

# SPEEDING UP SLOW STREET PROJECTS

JULY 1, 2020



American Planning Association  
Massachusetts Chapter



Certification  
Maintenance





American Planning Association  
**Massachusetts Chapter**

# 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?





American Planning Association  
**Massachusetts Chapter**

## Quick poll

What do you think may have been overlooked during the project process?



American Planning Association  
Massachusetts Chapter

# HOST

Whitney Burdge  
Transportation Planner  
Stantec

# SPEAKERS



Johanna  
Walczak  
Senior Planner  
City of East  
Providence



Chris  
Martin  
Executive Director,  
East Providence  
Waterfront  
Commission



**Arek  
Galle**  
Senior Associate,  
BETA Group, Inc.



Daniel  
Amstutz  
Senior  
Transportation  
Planner  
Town of Arlington, MA



Paolo  
Beria  
Associate Professor  
Politecnico di Milano  
Milan, Italy

# APA MA – TRANSPORTATION COMMITTEE

## Nice to meet you!

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.

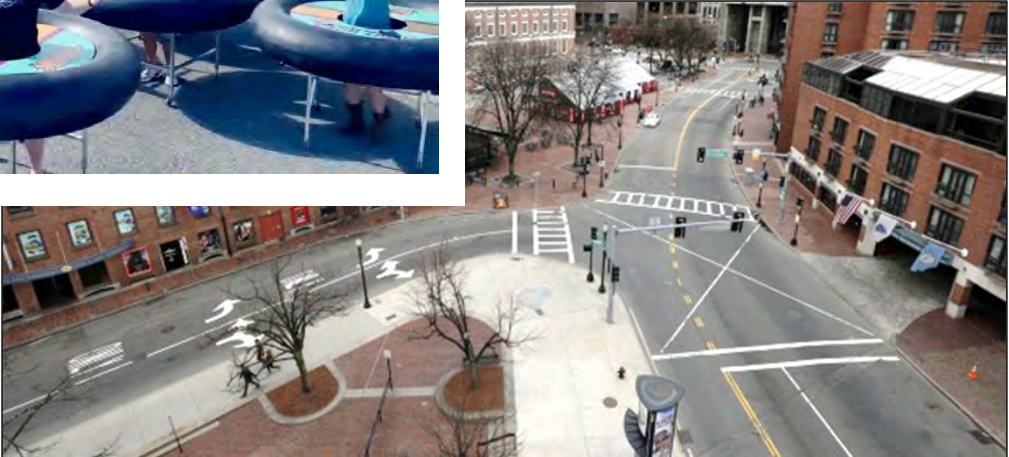
We represent local, regional, municipal planners in the public/private sectors and are engaged locally, regionally, and nationally.



American Planning Association  
**Massachusetts Chapter**

- Daniel Amstutz
- Whitney Burdge
  - Alison Felix
  - Jeff Maxtutis
  - Daphne Politis
  - Jamie Simchik

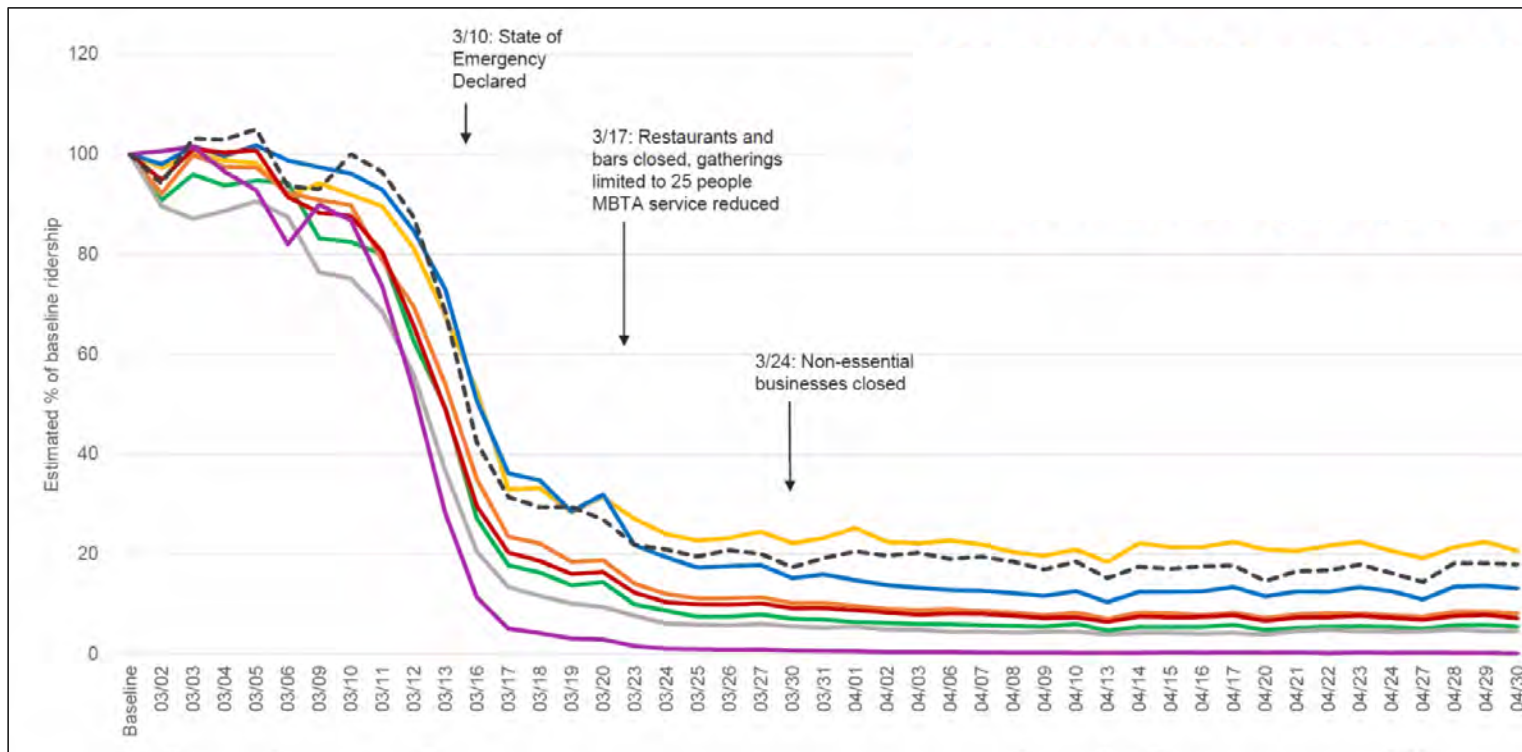
WE DIDN'T SEE THIS COMING  
Pool noodles, ghost towns and highways, oh my





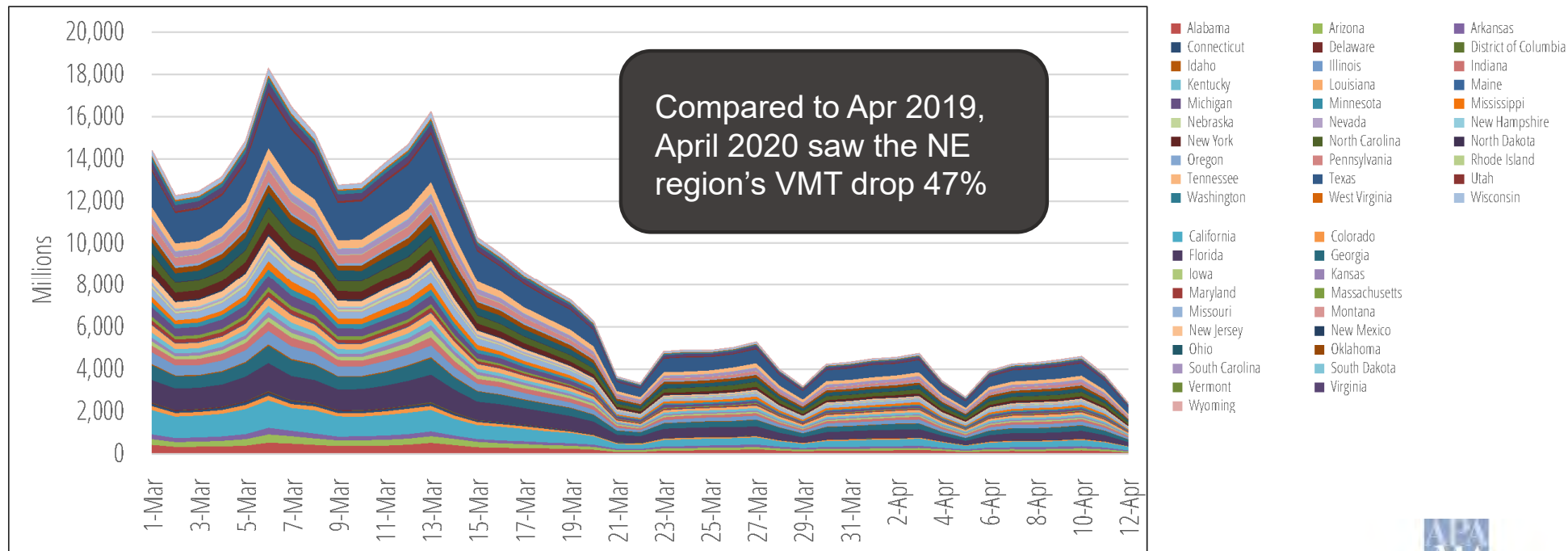
# THE DATA REFLECTS NECESSITY

## MBTA Transit Ridership Mar-Apr 2020



# THE DATA REFLECTS NECESSITY

## DVMT State by State Mar-Apr 12, 2020



# 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





# WHAT STREETS ARE LOOKING LIKE NOW

Around the world





# 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 we see the possibility of correcting their greed 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

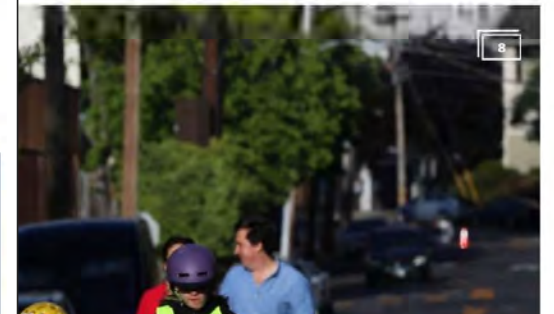


TONY MARKOVICH

Apr 11th 2020 at 4:00PM

15

comments



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## 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

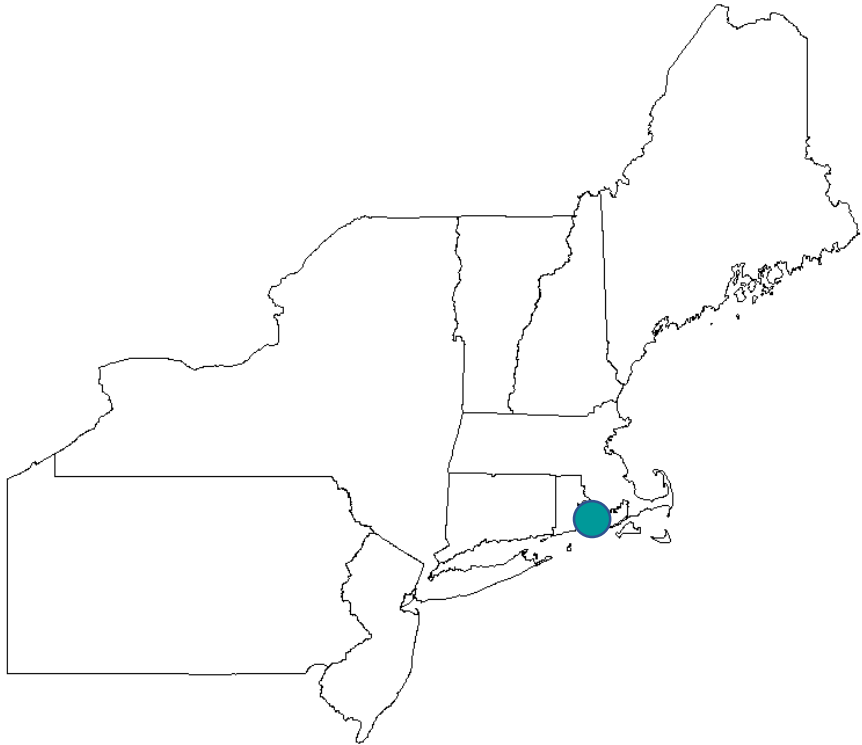
## CONSIDERATIONS

- 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



## Watchemoket / Waterfront Gateway Placemaking • Multimodal Access Improvements

### Pilot project: On-Street Protected Bike Path

July 1, 2020

Proposed  
Pilot  
Project



CITY OF  
**EAST PROVIDENCE** RHODE ISLAND





# WATCHEMOKET SQUARE East Providence Waterfront Gateway

## Project Context





## Project Area





## East Bay Bike Path and Veterans Memorial Parkway



## Network Gap





## COVID Has Increased Bike Usage

**Outside** GEAR ADVENTURE HEALTH TRAVEL CULTURE LONG READS VIDEO PODCAST CORONAVIRUS COVERAGE

### More People Are Cycling During COVID-19. That Matters.


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



**10 WJAR** NEWS WEATHER CORONAVIRUS I-TEAM CHIME IN WATCH LIVE

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

by JARED PELLETIER, NBC 10 NEWS | Tuesday, May 19th 2020



VIEW ALL PHOTOS

3

East Providence picked up cycling for a fun way to exercise. (WJAR)

EAST PROVIDENCE, R.I., (WJAR) — Gyms are shut down and people are looking for new ways to stay fit.

