SPEEDING UP SLOW STREET PROJECTS
JULY 1, 2020
Quick poll

Please Describe Yourself
Quick poll

In general, what are the reactions you’re witnessing to the implementation of “Slow Streets” projects?
Quick poll

What is the biggest barrier you’ve seen (or expect may arise) as communities try to implement “Slow Street” projects?
Quick poll

What do you think may have been overlooked during the project process?
HOST
Whitney Burdge
Transportation Planner
Stantec

SPEAKERS

Johanna Walczak
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City of East Providence

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Executive Director,
East Providence Waterfront Commission

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BETA Group, Inc.

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Politecnico di Milano
Milan, Italy
The Transportation Committee plays an active role within the Chapter by:

- Providing a forum for transportation professionals, students and other interested parties to discuss transportation planning issues;

- To increase fellowship among committee members through the exchange of information and ideas; and

- To further transportation and land use planners’ knowledge of the transportation planning process, transportation infrastructure, operating authorities and other stakeholders within Massachusetts.

We represent local, regional, municipal planners in the public/private sectors and are engaged locally, regionally, and nationally.
WE DIDN’T SEE THIS COMING
Pool noodles, ghost towns and highways, oh my
THE DATA REFLECTS NECESSITY

MBTA Transit Ridership Mar-Apr 2020

3/10: State of Emergency Declared

3/17: Restaurants and bars closed, gatherings limited to 25 people, MBTA service reduced

3/24: Non-essential businesses closed
THE DATA REFLECTS NECESSITY
DVMT State by State Mar-Apr 12, 2020

Compared to Apr 2019, April 2020 saw the NE region’s VMT drop 47%
THE DATA ALSO REFLECTS DESIRE
A viral spread of getting wheely mobile

• Bicycle trips on trails across the US rose 57% throughout March and April compared to 2019
• Sales of bicycles and shop services jumped 44% from last year
• Sales of recreational bikes rose 121%, while stationary exercise bikes and indoor stands nearly tripled
WHAT STREETS ARE LOOKING LIKE NOW
Around the world

London

Budapest
WHAT STREETS ARE LOOKING LIKE NOW

Around the world

Berlin

Bogota

Dublin
WHAT STREETS ARE LOOKING LIKE NOW

Around the block (US)
WHAT STREETS ARE LOOKING LIKE NOW

Around the block (US)

California

Minnesota

New York
WE’RE DROWNING IN HEADLINES
But how do we take action in our own community?

Take Back the Streets From the Automobile

With people hunkered down at home, cities should act quickly to find a better balance between cars and pedestrians and cyclists.

By Justin Gillis and Heather Thompson
Mr. Gillis, a former Times environmental reporter, is a contributing opinion writer. Ms. Thompson is a transportation planner.

June 20, 2020

Since cities came to exist, 5,000 years ago, Plagues weakened the Roman Empire and London in the 19th century were built in including Central Park in New York City.

Today, the coronavirus pandemic, in all its horridness, gives us the chance to see the possibility of correcting their grave mistake to the automobile.

Oakland and SF’s ‘slow streets’ aren’t going away — that’s a good thing

Empty streets have some officials rethinking city design and planning

Should pedestrians and cyclists be favored over cars?

Tony Marovich
WHY SLOW STREETS?

(Streets designated with temporary signage and barriers aimed to reduce vehicle traffic)
**PROS**

- New options for funding, technical assistance
- Increase access (racial equity) by increasing ease of pedestrian/bike movement
- Informal adjustments and grassroots efforts are widely being accepted/encouraged
- Slow streets increase SAFETY
- Environmental benefits of reduced car trips
- Many design/policy options for making incremental slow street accommodations
- Health benefits
- Build social capital

**CONSIDERATIONS**

- Long-term, cross-jurisdictional relationships and closing important gaps between slow street segments
- Liability
- No dedicated organization presence to monitor new changes
- Potential re-location of trips
- Long-term impact of modes and side effects are unknown
- Setting a precedent to address future transportation priorities and needs
- Road ownership – local vs. DOT
- Land ownership (parking lots, etc)
Case Study #1
East Providence, RI
Watchchemoket / Waterfront Gateway
Placemaking • Multimodal Access Improvements

