueblo Planning <https://static1.squarespace.com/static/579398799f7456b10f43afb0/t/5ebefeee89db532757671a334/1589571304480/Open+Streets+TT+Recap.pdf>
- Supporting the transportation needs of essential workers – Active Transportation Alliance <https://activetrans.org/blog/a-time-for-supporting-essential-travel>
- Exploring open streets during COVID-19 – Active Transportation Alliance <https://activetrans.org/blog/exploring-open-streets-during-covid-19>

Process and Design

- Streets for Pandemic Response and Recovery – NACTO https://nacto.org/wp-content/uploads/2020/05/NACTO_Streets-for-Pandemic-Response-and-Recovery_2020-05-21.pdf
- Active Modes and Complete Street Design During COVID-19 <https://www.fehrandpeers.com/active-modes-complete-street-design-during-covid-19/>
- Low Traffic Neighborhoods – Transport for London <http://content.tfl.gov.uk/lsp-app-six-a-supplementary-guidance-ltns-v1.pdf>

Equitable Outreach

- Principles For Equitable Public Outreach & Engagement During Covid-19 and Beyond – Nelson\Nygaard <https://nelsonnygaard.com/principles-for-equitable-public-outreach-engagement-during-covid-19-and-beyond/>

Mental Health and Exercise

- <https://www.mountainjackpot.com/2020/06/03/mental-health-problems-escalate-with-coronavirus-epidemic/>
- <https://www.texastribune.org/2020/06/03/texas-coronavirus-health-workers-mental/>
- <https://www.helpguide.org/articles/healthy-living/the-mental-health-benefits-of-exercise.htm>
- <https://www.psychologytoday.com/us/blog/making-sense-chaos/202005/why-the-increase-in-domestic-violence-during-covid-19>

Post-COVID

- Alta's COVID Recovery Platform: 7 Green Stimulus Investment Priorities for Active Mobility – Alta Planning + Design <https://blog.altaplanning.com/altas-covid-recovery-platform-7-green-stimulus-investment-priorities-for-active-mobility-42419fd8fd51>
- 'Open Streets' Must Lead to Permanent Changes in Our City <https://nyc.streetsblog.org/2020/05/04/op-ed-open-streets-must-lead-to-permanent-changes-in-our-city/>

Agency Slow Streets Programs

- Boston, MA (pre-COVID-19) <https://www.boston.gov/transportation/neighborhood-slow-streets>
- Denver, CO <https://nacto.org/wp-content/uploads/2020/04/Denver-Temporary-Recreation-Streets-NACTO-1.pdf>
- Los Angeles, CA <https://ladot.lacity.org/coronavirus/apply-slow-street-your-neighborhood>
- Oakland, CA <https://www.oaklandca.gov/projects/oakland-slow-streets>
- Pittsburgh, PA <https://pittsburghpa.gov/domi/covid-19>
- Portland, OR <https://beta.portland.gov/eudaly/news/2020/5/1/slow-streets-safe-streets-neighborhood-greenway-map>
- Montgomery County, MD <https://www.montgomerycountymd.gov/dot/sharedstreets/>
- Montgomery County, MD (Parkway Closures) <https://www.montgomeryparks.org/COVID-19/>

Supporting Businesses During COVID

- Supporting the vitality of PGH people and places during COVID-19 https://apps.pittsburghpa.gov/redtail/images/9510_reOpen_PGH_Task_Force_Report_5_18_20.pdf
- Vancouver faces calls to move quickly to loosen restaurant-patio rules <https://www.theglobeandmail.com/canada/british-columbia/article-vancouver-faces-calls-to-move-quickly-to-loosen-restaurant-patio-rules/>
- Cities, including D.C., are closing streets to make way for restaurants and pedestrians https://www.washingtonpost.com/local/trafficandcommuting/cities-are-closing-streets-to-make-way-for-restaurants-and-pedestrians/2020/05/25/1f1af634-9b73-11ea-ad09-8da7ec214672_story.html
- City of Tampa to shut down select streets to cars to help small businesses <https://thatsotampa.com/city-of-tampa-to-shut-down-select-streets-to-cars-to-help-small-businesses/>
- Temporary Outdoor Expansions for Restaurants and Bars (Denver, CO) <https://www.denvergov.org/content/denvergov/en/covid-19/support-services/business-assistance/temporary-outdoor-business-operations-.html>