**WUN** WHAT'S UP NEW

SIGHTSAILING OF NEWPORT DAILY SAILS & PRIVATE CHARTERS

COMMUNITIES NEWS LIFESTYLE: FOOD, THINGS TO DO, & MORE LIVING: BUSINESS, JOBS, OBITS, & MORE WHAT'S UP

Home Newport County Narragansett Rhode Island

### Biking in the Time of Coronavirus: A statewide survey of people on bicycles

By Contributed - May 8, 2020



Enjoy your home more, for less.

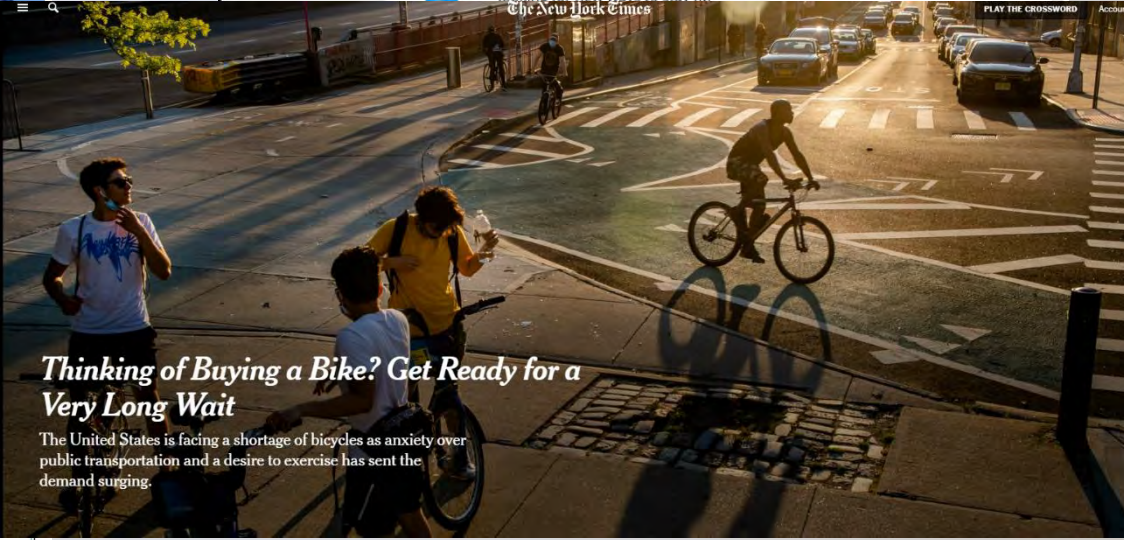
2.75% APR 10-Year Fixed Home Equity Loan.

Learn more >>>

PEOPLES CHOICE Federally Insured by NCUA

Newport Historical Society

Visit us online anytime at NewportHistory.org



### 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 surging.

PLAY THE CROSSWORD Account



## 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





# WATCHEMOKET SQUARE

East Providence Waterfront Gateway





# WATCHEMOKET SQUARE East Providence Waterfront Gateway

## Proposed Pilot Project Area



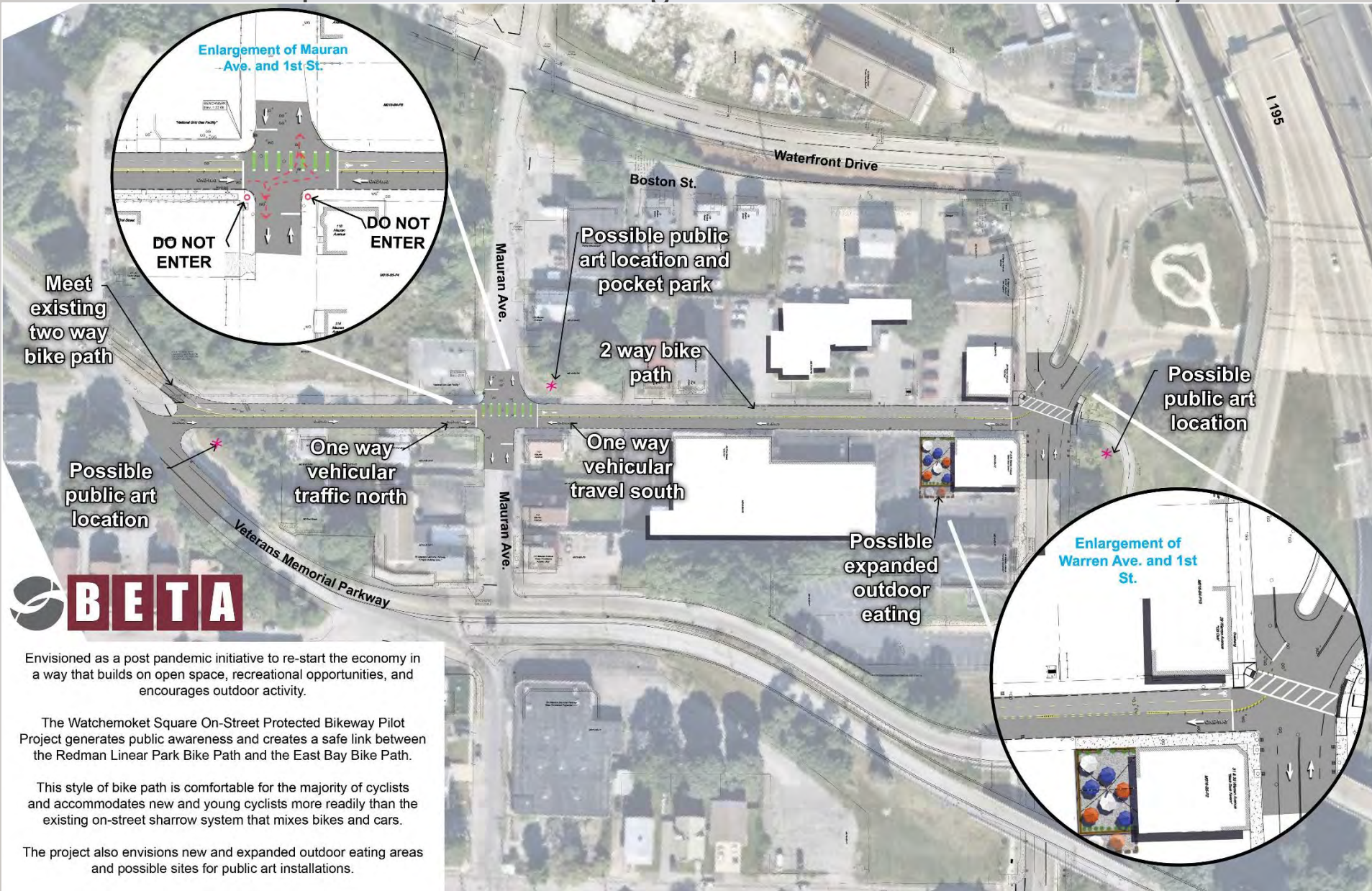


Blue Corridor - Proposed Pilot Project





## Conceptual Plan for creating a On-street Protected Bikeway



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.



# WATCHEMOKET SQUARE East Providence Waterfront Gateway

Converting an existing two-way to a one-way Slow Street

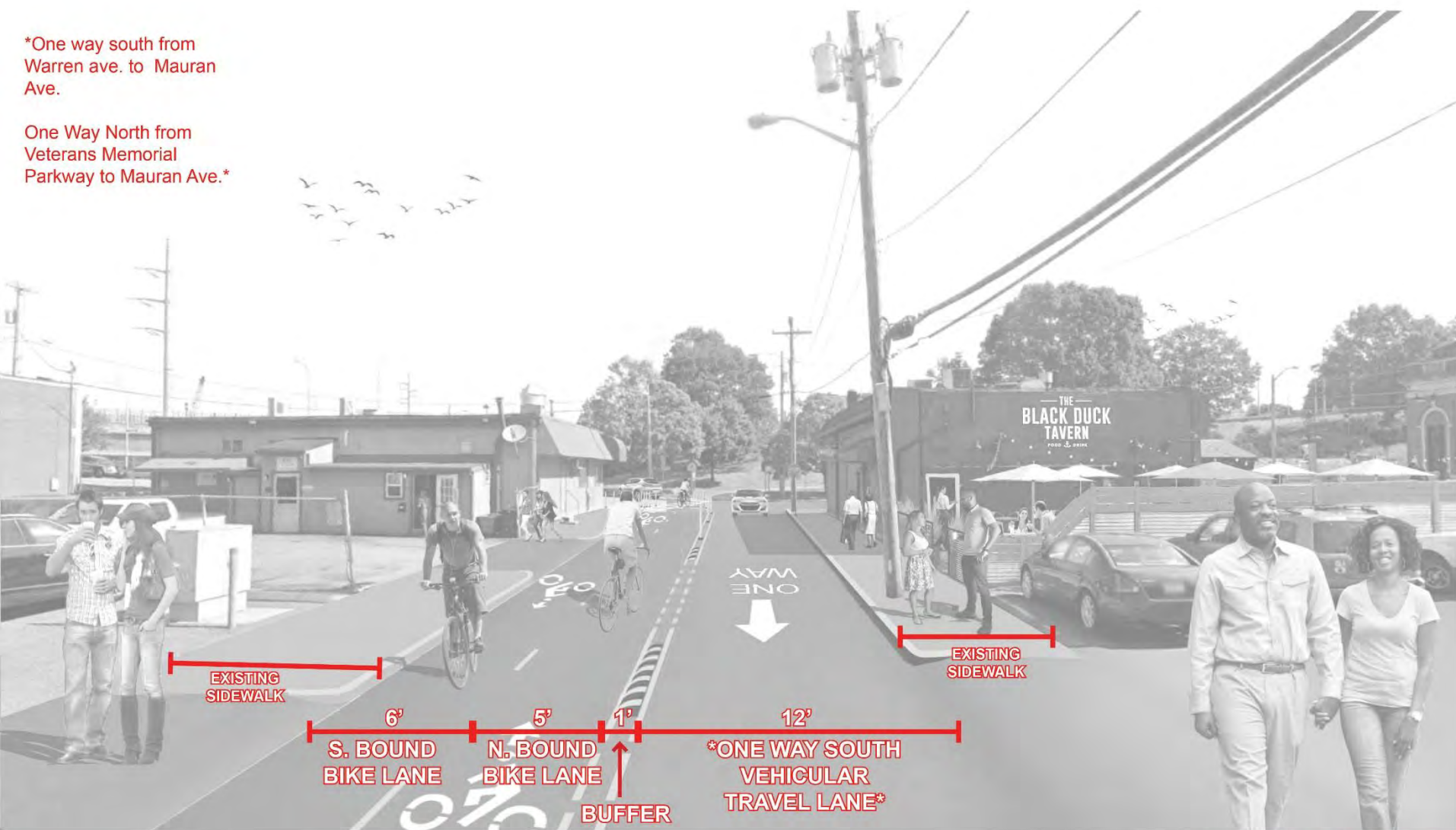


# WATCHEMOKET SQUARE East Providence Waterfront Gateway

## Re-configured corridor

\*One way south from  
Warren ave. to Mauran  
Ave.