Pilot project: On-Street Protected Bike Path
July 1, 2020
Project Context
WATCHEMOKET SQUARE  East Providence Waterfront Gateway

Project Area

George Redman Linear Park and Bikeway

East Bay Bike Path (Off – street)

1st Street "Network Gap'
On-street shared corridor.
East Bay Bike Path and Veterans Memorial Parkway
COVID Has Increased Bike Usage

Cleaner air, quieter streets, more people riding—there’s an opportunity here for cities and cycling advocates willing to grasp it.

Demand is spiking for bicycles in southern New England, and supply is becoming scarce.

Thinking of Buying a Bike? Get Ready for a Very Long Wait
The United States is facing a shortage of bicycles as anxiety over public transportation and a desire to exercise has sent the demand soaring.
Public Outreach/ Initial Response
Developing an approach to addressing a 900’ network gap
Warren Avenue Intersection – Route Transitions
Warren Avenue Crossing
WATCHEMOKET SQUARE  East Providence Waterfront Gateway
Proposed Pilot Project Area
Blue Corridor - Proposed Pilot Project
Envisioned as a post pandemic initiative to re-start the economy in a way that builds on open space, recreational opportunities, and encourages outdoor activity.

The Watchemoket Square On-Street Protected Bikeway Pilot Project generates public awareness and creates a safe link between the Redman Linear Park Bike Path and the East Bay Bike Path.

This style of bike path is comfortable for the majority of cyclists and accommodates new and young cyclists more readily than the existing on-street sharrow system that mixes bikes and cars.

The project also envisions new and expanded outdoor eating areas and possible sites for public art installations.
Converting an existing two-way to a one-way Slow Street

WATCHEMOKET SQUARE  East Providence Waterfront Gateway

1st Street Pilot Project: On-Street Protected Bike Path Concept Sketch
*One way south from Warren Ave. to Mau ran Ave.

One Way North from Veterans Memorial Parkway to Mau ran Ave.*
1st Street Pilot Project: On-Street Protected Bike Path - intersection at Mauran Ave. and 1st St.
Potential Long-Term Re-Configured Slow Street Corridor
Evaluation
Camera detection
Volume/Speed
Hand Counts
User Interviews
Testimonials
Business Surveys/Interviews
Reporting back
Case Study #2
Arlington, MA
Arlington Shared Streets Pilot
APA-MA Transportation Committee Webinar

July 1, 2020
Daniel Amstutz, Senior Transportation Planner
Arlington, MA in Context

- Population: 45,147
- Size: 5.2 sq. miles
- Density: 8,239/sq. mile
- 11 MBTA bus lines + easy access to Red Line subway
- Minuteman Commuter Bikeway
Why Shared/Slow Streets?

• Crowded trails
• Increase in people walking and biking
• People walking in the street for distance
• Less vehicles and increased speeding
• Resident requests
Quick-Build Shared Streets Concept

- Local quiet residential streets
- Prioritize active transportation – people can walk and bike in the street
- **Low speeds**: 10-20 mph
- **Tools**: barriers, signs, and cones - informational and advisory
- **Close street** to thru vehicle traffic
- **Maintain local and emergency access**
- Maintain existing parking
- Flexible, adaptable, reversible and removable
Why Brooks Ave?