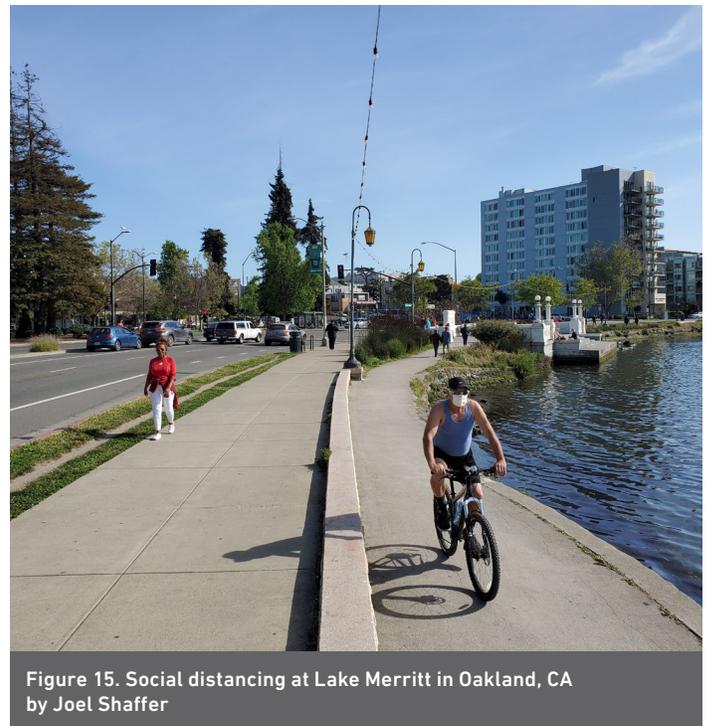


Figure 15. Social distancing at Lake Merritt in Oakland, CA by Joel Shaffer



Figure 16. Madison, WI closed streets to increase space for people walking, bicycling, and scooting by Kevin Luecke

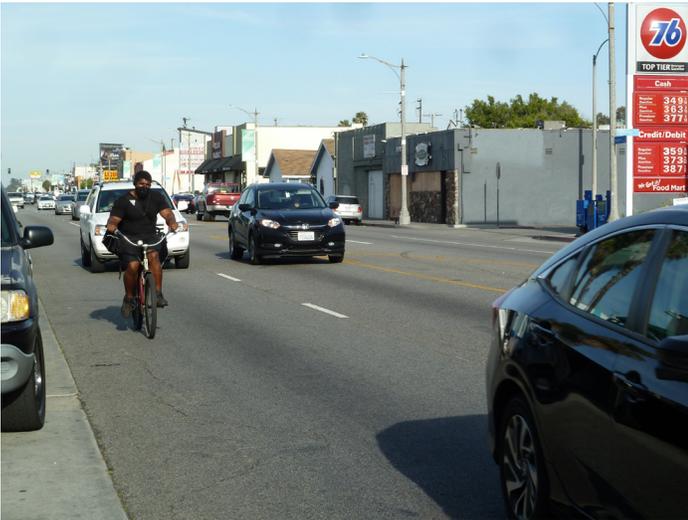


Figure 17. BIPOC communities suffer disproportionately from poor air quality, unsafe streets, and lack of access to work.

Webinars

- Open to whom? COVID-19 and The Fragility of “Place” – America Walks <https://americawalks.org/wp-content/uploads/2020/05/Destiny-Thomas-Walking-and-Walkability-During-COVID19.pdf>
- Walking and Walkability in the Time of COVID-19: New Policies and Practices – America Walks <https://americawalks.org/walking-and-walkability-in-the-time-of-covid-19-new-policies-and-practices-may-13-2020-webinar/>
- Transformative Talks: Open Streets – The Untokening <https://www.facebook.com/untokening/videos/161785535244154/>
- Centering Transit Equity During the Crisis and Beyond – TransitCenter https://us02web.zoom.us/rec/play/78cvlumorj83Ht3A4gSDA_F7W46-LK2s2iMY86EFy02yWnBSM1f1YLIQa-TLr9UopXKlbQ1U98dyl7uM?continueMode=true&_x_zm_rtaid=rm68h8UHQB2rek84px5WLA.1590685194127.99bd1af645181a4787829b5e0982322d&_x_zm_rhtaid=186
- When Everything Breaks: Conversations on Challenge, Opportunity and Equity in Uncertain Times - APA California https://www.youtube.com/watch?v=abPCA_Ycz7g&feature=youtu.be
- When Everything Breaks – APA Los Angeles <https://drive.google.com/file/d/1w5M0d1n0XvVDcwesFuivcc6HrFg8T6os/view>
- Slow, Shared, and Safe: Closing Streets to Thru-Traffic During the Coronavirus – NACTO <https://nacto.org/event/slow-shared-safe-open-streets-coronavirus/>
- Rebalancing Streets for People – Toole Design https://tooledesign.zoom.us/rec/share/zv1_BrLJy2FORImKynHmAKwYElvsT6a813cYr6UKzxppyXrKRle-yW91oyNsnuMC