One Way North from  
Veterans Memorial  
Parkway to Mauran Ave.\*





## Mauran Avenue Gateway-Intersection





# WATCHEMOKET SQUARE East Providence Waterfront Gateway

## 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

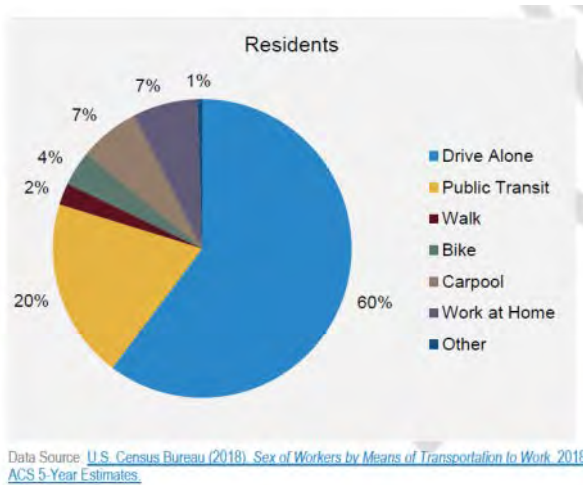
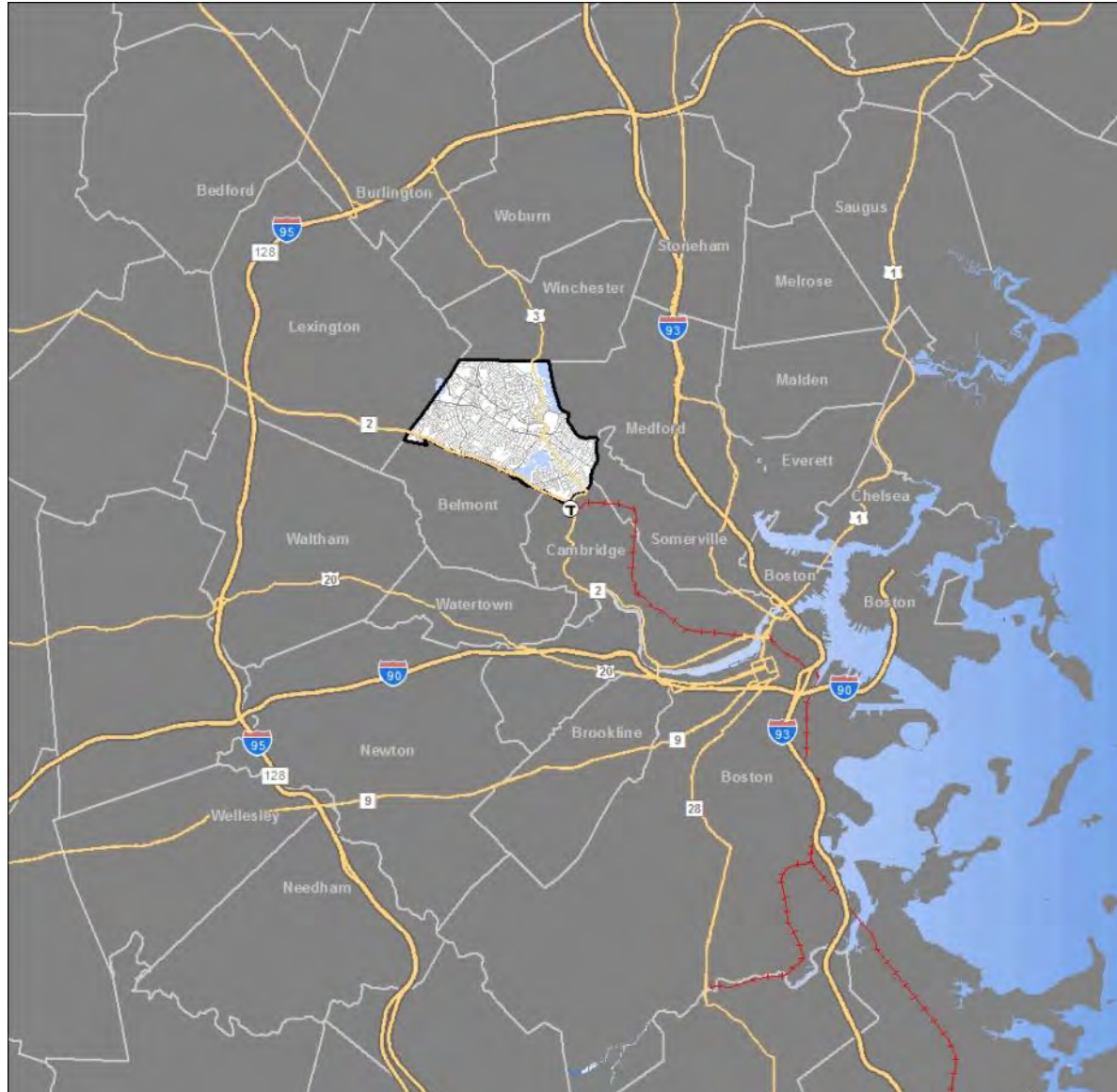
July 1, 2020

Daniel Amstutz, Senior Transportation Planner



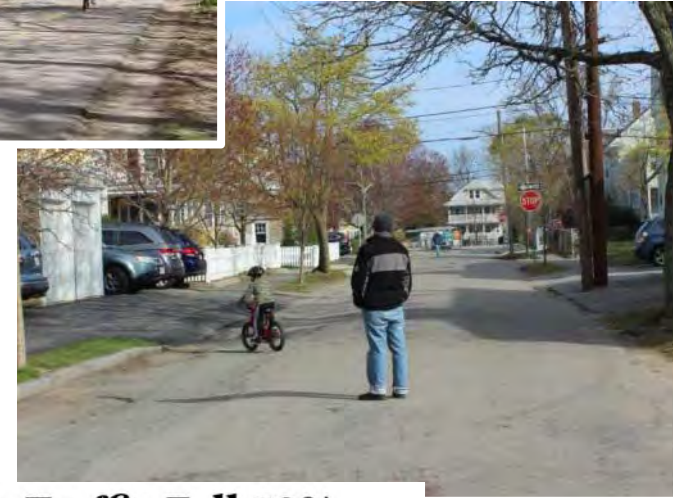
# Arlington, MA in Context

- 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



**Amid Pandemic, Traffic Fell 50% But Roadway Death Rate Doubled**

May 04, 2020

By [Zeninjor Enwemeka](#)











DRAFT Concept:

neighborwaysdesign

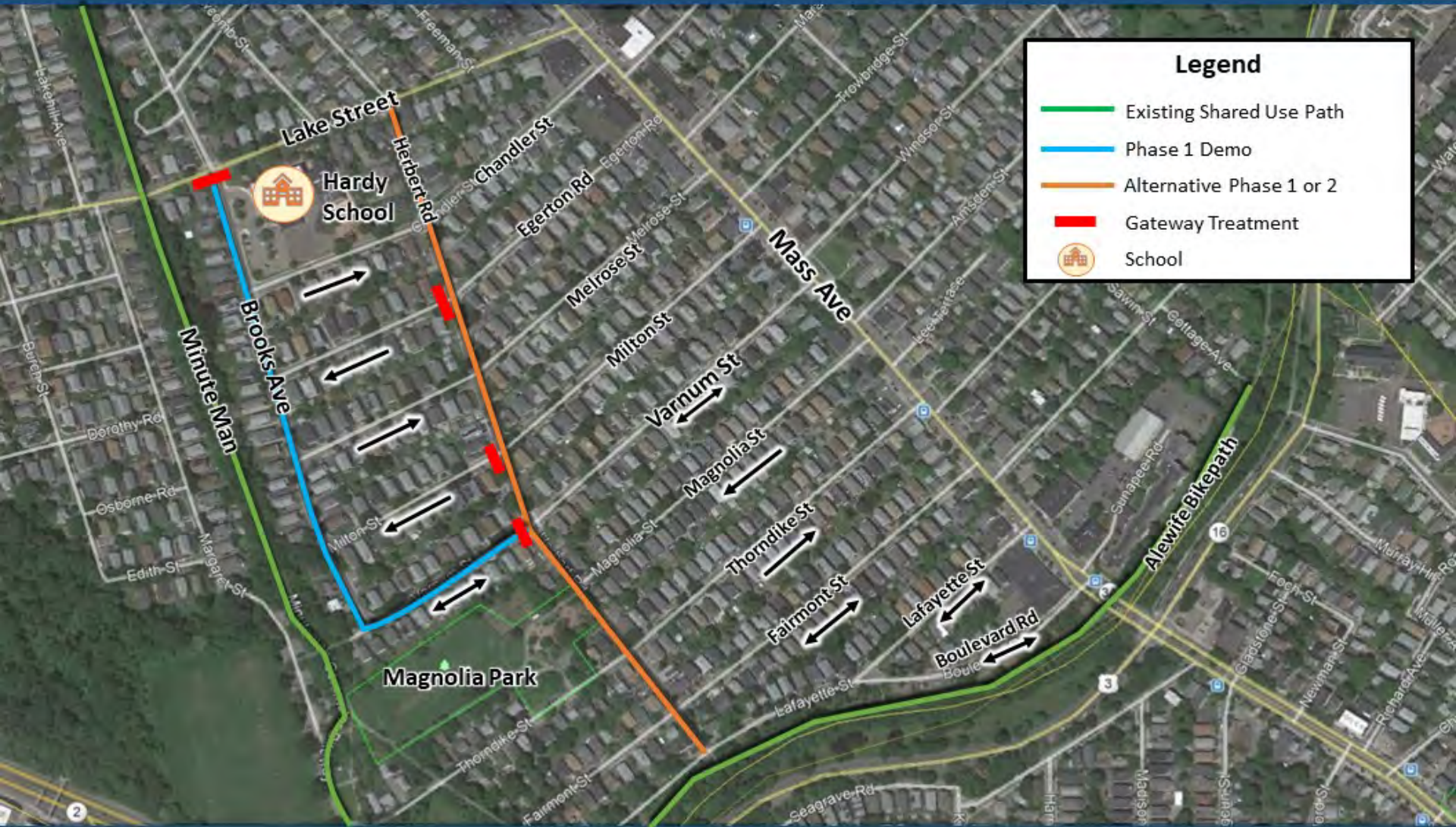
# Quick-Build Shared Streets Concept

- 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



# Arlington Shared-Slow Streets

## DRAFT Phase 1 Locus Map



Not to Scale

5/6/20



# 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



May 2, 2020, afternoon, ~70 degrees



# 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...



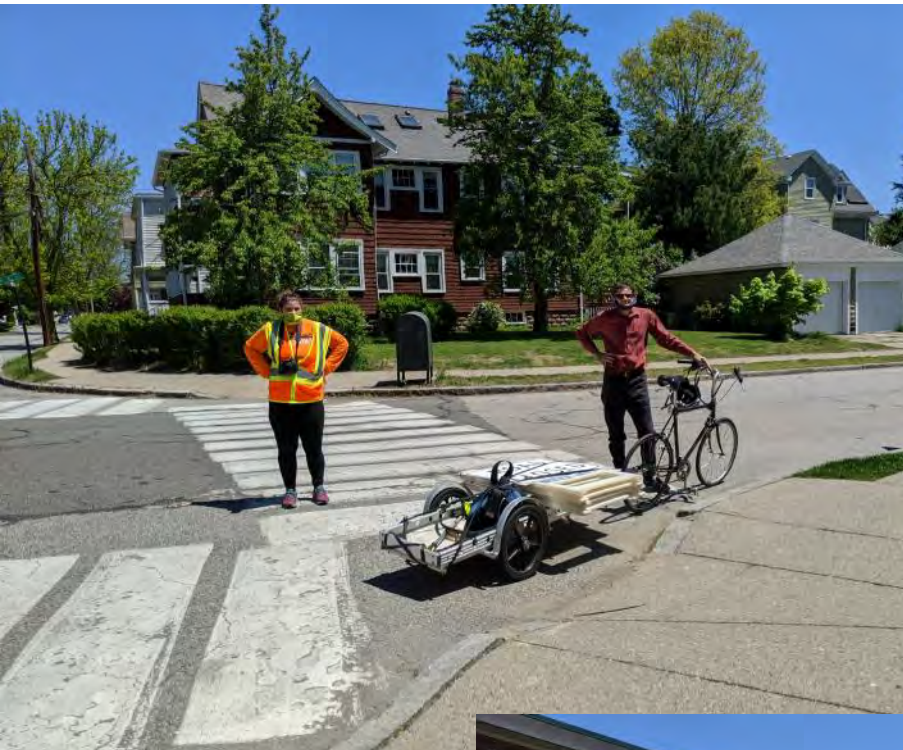
THE LAWRENCE & LILLIAN  
SOLOMON FOUNDATION



neighborwaysdesign













# Timeline

Task		Project Timeline: Week of					
		4/27/2020	5/4/2020	5/11/2020	5/18/2020	5/25/2020	6/1/2020
1	Project Initiation	ND initial outreach to town	Desktop analysis to select pilot location	Met with Town leadership			
2	Design		Inventory and order needed materials				
3	Public Outreach	Met / contacted local resident leaders (EALS) for feedback	Email notifications to local groups	Flyered neighborhood about pilot	Emails with street stewards; Nominate street survey live	Email notifications + flyered neighborhood about post-pilot survey	Collect comments from post-pilot survey for Select Board
4	Implementation				Approved at Selectboard mtg DPW dropped materials at site ND installed 5/20	DPW / ND removed material 5/27	
5	Evaluation			APD collected speed, volume data; hand counts of active transportation	Visited site 2x for hand counts and observations	APD collected speed, volume data; hand counts of active transportation Met leadership 5/29	
6	Next Steps						Arlington Select Board meeting approved framework

# Engagement and Evaluation Strategies

## Engagement

- Flyering neighborhood – pre and post install (400+ flyers)
- Emails
- Social Media
- Survey – nominate street
- Installed 5/20-5/27 Wed – Wed
- 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

Summary of responses	Totals
Total Responses	50
Total in Support	44
Total Opposed	6
Comment Themes	Totals
Increase in people walking/biking - need for safe space	18
High number of kids - need shared streets	11
Wants less cars cutting through	10
Expand to other areas of Arlington	9
Interest in making program permanent	8
Need traffic calming	5
More communication sooner	5
Confusion - who can drive on / what the rules are	5
When schools in session - concerns with traffic	3
Fear of crowding	3



# Post Pilot Survey

- 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

## Arlington Shared Streets Post-Pilot Survey



Take our survey and share feedback at  
<https://tinyurl.com/shared-streets>

The one-week shared streets demonstration project on Brooks Avenue has ended and the Town has removed the temporary infrastructure to evaluate next steps.

Community support is important to shared streets initiatives. We invite you to take a short survey (5 minutes) before the next select board meeting on **June 1<sup>st</sup>**.

For more information contact  
Daniel Amstutz at [damstutz@town.arlington.ma.us](mailto:damstutz@town.arlington.ma.us)



A project of the Town of Arlington in partnership with the  
Lawrence and Lillian Solomon Foundation and Neighborways Design.