- Relief valve for Minute Man
- Adjacent to Hardy School - high density of children under 18 years old
- Interest from neighborhood residents
- Serves key recreation needs
Brooks Ave Neighborhood
Goals

• Prioritize safety
• Alleviate crowding
• Evaluate impacts
Demonstration Project

- Demonstrate / test proof of concept
- Installed for 1 week 5/20-5/27
- Labor and material support from...
<table>
<thead>
<tr>
<th>Task</th>
<th>Project Timeline: Week of</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Project Initiation</td>
<td>ND initial outreach to town</td>
</tr>
<tr>
<td></td>
<td>Desktop analysis to select</td>
</tr>
<tr>
<td></td>
<td>pilot location</td>
</tr>
<tr>
<td></td>
<td>Met with Town leadership</td>
</tr>
<tr>
<td>2 Design</td>
<td>Inventory and order needed</td>
</tr>
<tr>
<td></td>
<td>materials</td>
</tr>
<tr>
<td>3 Public Outreach</td>
<td>Met / contacted local resident</td>
</tr>
<tr>
<td></td>
<td>leaders (EALS) for feedback</td>
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<td></td>
<td>Email notifications to local</td>
</tr>
<tr>
<td></td>
<td>groups</td>
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<tr>
<td></td>
<td>Flyered neighborhood about</td>
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<td></td>
<td>pilot</td>
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<tr>
<td></td>
<td>Emails with street stewards;</td>
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<td></td>
<td>Nominate street survey live</td>
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<tr>
<td></td>
<td>Email notifications + flyered</td>
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<tr>
<td></td>
<td>neighborhood about post-pilot</td>
</tr>
<tr>
<td></td>
<td>survey</td>
</tr>
<tr>
<td></td>
<td>Collect comments from post-pilot survey for Select Board</td>
</tr>
<tr>
<td>4 Implementation</td>
<td>Approved at Selectboard mtg</td>
</tr>
<tr>
<td></td>
<td>DPW dropped materials at site</td>
</tr>
<tr>
<td></td>
<td>ND installed 5/20</td>
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<tr>
<td></td>
<td>DPW / ND removed material</td>
</tr>
<tr>
<td></td>
<td>5/27</td>
</tr>
<tr>
<td>5 Evaluation</td>
<td>APD collected speed, volume</td>
</tr>
<tr>
<td></td>
<td>data; hand counts of active</td>
</tr>
<tr>
<td></td>
<td>transportation</td>
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<td></td>
<td>Visited site 2x for hand counts</td>
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<td></td>
<td>and observations</td>
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<td></td>
<td>APD collected speed, volume</td>
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<td>data; hand counts of active</td>
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<td>transportation</td>
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<td></td>
<td>Met leadership</td>
</tr>
<tr>
<td></td>
<td>5/29</td>
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<tr>
<td>6 Next Steps</td>
<td>Arlington Select Board meeting</td>
</tr>
<tr>
<td></td>
<td>approved framework</td>
</tr>
</tbody>
</table>
Engagement and Evaluation Strategies

Engagement
  – Flyering neighborhood – pre and post install (400+ flyers)
  – Emails
  – Social Media
  – Survey – nominate street
  – Video testimonial

Evaluation
  – Public Comments & Post-pilot survey live 5/27
  – APD Speed Volume before and after data
  – Hand counts of active transportation (walking/biking/scooting) before and after + general observations
General Observations

• No crowding or opportunities for crowding
• Lots of families and young children in street, runners/joggers as well
• Signs are confusing
• Need for midblock traffic calming – “21 mph is too fast”
• Cars at gateways (Lake @ Brooks especially) go slow
• Overall supportive and curious neighbors
# Public Comments Before Pilot

<table>
<thead>
<tr>
<th>Summary of responses</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Responses</td>
<td>50</td>
</tr>
<tr>
<td>Total in Support</td>
<td>44</td>
</tr>
<tr>
<td>Total Opposed</td>
<td>6</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Comment Themes</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase in people walking/biking - need for safe space</td>
<td>18</td>
</tr>
<tr>
<td>High number of kids - need shared streets</td>
<td>11</td>
</tr>
<tr>
<td>Wants less cars cutting through</td>
<td>10</td>
</tr>
<tr>
<td>Expand to other areas of Arlington</td>
<td>9</td>
</tr>
<tr>
<td>Interest in making program permanent</td>
<td>8</td>
</tr>
<tr>
<td>Need traffic calming</td>
<td>5</td>
</tr>
<tr>
<td>More communication sooner</td>
<td>5</td>
</tr>
<tr>
<td>Confusion - who can drive on / what the rules are</td>
<td>5</td>
</tr>
<tr>
<td>When schools in session - concerns with traffic</td>
<td>3</td>
</tr>
<tr>
<td>Fear of crowding</td>
<td>3</td>
</tr>
</tbody>
</table>
• Flyered neighborhood and survey went live Wednesday 5/27
• 200 responses
• 76% want it to stay on Brooks, 72% want to expand around town
• Improve project by reducing vehicle speeds, better signage and messaging, and expanding to more locations
## Volume & Speed Data

<table>
<thead>
<tr>
<th>Speeds</th>
<th>Before</th>
<th>After</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt; 25 MPH</td>
<td>58</td>
<td>25</td>
<td>-33</td>
</tr>
<tr>
<td>&gt; 30 MPH</td>
<td>10</td>
<td>6</td>
<td>-4</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Average Daily Traffic (ADT)</th>
<th>Before</th>
<th>After</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>378</td>
<td>278</td>
<td>-100</td>
</tr>
</tbody>
</table>
### Active Transportation Counts

<table>
<thead>
<tr>
<th>Date</th>
<th>Before</th>
<th>During</th>
<th>During</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date</td>
<td>5/14/2020</td>
<td>5/24/2020</td>
<td>5/26/2020</td>
</tr>
<tr>
<td>Day</td>
<td>Thursday</td>
<td>Sun. Memorial weekend</td>
<td>Tuesday</td>
</tr>
<tr>
<td>Average people / hr</td>
<td>63</td>
<td>96</td>
<td>37</td>
</tr>
<tr>
<td>% On Sidewalk</td>
<td>64.89%</td>
<td>33.33%</td>
<td>52.73%</td>
</tr>
<tr>
<td>% In Street</td>
<td>35.11%</td>
<td>66.67%</td>
<td>47.27%</td>
</tr>
<tr>
<td>% Wearing Masks</td>
<td>90.43%</td>
<td>81.25%</td>
<td>83.64%</td>
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</tbody>
</table>
Lessons Learned

• Redesign signs for more clarity and support with more engagement with greater neighborhood
• Consider more traffic calming midblock
• More messaging and interventions inside neighborhood – beyond gateways
• Leverage volunteers
• No police presence needed
• Lots of community interest – more than 120 shared street nominations
Next Steps

• Framework for interventions approved by Select Board
  — Neighborhood-based strategies
    • Localized Interventions
    • Connected Street Networks
  — Commercial Area strategies
    • Relieving Hotspots
    • Streetscape Corridors

Shared Streets and Spaces Grant Program
A Quick-Launch/Quick-Build Municipal Funding Program
Thank You!

Daniel Amstutz, Senior Transportation Planner
damstutz@town.arlington.ma.us
Case Study #3
Milan, IT

Beria P. (2020)
Speeding up slow street projects.
Milan (Italy) case study

Webinar APA MA chapter transportation committee
1 July 2020
SPEEDING UP SLOW STREET PROJECTS

Milan (Italy) case study

Paolo BERIA

www.traspol.polimi.it
Dipartimento di Architettura e Studi Urbani Politecnico di Milano

Webinar APA MA chapter transportation committee
1 July 2020
CONTENTS

- Context: Milan
- Planning framework
- «Strade aperte» case
- Problems and conclusions
Context: Milan
Something to know about Milan

Population Density

Milan
Boston
Prague

Open Space

Milan
Boston
Prague

Source: https://www.urbanobservatory.org/
Context: Milan

Something to know about Milan

Source: google maps
Context: Milan
An “excellent” modal split (except bikes)

Total trips (trip/day, y. 2013): 5,255,000

Trips in Milan: 2,978,000 (56%)

Trips between Milan and Metropolitan Area: 2,277,000 (44%)

Context: Milan
An extensive and used public transport network

Context: Milan
An extensive and used public transport network

Source: our estimations of metro lines users. Based on press releases and transport models
Context: Milan
A decreasing motorisation rate

Cars in Milan: Years 1985/2018

SUMP Objective: 460 car/1000 inhabitant

Car ownership well below the national average, but still higher compared to comparable EU cities. But steadily decreasing.