THE LAWRENCE & LILLIAN  
SOLOMON FOUNDATION

neighborwaysdesign



# Volume & Speed Data

Average # Vehicles in 24 hrs			Change
Speeds	Before	After	
> 25 MPH	58	25	<b>-33</b>
> 30 MPH	10	6	<b>-4</b>

Average Daily Traffic (ADT)	Before	After	Change
	378	278	<b>-100</b>



# Active Transportation Counts

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



# 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



# Thank You!



DRAFT Concept:

**neighborwaysdesign**

Daniel Amstutz, Senior Transportation Planner  
damstutz@town.arlington.ma.us





Beria P. (2020)

**Speeding up slow street projects.  
Milan (Italy) case study**

# Case Study #3

## Milan, IT



American Planning Association  
Massachusetts Chapter





Beria P. (2020)

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

# SPEEDING UP SLOW STREET PROJECTS

## Milan (Italy) case study

*Paolo BERIA*



**POLITECNICO**  
MILANO 1863

[www.traspol.polimi.it](http://www.traspol.polimi.it)  
Dipartimento di  
Architettura e Studi Urbani  
**Politecnico di Milano**





LABORATORI O DI POLITICA DEI TRASPORTI  
**TRASPOL**  
RESEARCH CENTER ON TRANSPORT POLICY







## CONTENTS

-  Context: Milan
-  Planning framework
-  «***Strade aperte***» case
-  Problems and conclusions

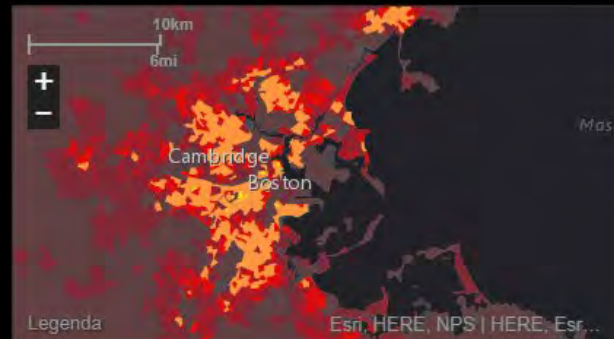


### Population Density

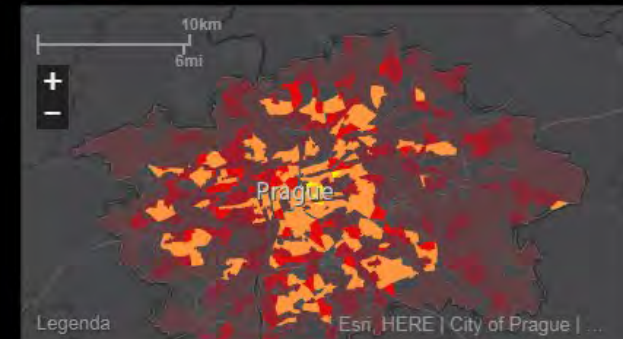
Milan



Boston



Prague



### Open Space

Milan



Boston



Prague





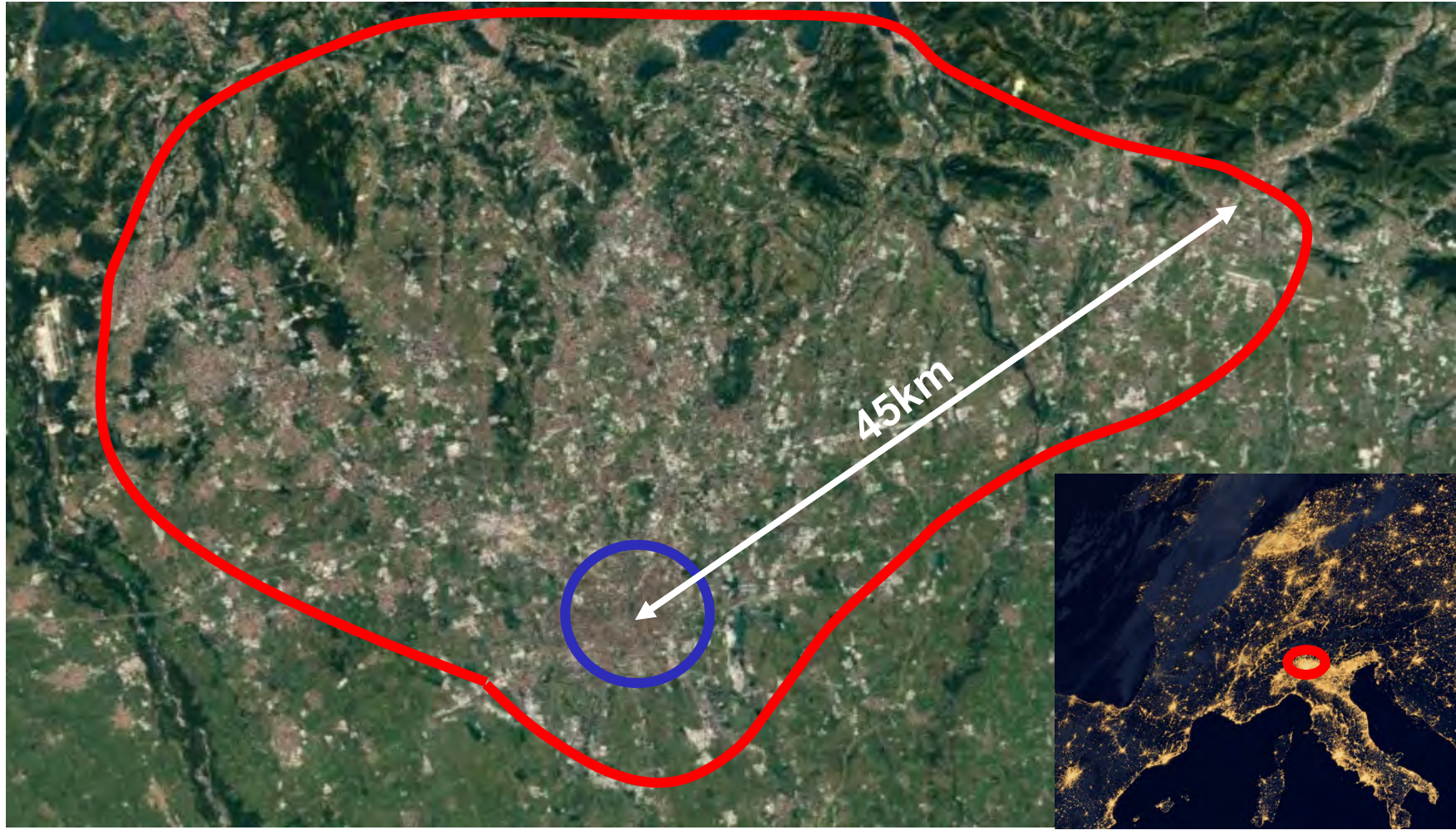


Beria P. (2020)

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

## Context: Milan

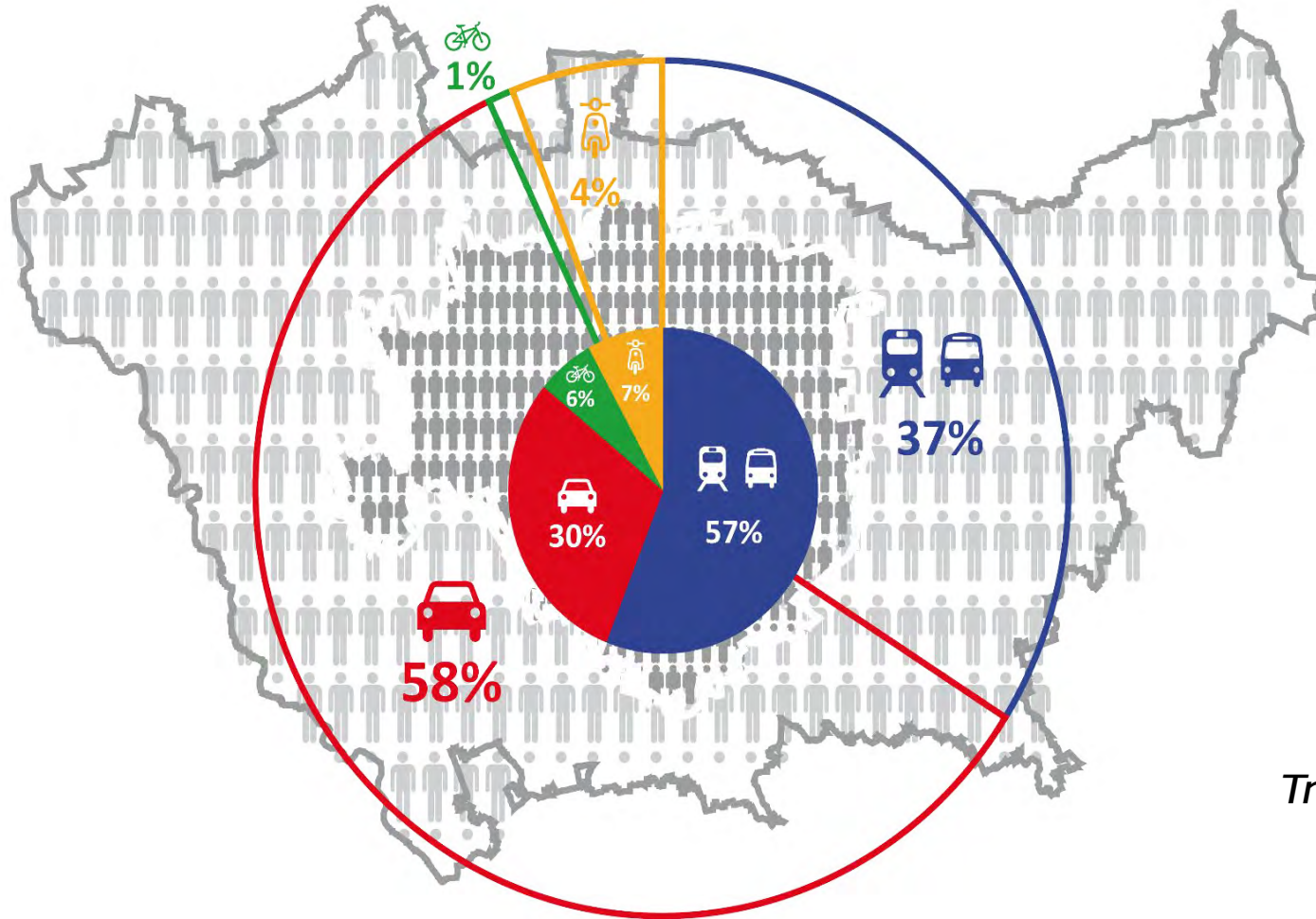
Something to know about Milan





# Context: Milan

An “excellent” modal split (except bikes)

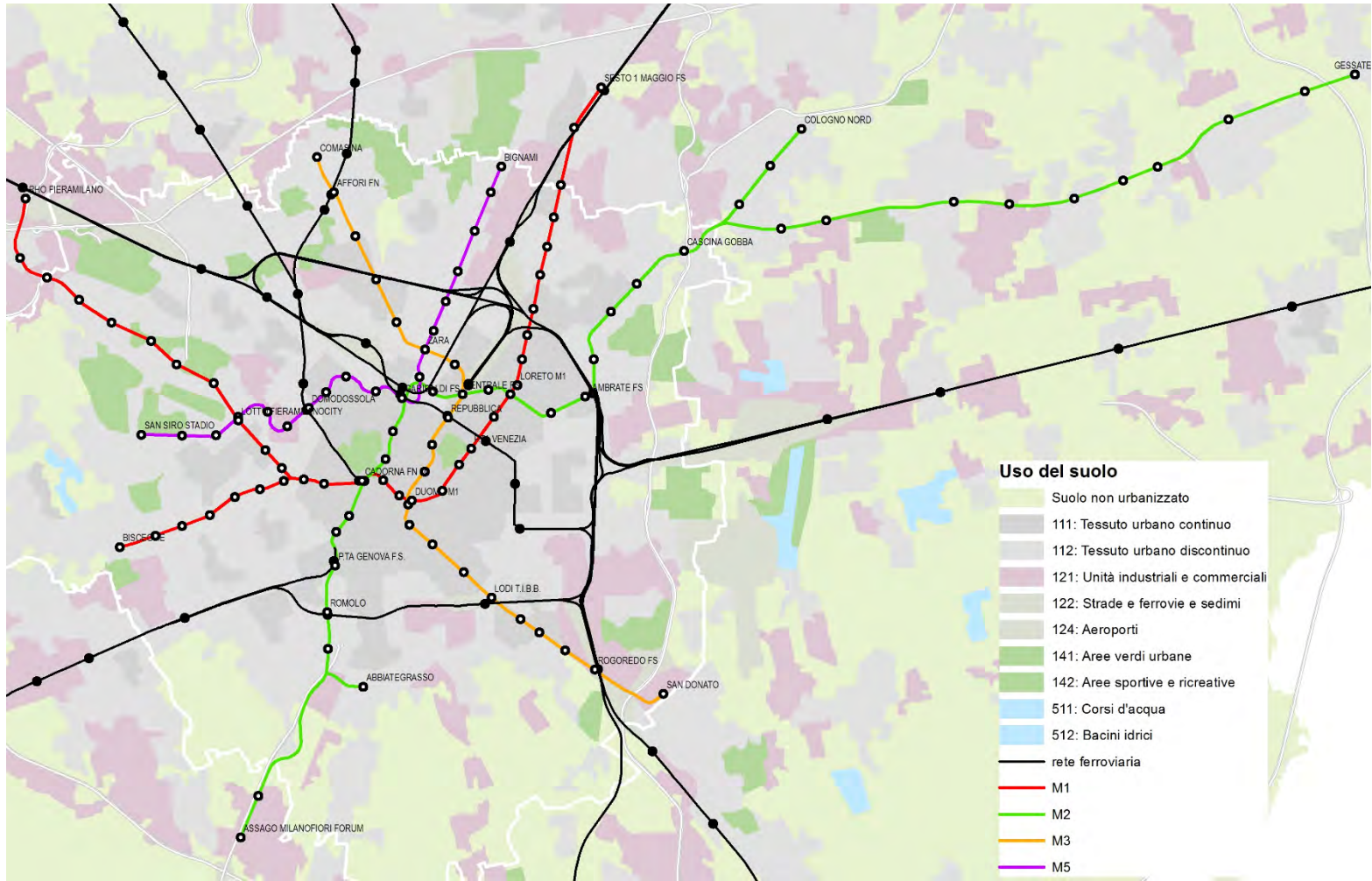


Total trips  
(trip/day, y. 2013):  
5.255.000

*Trips in Milan:*  
2.978.000 (56%)