Context: Milan
An increasing role of active mobility

**Area C**: congestion charging (2012-ongoing)
5€/day to enter the city centre (+parking cost), except for some categories (free or discounts)

**Area B**: low emission zone (2019-ongoing)
Limited Traffic Zone with prohibition of access, circulation and parking for some polluting vehicle categories.

Context: Milan

Almost everywhere in the compact city **parking is the problem**.

- Passive traffic (cruising 4 parking)
- Poor public space quality (except already pedestrian zones): unused cars occupying every available space
CONTENTS

- Context: Milan
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Planning framework
The SUMP (start 2013, adoption 2018)

Sustainable Mobility
- Ensure high accessibility
- Reduce dependency on private vehicles
- Redistribute public space in favor of active mobility
- Encourage compliance with the road rules

Equity, security, social cohesion
- Reduce road accidents
- Reduce the exposure to noise and air pollutants
- Overcome barriers in access to mobility services
- Enhance freedom of choice in favor of more sustainable modes of transport

Environmental quality
- Reduce emissions of air pollutant
- Reduce energy consumption and emissions of greenhouse gases
- Preventing and reducing noise pollution
- Improve the urban landscape quality

Innovation and economic efficiency
- Ensure economic balance to mobility system
- Internalise environmental, social and health costs
- Promote economic efficiency of commercial traffic
- Optimize use of mobility resources

## Planning framework
The SUMP (start 2013, adoption 2018)

### Theme: “Urban space as a common good”

<table>
<thead>
<tr>
<th>Theme</th>
<th>Measure</th>
<th>Action</th>
</tr>
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<tbody>
<tr>
<td>Urban space as a common good</td>
<td>“Zero Risk Vision” or intrinsic safety of all the mobility networks for every typology of user</td>
<td>Classification of the road network to promote greater safety</td>
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<tr>
<td></td>
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<td>Renewal of axes and nodes</td>
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<tr>
<td></td>
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<td>30km speed limit Zone</td>
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<td>Pedestrian Zone</td>
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<td>Pedestrian paths</td>
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<td></td>
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<td>School mobility plans</td>
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<td></td>
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<td>Coordinating policies for road safety</td>
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<td>Road network</td>
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<td>Road renovation and repair interventions</td>
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<tr>
<td>Cycling Mobility</td>
<td></td>
<td>Networks</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Services</td>
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<td></td>
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<td>Comunication and marketing</td>
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</tbody>
</table>

Planning framework
The SUMP (start 2013, adoption 2018)

**ZONA 30 (30km/h speed limit Zone)**
Areas with a predominantly residential or pedestrian use, affected by interventions in favor of traffic and speed reduction and by re-use and functionalization of spaces in favor of pedestrian and cycling use.

**CITTÀ 30 (30km/h speed limit City)**
Widespread adoption of the 30kmspeed limit. The speed limit can be extended to all roads that do not play a strategic role in the general organization of circulation and public transport.

“Open squares” is part of the “neighbourhood plan”. It is based on the principles of tactical urbanism: fast, cheap and shared temporary redesign of public space, that eventually becomes permanent, if successful.

15 squares to be redesigned (20000 sqm), **7 of which already realised** in 2 years.

Source: Comune di Milano (2020) *Piazze Aperte in Ogni Quartiere.*
Planning framework
Piano Quartieri / Piazze Aperte (2018-ongoing)

Planning framework
Piano Quartieri / Piazzze Aperte (2018-ongoing)

Excellent results in terms of acceptability

Beria P. (2020)
Speeding up slow street projects. Milan (Italy) case study

Planning framework
Piano Quartieri / PiaZZe Aperte (2018-ongoing)

The public call for more “piaZZe aperte in ogni quartiere”: 9/2019 – 11/2019

65 proposals!
200 associations
Sponsors, etc.