*Trips between Milan and  
Metropolitan Area*  
2.277.000 (44%)

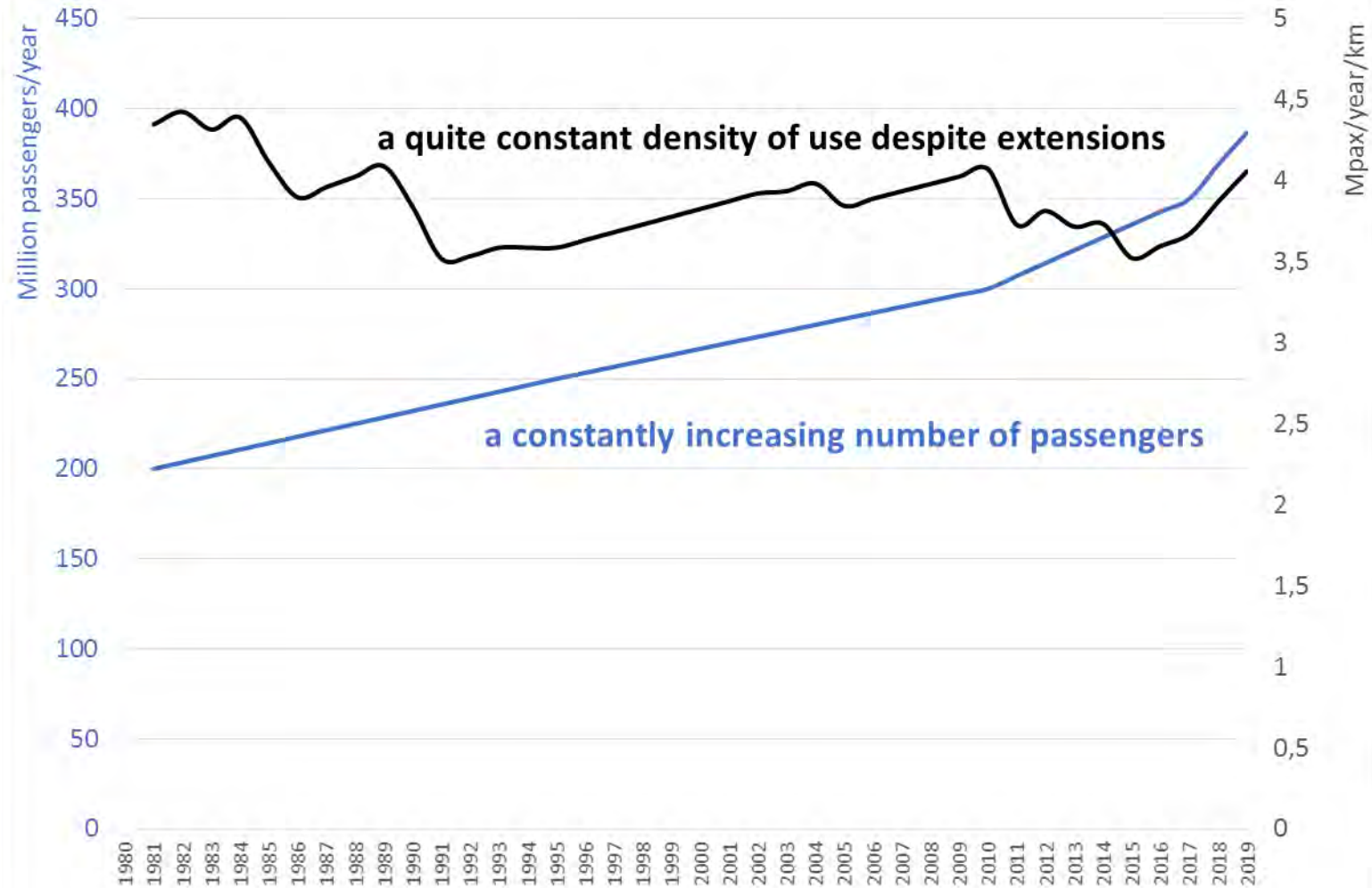






## Context: Milan

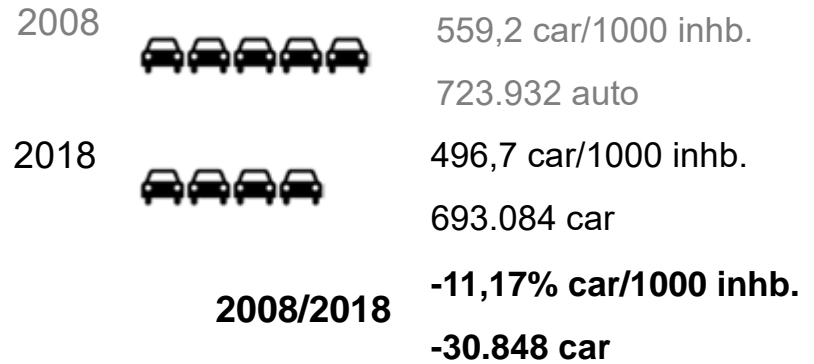
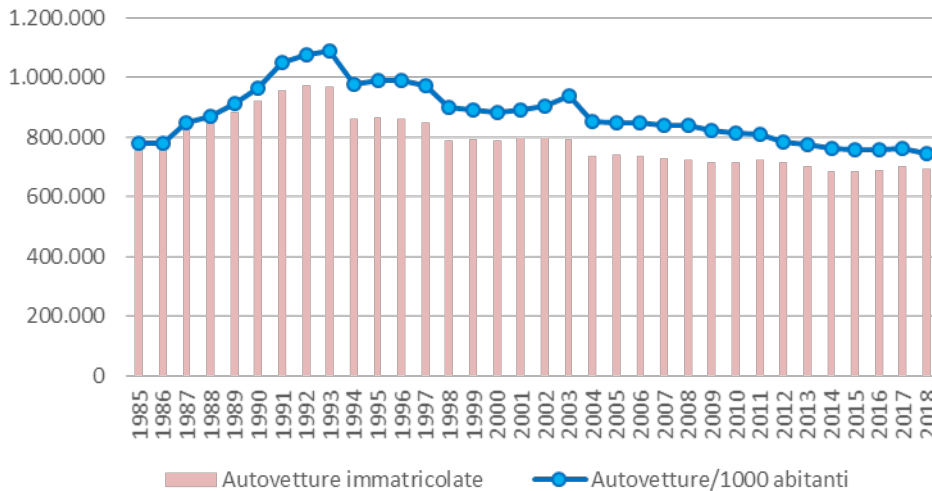
An extensive and used public transport network







### Cars in Milan: Years 1985/2018



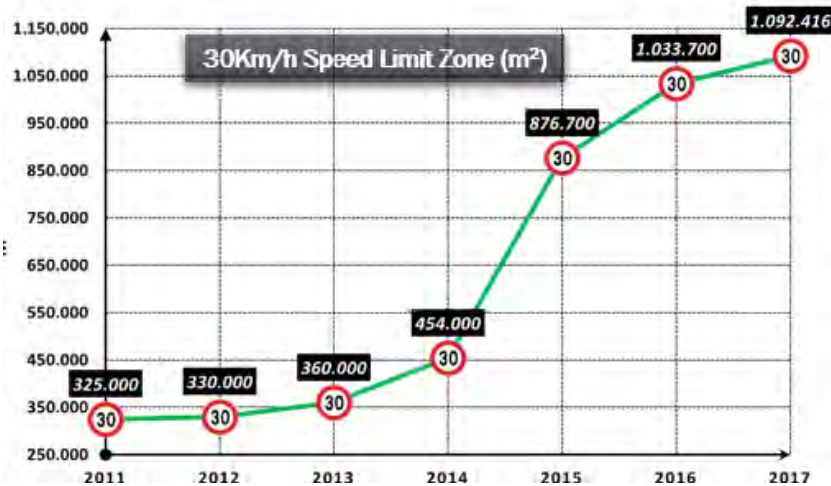
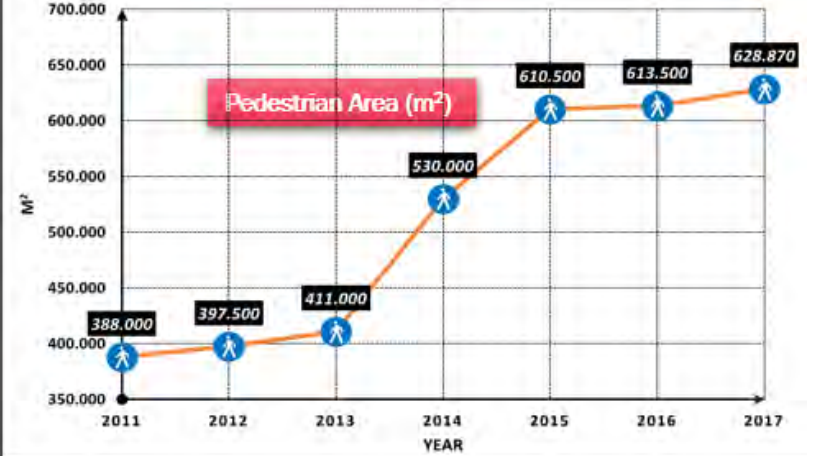
### SUMP Objective: 460 car/1000 inhabitant

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





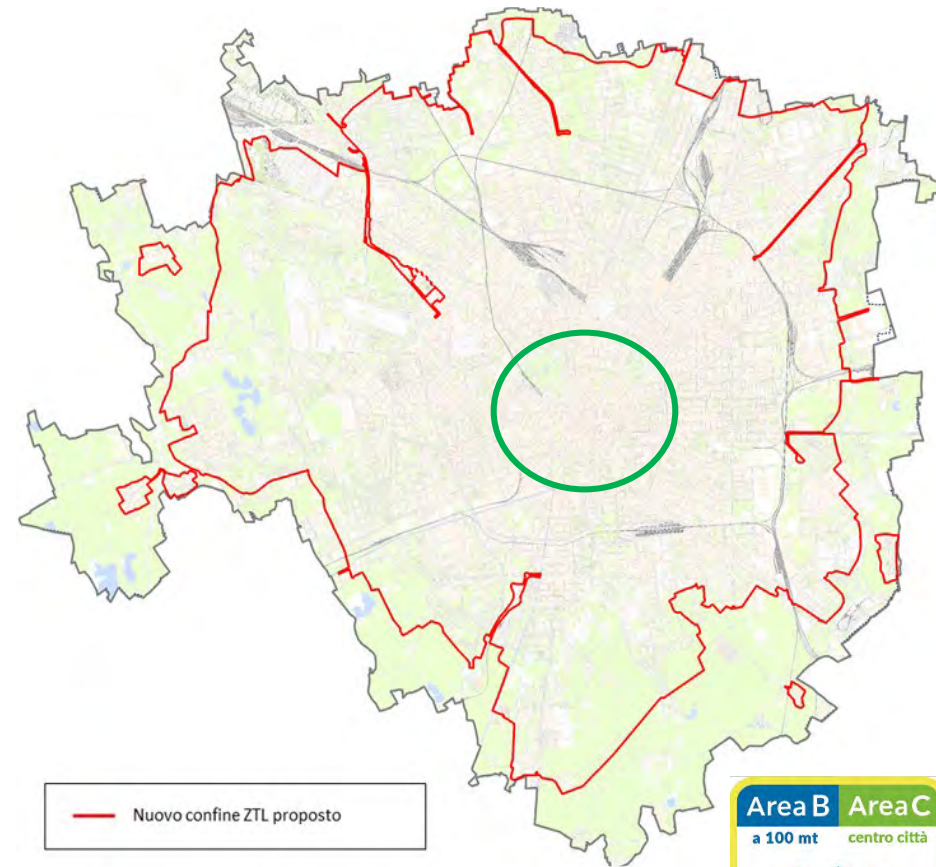


## Context: Milan

### Low emission zones and Road charging in place

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

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





## Context: Milan

So, what is the problem?