- Squares
- Schools
- Markets
- Green spaces
- Commercial streets
- Tunnels & causeways
- Aggregation places

Source: Comune di Milano (2020) PiaZZe Aperte in Ogni Quartiere.
The city provides a roadmap and a toolkit for every project.

Planning framework
Piano Quartieri / Piazzé Aperte (2018-ongoing)

CONTENTS

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Yesterday:
- 3 months of lockdown,
- slow restart

Now:
- Public transport at 30%(50%) of capacity, but 20% of original patronage
- No congestion thanks to remote working (many offices until September), no schools/universities, economic crisis, commerce crisis, holidays coming…
- A visible shift to bicycles

Tomorrow (September):
- Back to office/school? (not fully: universities partially online)
- Will public transport go back to the original capacity & users?
- Will cycling upward trend remain?
- Congestion?

Need for a strategy!
If economy recovers (we hope so), this risk exists, even if:

1) Public transport distancing *should* end

2) The “fear effect” *should* fade (2003 SARS lasted 4 months, but the outbreak was incomparably smaller)

3) Some remote/smart working *will* remain (10% office workers x 2 days/week?)

→ anyway, more **cycling and walking** could be necessary and welcome anyway
The Comune di Milano (city of Milan) strategy has been issued in just 2 months (30/4/2020) and is an adaptation of already planned policies and actions.

- Is coherent with SUMP
- Is an extension/speedup of the principles of “Piazze Aperte”
  - Tactical urbanism
  - Quick and cheap
  - Reversible
  - Public engagement already gained
- The management of COVID really requires more public space! And could even help economy to recover (shops&restaurants)
The pillars:

1) **Cycling lanes**: +35km by December 2020 (+22 km by August 2020), **additional** to already planned lanes 20/21.

**During this emergency, it has become even more important to connect the city’s districts with the metropolitan city … in order to offer everyone an alternative mode of transport to work.**

Most of the new 30 km/h zones will be implemented through sign-posting only… **The cycle network will connect new and existing 30 km/h zones**
The pillars:

1) **Cycling lanes**: +35km by December 2020 (+22 km by August 2020), additional to already planned lanes.
The pillars:

1) **Cycling lanes**: +35km by December 2020 (+22 km by August 2020), additional to already planned lanes.
The pillars:

2) “Neighbourhoodisation”: the principle is to reduce the distances, and the need of a car, to reach the needed destination → creation of local centralities

The Milan 2030 Territory Management Plan (PGT) identifies a network of potential pedestrian areas for traffic control and urban care interventions

… conceived as the backbone of collective urban life, at the center of the neighborhoods, with the aim of attracting small businesses, art and craft activities, and the connection of socio-cultural and community services.
The pillars:

2) "Neighbourhoodisation": the principle is to reduce the distances, and the need of a car, to reach the needed destination → creation of local centralities

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The pillars:

2) **“Neighbourhoodisation”**: the principle is to reduce the distances, and the need of a car, to reach the needed destination → creation of local centralities

*Via Lazzaretto* is an already existing nightlife district, with many shops and bars.

But the quality of the environment is poor and cars parked are very present, as usual…

→ **Different use of space during the day**

→ **Speed moderation**
The pillars:

3) **Creation of new public spaces**: for mixed use (incl. commercial), taking it from the cars, expanding sidewalks, create outdoor seating areas **free until 31Oct!**, in order to compensate for loss in indoor seating capacity.
The pillars:

3) **Creation of new public spaces:** for mixed use (incl. commercial), taking it from the cars, expanding sidewalks, create outdoor seating areas **free until 31 Oct!**, in order to compensate for loss in indoor seating capacity.
In practice, actions are:

i. Interventions involving signage only

ii. "moving" the parking space towards the curb

iii. Two-way cycling lanes

iv. Traffic control interventions

v. Shared streets

vi. Sidewalk expansion

vii. Pedestrian-only streets

viii. installation of platforms and/or protective elements in parklets

ix. Stop area and bike box at intersections*
CONTENTS

- Context: Milan
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- Problems and conclusions
Conclusions & takeaways