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





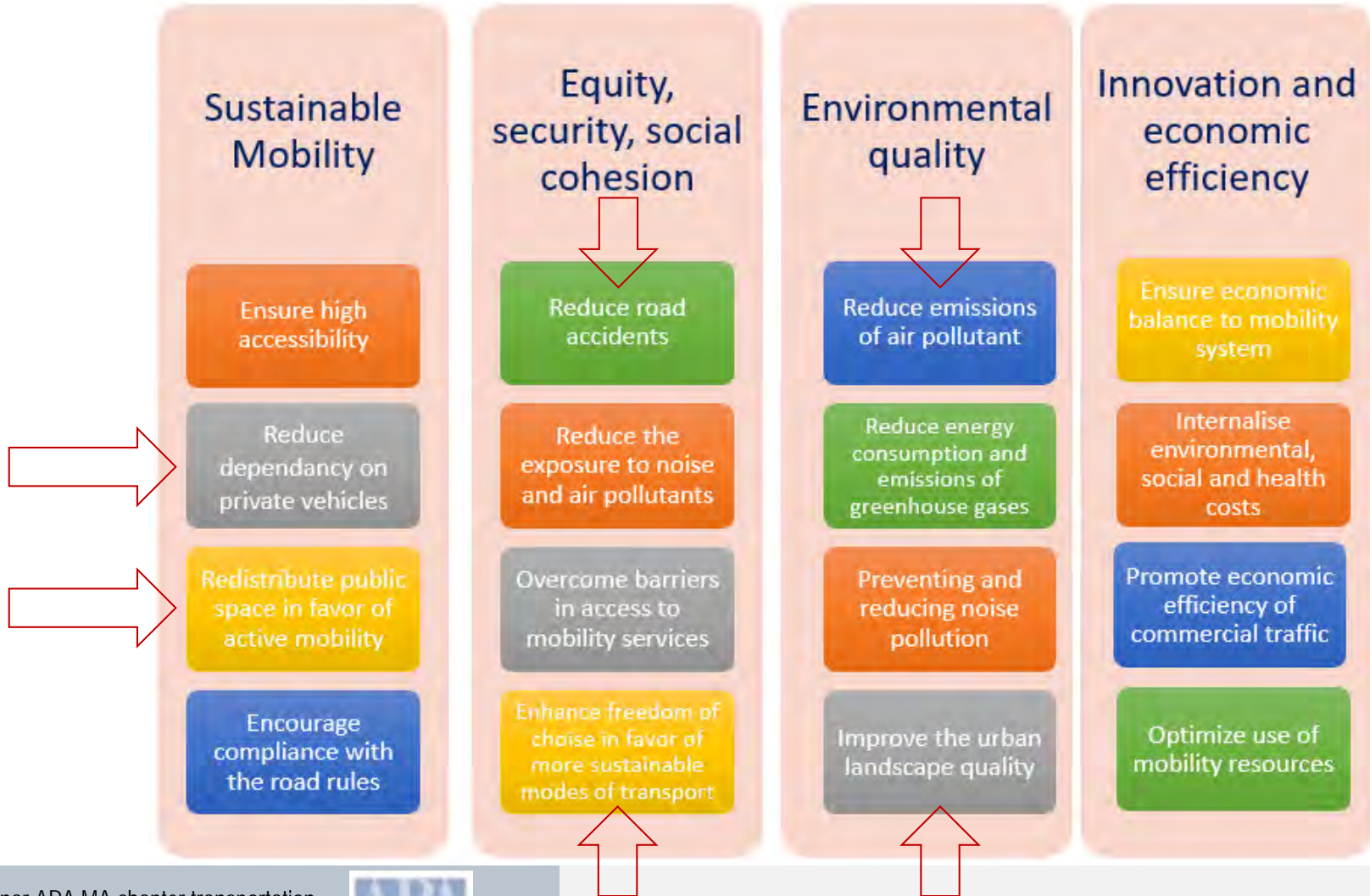
## CONTENTS

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-  «*Strade aperte*» case
-  Problems and conclusions



# Planning framework

The SUMP (start 2013, adoption 2018)







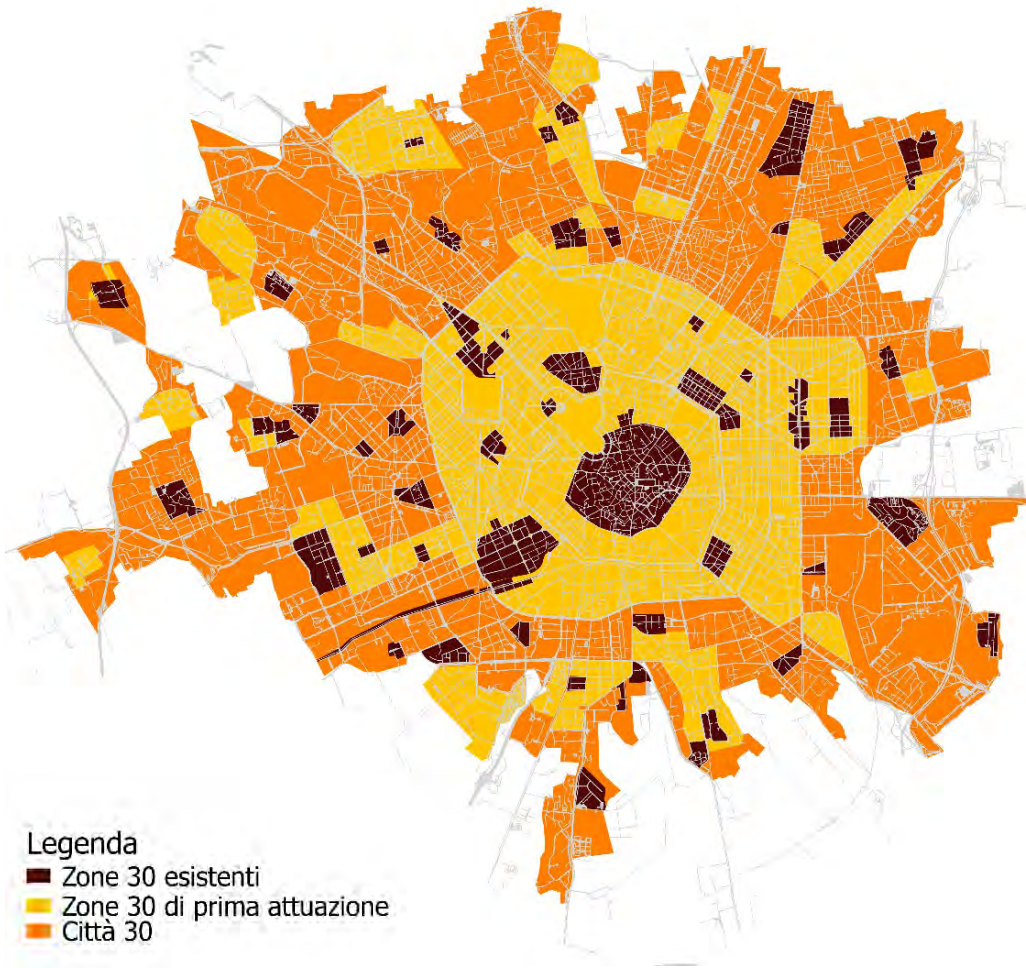
### Theme: “Urban space as a common good”

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



## 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.





Beria P. (2020)

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

## Planning framework

Piano Quartieri / Piazze Aperte (2018-ongoing)

Triennale Milano

25 gennaio 2020, ore 14



Comune di  
Milano

Piano  
Quartieri

# Piazze Aperte in ogni quartiere

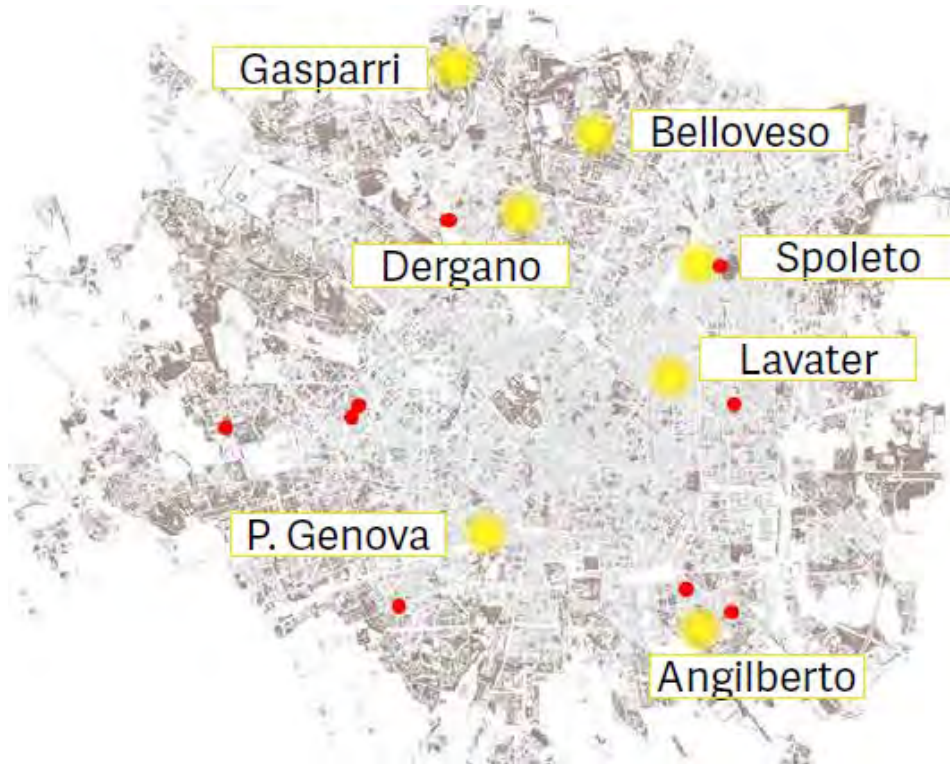
“Open squares” is part of the  
“neighbourhood plan”.

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.



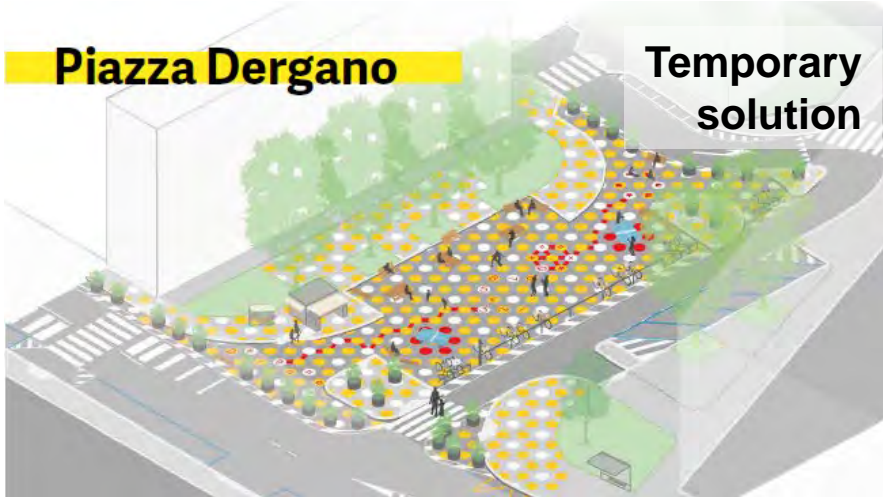
- Piazza Dergano
- Piazza Angilberto II
- Porta Genova
- Piazza Gasparri
- Piazza Spoleto / Venini
- Piazza Belloveso
- Piazzale Lavater





# Planning framework

## Piano Quartieri / Piazze Aperte (2018-ongoing)







Beria P. (2020)

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

## Planning framework

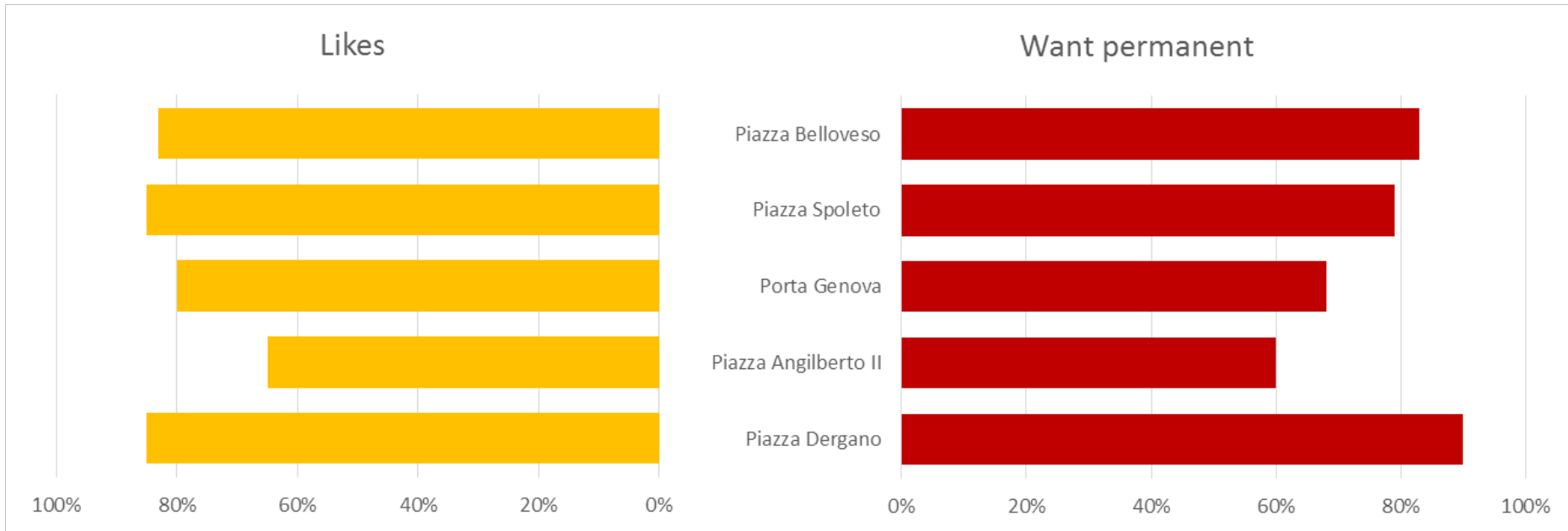
Piano Quartieri / Piazze Aperte (2018-ongoing)







### Excellent results in terms of acceptability





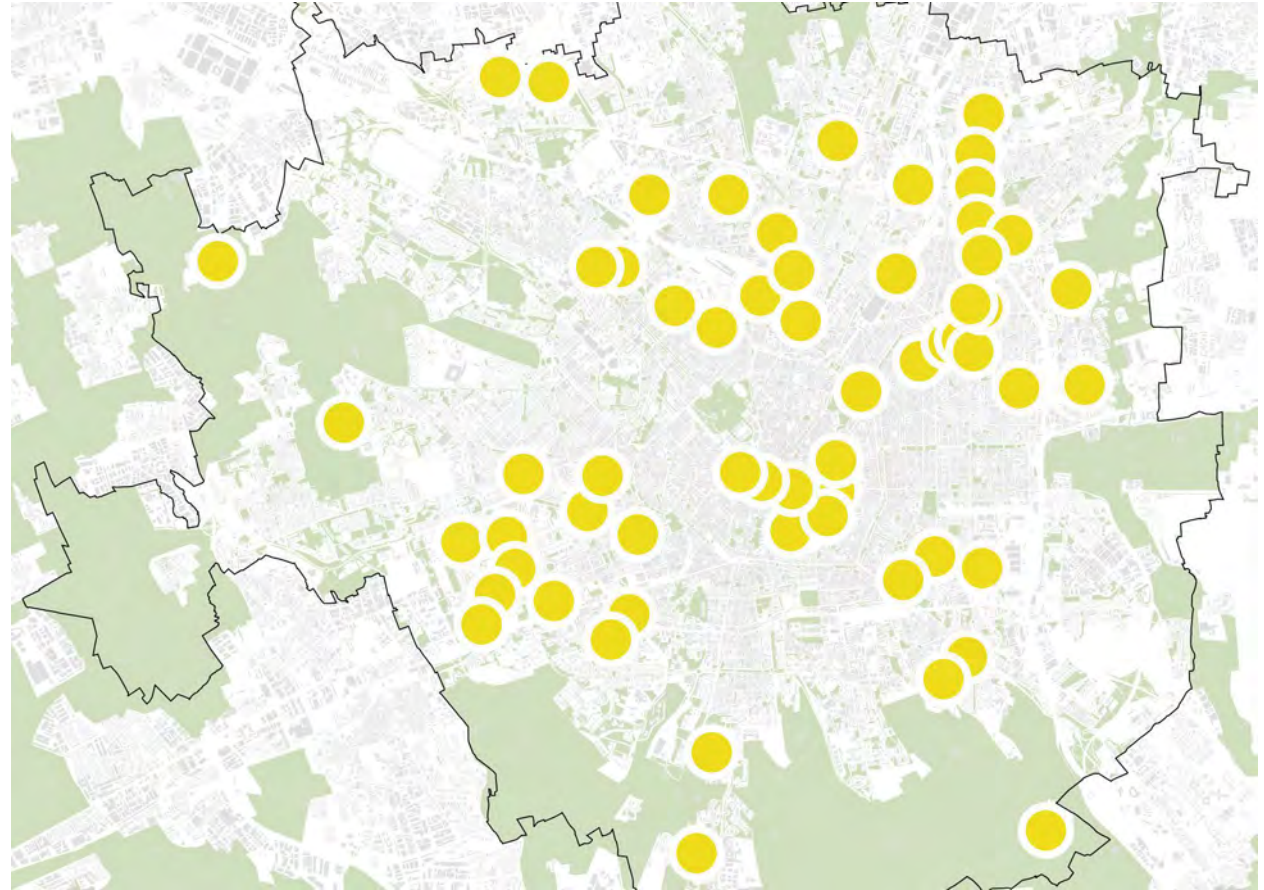
The public call for more “piazze aperte in ogni quartiere”: 9/2019 – 11/2019

**65 proposals!**

200 associations

Sponsors, etc.

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











The city provides a roadmap and a toolkit for every project





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-  Problems and conclusions





## «Strade aperte» case

### What happened with COVID19

#### 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!**





## «Strade aperte» case

Will congestion boom in September?

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







## «Strade aperte» case Open Streets

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)



Milan 2020. Adaptation strategy



### Open Streets

Strategies, actions and tools for cycling and walking, ensuring distancing measures within the urban travel and towards a sustainable mobility





# «Strade aperte» case

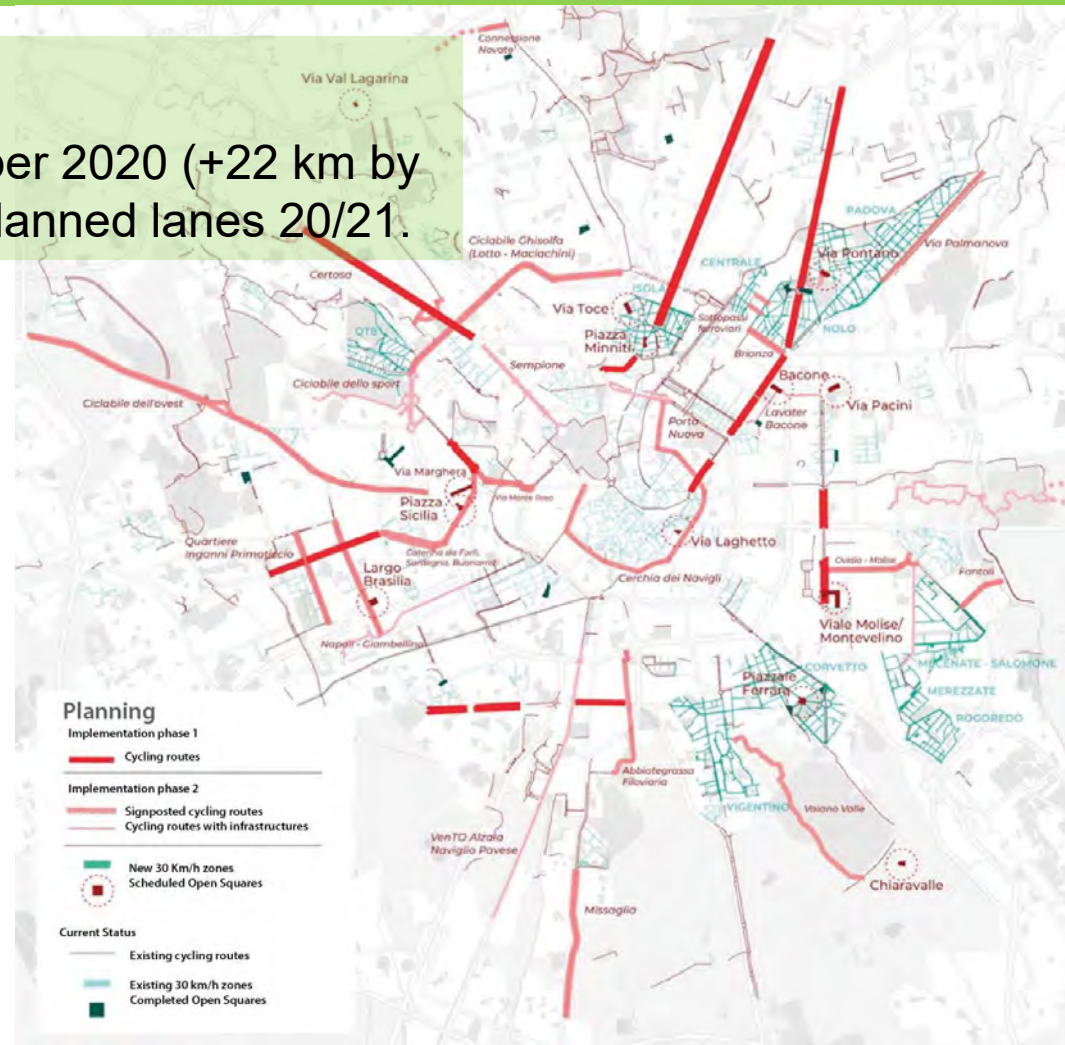
## Open Streets

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***





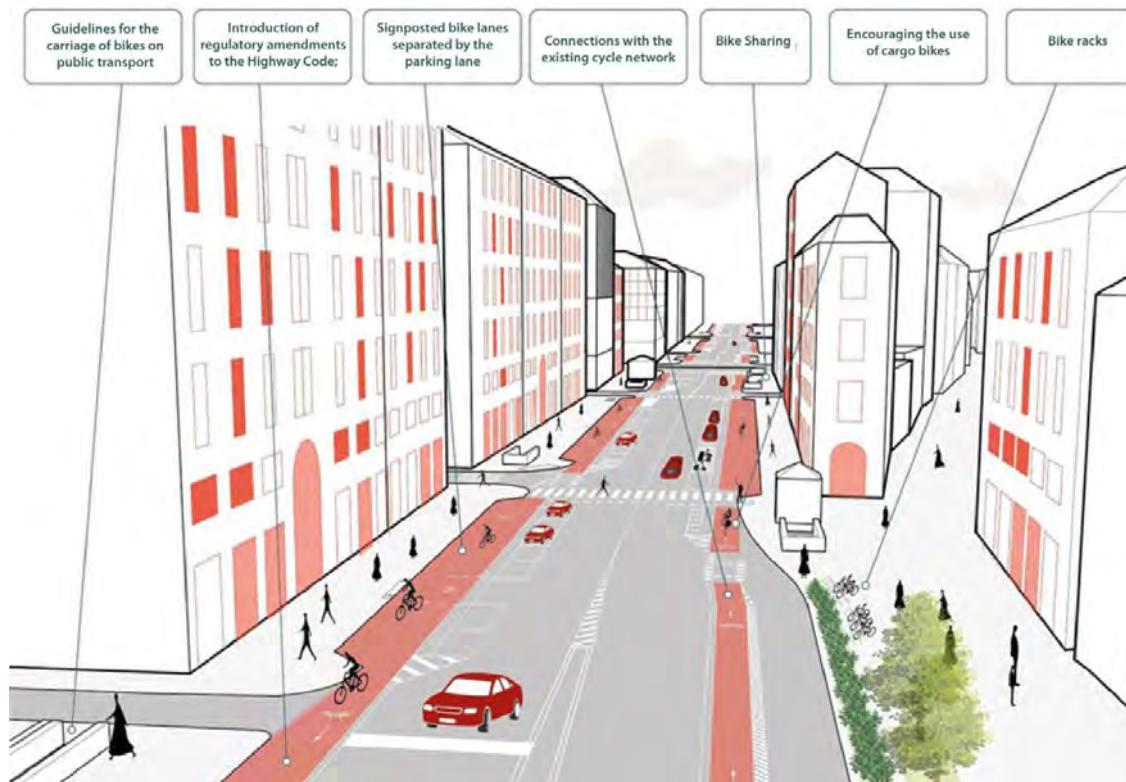


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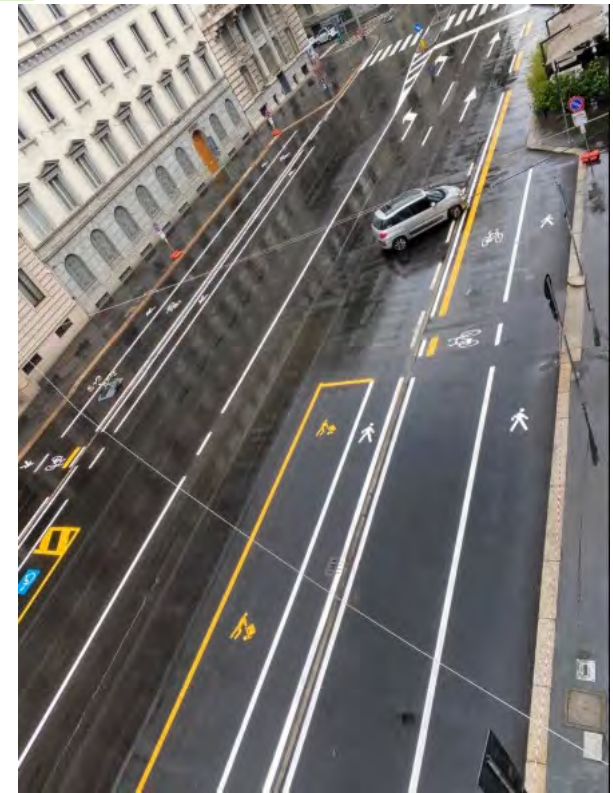