Takeaways

1. Who?

The entire city is touched, not only centre (but within the administrative boundaries)

2. How areas have been chosen?

Almost all principles were already set and shared. Areas have been chosen picking from the existing projects. Some are among the most problematic ones (and thus the emergency could help)

3. Which are the expected results?

Gain public space in the whole city, stimulate bicycling to face metro capacity reduction, speedup SUMP implementation, help commerce and restaurants

4. Are interventions going to become permanent?

Hopefully all

5. Problems →
Conclusions & takeaways
Problem 1: acceptability

Reduction of road and parking space has always been a problem of acceptability. …Especially in commercial streets …Especially in Corso Buenos Aires, the longest shopping road in Italy Still a lot of protests and political clash, but also a lot of bikers using it.

Probably, the project has been anticipated not only for its importance in terms of bike accessibility (it is really fundamental), but also to exploit the exceptional situation of COVID.
Conclusions & takeaways
Problem 2: too limited?

The “Strade Aperte” programme is interesting but also very “political”, like a manifesto of the city strategy of the administration..

It has also been used as a communication tool (in fact I am here to discuss it with you.)

Probably it is still limited in scope with respect to the exceptional problems that could rise in September. And is limited with respect to other EU cities.

On the other side, the competition for space in Milan is really a problem and probably much more would have been simply unrealistic: the city is small, rich (high land value), successful, constrained by metropolitan area. Public transport is already at its maximum power.
Conclusions & takeaways
Problem 3: the highway code

A big technical problem:

The **highway code** in Italy is **very conservative** and simply **does not allow many light solutions** that are extensively used elsewhere in Europe.

1) The roads are made for CARS. All other users must be “segregated” **to be protected from cars**. This rises costs and requires space.

2) This solution **was forbidden** by Italian norms. **Introduced just in 17th June 2020**

http://www.governo.it/it/dl-rilancio
Thank you for your attention!!!

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Please quote as follows / Per favore, citare come segue:
FAST-TRACKING PROJECTS IN A THOUGHTFUL, SUSTAINABLE WAY

- Short and Long-term Policy, Plan and Funding Alignment
- Qualitative and Quantitative Data Collection
- Context Appropriate Design
- Comprehensive Equity and Outreach
FAST-TRACKING PROJECTS IN A THOUGHTFUL AND SUSTAINABLE WAY

Short and Long-term Policy, Plan and Funding Alignment

- Build on existing policies, and campaigns
- Keep up the **momentum** and maintain pressure
- Ensure policies define roles, responsibilities, and a plan for follow-on maintenance
- Pursue **new grant opportunities** supporting these efforts
- Don’t lose sight of the town/city long-term vision and goals
FAST-TRACKING PROJECTS IN A THOUGHTFUL AND SUSTAINABLE WAY

- Keep it simple
- **Support the most vulnerable areas first**
- Consider *incremental changes* to maximize on resources
- **Be flexible** in applying different solutions to different neighborhoods
- Support and formalize DIY approaches
- **Coordinated signage** is critical
- Consider both positive and negative impact spread
FAST-TRACKING PROJECTS IN A THOUGHTFUL AND SUSTAINABLE WAY

- **Build relationships** with city staffers and officials to identify existing tools available
- Use data to learn from mistakes and revise as needed
- **Share data** across jurisdictions!
- Know what you're looking for and then decide the right data approach
- Use qualitative data to **influence real change**, instead of something just 'nice to know'

Qualitative and Quantitative Data Collection
FAST-TRACKING PROJECTS IN A THOUGHTFUL AND SUSTAINABLE WAY

• Build a strong advocacy committee
• Engage all impacted voices as much as possible but especially prioritize inclusion of vulnerable groups and citizens
• Choose branding of your effort carefully
• Create a mechanism for evaluation and feedback
• Leverage existing networks to help educate and inform
Takeaway/Last Thoughts?

1) We’re learning as we go and it’s ok!
2) For now, “good enough” is better than nothing at all!
3) Nothing’s permanent unless it makes sense to be!

Source: SFMTA
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