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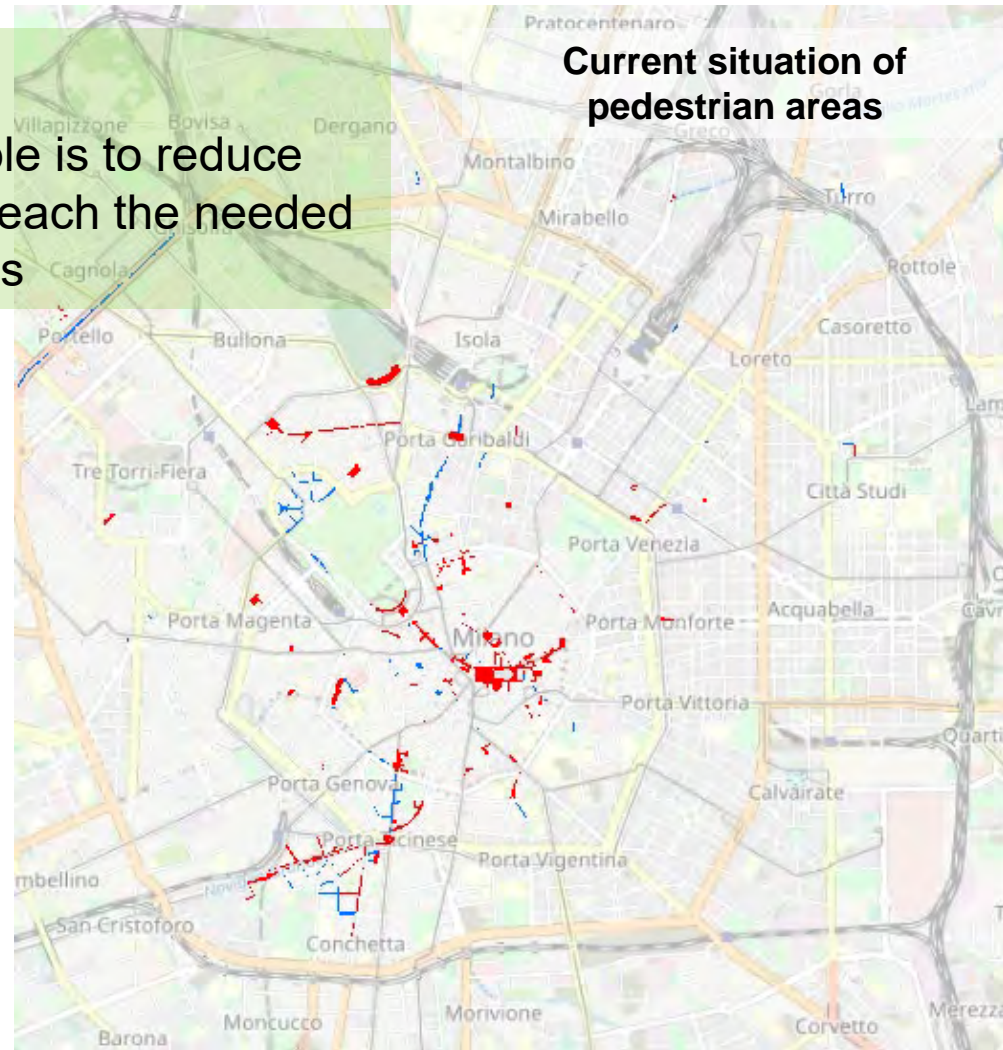
## «Strade aperte» case Open Streets

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.*



**Current situation of pedestrian areas**



## «Strade aperte» case Open Streets

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

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The planned centralities & walkable streets







# «Strade aperte» case

## Open Streets

The pillars:

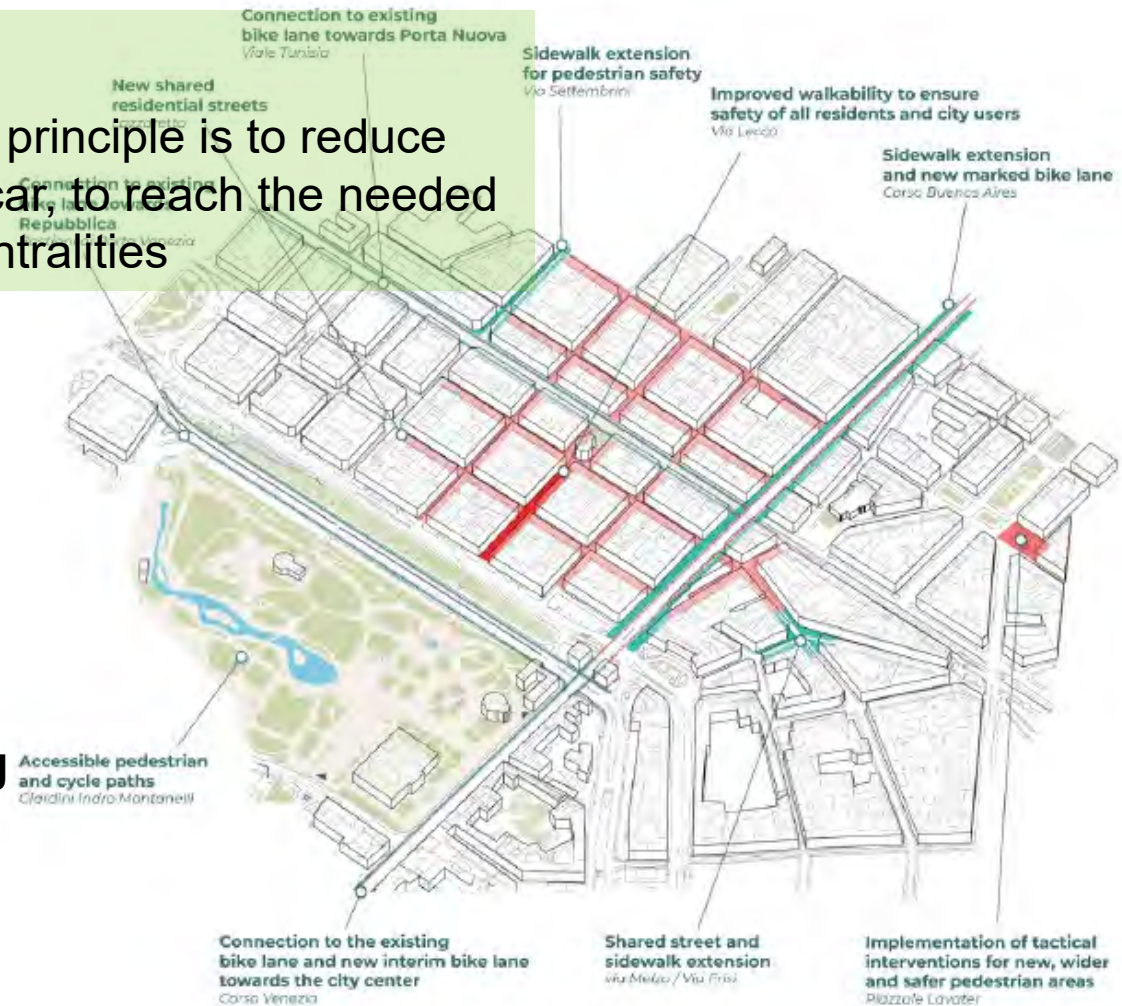
2) **“Neighbourhoodisation”**: the principle is to reduce the distances, and the need of a car, to reach the needed destination → creation of local centralities

*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**



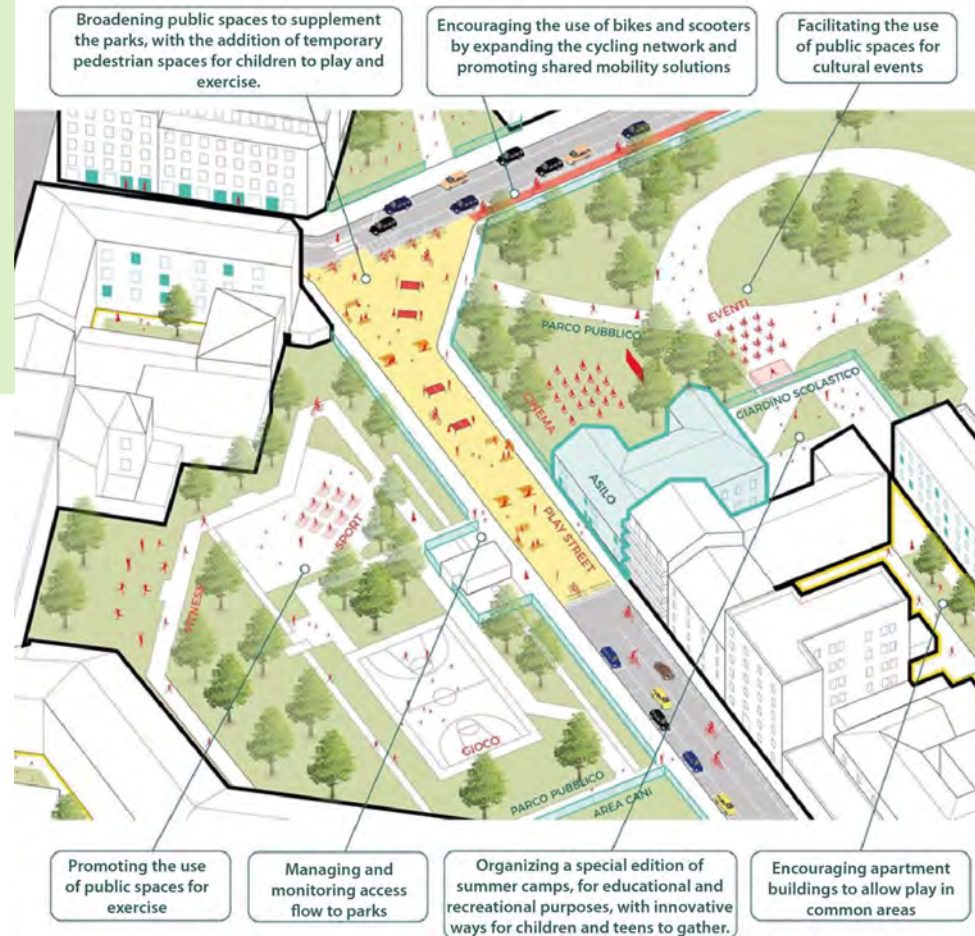


# «Strade aperte» case

## Open Streets

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.



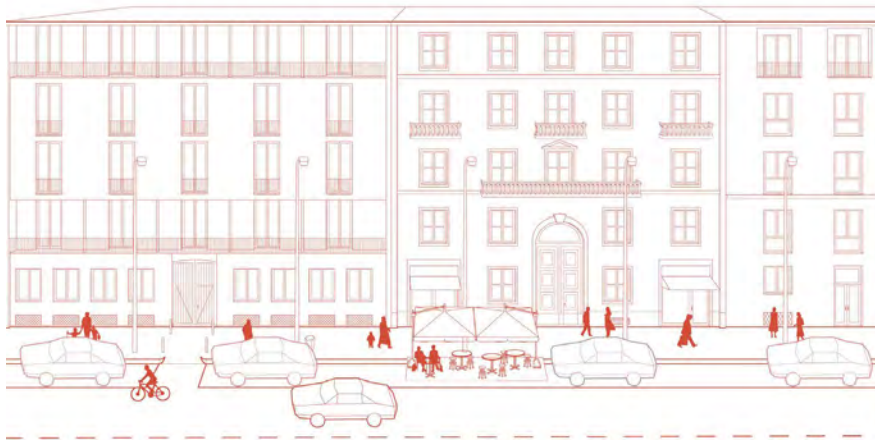




# «Strade aperte» case Open Streets

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
-  Planning framework
-  «*Strade aperte*» case
-  Problems and conclusions



#### 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.

Politica

### Regione Lombardia e Comune di Milano ai ferri corti per la ciclabile in Buenos Aires

Il sindaco Sala su Facebook si scaglia contro l'esposto presentato da De Corato: "Ciò rappresenta una svolta profondamente negativa nella relazione fra Regione e Comune"

MT S.M.P.  
10 GIUGNO 2020 18:36





## 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.*





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 17<sup>th</sup> June 2020**  
<http://www.governo.it/it/dl-rilancio>





Beria P. (2020)

**Speeding up slow street projects.  
Milan (Italy) case study**

*Thank you for your attention!!!*

paolo.beria@polimi.it

www.traspol.polimi.it

**Please quote as follows / Per favore, citare come segue:**

Beria P. (2020). *SPEEDING UP SLOW STREET PROJECTS. Milan (Italy) case study*. 2 July 2020.



# FAST-TRACKING PROJECTS IN A THOUGHTFUL, SUSTAINABLE WAY

Short and Long-term  
Policy, Plan and  
Funding Alignment

Context Appropriate  
Design

Qualitative and  
Quantitative Data  
Collection

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

Context Appropriate  
Design

# FAST-TRACKING PROJECTS IN A THOUGHTFUL AND SUSTAINABLE WAY

## Qualitative and Quantitative Data Collection


- **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'





# 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



Comprehensive  
Equity and  
Outreach

# 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!





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