The Post-Pandemic City

SCAG’s 32nd Annual Demographic Workshop

Tiffany Chu
SVP, Remix by Via
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1. Hi! 🌼 Where I’m coming from
2. June 2020: Where were we?
3. June 2021: What have we learned?
4. June 2031: Where are we going?
Fast forward 5 yrs: Remix is the transportation planning tool of choice for 400+ cities & agencies around the world.
SHOUTOUTS TO:

Simi Valley
Gold Coast Transit District
LADOT
Victor Valley
Foothill Transit
City of Commerce
SunLine Transit
City of Santa Monica
Palos Verdes Peninsula
June 2020:
Where were we?
The death of the city

Teleworking, not the coronavirus, is making urban living obsolete.

By AITOR HERNÁNDEZ-MORALES, KALINA OROSCHAKOFF AND JACOPO BARIGAZZI | 7/27/20, 4:02 AM CET | Updated 8/3/20, 12:28 PM CET

Is COVID-19 the End of Cities?
Joe Conrigh - April 21, 2020

America’s Biggest Cities Were Already Losing Their Allure. What Happens Next?
The urge among some residents to leave because of the coronavirus may be temporary. But it follows a deeper, more powerful demographic trend.

By Sabrina Tavernise and Sarah Mervosh

Forbes

Will COVID-19 Kill Cities?

Roger Valdez  Contributor  Policy

The coronavirus pandemic spells the end for big cities — again

Aria Bendix
May 8, 2020, 4:44 AM
Coronavirus FAQ: Is It Safe To Get On The Bus (Or Subway)?

August 28, 2020 - 5:04 PM ET

PRANAV BASKAR

A worker disinfects the inside of a bus in Addis Ababa, Ethiopia. Transit agencies are taking new steps to reduce the risks for riders during the pandemic.

Michael Tewelde/Xinhua News Agency via Getty Images
SFMTA service cuts during COVID
<table>
<thead>
<tr>
<th>City/Region</th>
<th>State</th>
<th>Country</th>
<th>Mode</th>
<th>Key Word</th>
<th>Title/Description</th>
<th>Date</th>
<th>Source</th>
<th>Link</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Edmonton</td>
<td>Canada</td>
<td>Walk</td>
<td></td>
<td>Crossings, Signals</td>
<td>Novel Coronavirus (COVID-19): Pedestrian Signals</td>
<td>4/8/2020</td>
<td>City of Edmonton</td>
<td><a href="https://www">https://www</a>.</td>
<td>Pedestrian signals will become automatic at 55 intersections located in high pedestrian areas and around hospitals to eliminate the need to push buttons at these crossings.</td>
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<tr>
<td>Edmonton</td>
<td>Canada</td>
<td>Ride-hall</td>
<td></td>
<td>Passenger Limits</td>
<td>New COVID-19 rules limit Edmonton taxis, ride-hailing vehicles to 1 passenger or household group</td>
<td>4/1/2020</td>
<td>CBC</td>
<td><a href="https://www">https://www</a>.</td>
<td>The restrictions are detailed in a State of Local Emergency Order issued by the city Wednesday, bringing ride-for-hire services into line with other businesses.</td>
</tr>
<tr>
<td>Emeryville</td>
<td>CA</td>
<td>US</td>
<td>Walk</td>
<td>Crossings</td>
<td>Emeryville announces plan to eliminate ‘beg buttons’ at crosswalks in response to COVID-19</td>
<td>4/11/2020</td>
<td>SFGate</td>
<td><a href="https://www">https://www</a>.</td>
<td>In Fort Lauderdale, the city closed off northbound lanes to cars – the latest measure taken to allow for outdoor activity as portions of the state begin to reopen.</td>
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<tr>
<td>Fort Lauderdale</td>
<td>FL</td>
<td>US</td>
<td>Bike</td>
<td>Temporary Bike Lanes</td>
<td>Reopening: Hollywood Broadwalk closed, Fort Lauderdale's A1A has lanes for walking, cyclists</td>
<td>5/2/2020</td>
<td>Local 10</td>
<td><a href="https://www">https://www</a>.</td>
<td></td>
</tr>
<tr>
<td>Guelph</td>
<td>ON</td>
<td>Canada</td>
<td>Walk</td>
<td>Crossings, Signals</td>
<td>Pedestrian crossings at most Guelph intersections now automated due to coronavirus</td>
<td>4/24/2020</td>
<td>Guelph Mercury</td>
<td><a href="https://www">https://www</a>.</td>
<td>To date, Hartford’s DPW has modified seven intersections across the city and has requested that the CT DOT modify signals on Albany Avenue, State Route 44. Signs were just installed at modified intersections reminding pedestrians that they no longer need to touch the button. This change both reduces touch points and virus transmission risks and increases safety for those walking.</td>
</tr>
</tbody>
</table>
Covid-19 Is Not The ‘Death Of The City’ – It’s The Rise Of The Neighborhood Center

Transportation systems are often designed for peak commuters going downtown, which has plummeted since the pandemic. To not only recover but emerge improved, cities must invest in a travel pattern long neglected: the neighborhood trip.

An isochrone analysis of what’s accessible within a 5, 10, 15, and 20-minute walk from Philadelphia’s Brewertown neighborhood. [REX]
Streets for Pandemic Response & Recovery
23 miles of Stay Healthy Streets in Seattle

Seattle has closed residential streets to through traffic in several neighborhoods to give people more room to walk and bike. The most recent closures are in the Rainier Valley.

Source: Seattle Department of Transportation

MARK NOWLIN / THE SEATTLE TIMES
a look at the typologies of COVID-19 improvisational architecture. first off: color blocking!

plantasia 🌿 (+1 for the pizza place that used tomato cans as planters)
First on-street, two-way protected bike lane in the region.

by queeneyes  September 1, 2020, 9:06 am  8 Comments

Work has begun on the first on-street, two-way protected bike lane in the region. Ridge Road in Lackawanna is getting a bike-friendly makeover, with the installation of a 1.4-mile protected bike lane.

The temporary pilot project will allow the City to determine the practicalities of the project, and study the cyclists' interaction with the new feature, while determining the need for connectivity to existing and planned bike lanes and greenways, according to GObike Buffalo.

French Quarter as pedestrian-only zone? LaToya Cantrell says she's for it, task force to study

BY JESSICA WILLIAMS | STAFF WRITER  MAY 27, 2020 - 1:19 PM  2 min to read

FRENCHMEN ST: DAILY PEDESTRIAN MALL (7PM TO 4AM)
Auckland, New Zealand

Auckland created more space for physical distancing on Queen Street using asphalt ramps, white safety posts, and paint to delineate extended sidewalks.

Boston, MA, USA

MBTA installed a new permanent bus lane on Washington Street, which was preceded by a temporary lane using orange traffic cones.
Kalaw, Myanmar

In Kalaw, paint was used to mark vendor stall locations in the marketplace, separating vendors and allowing customers to shop safely.

Turin, Italy

Public spaces have been transformed into learning spaces in a school garden in Turin.
June 2021: What have we learned?
Mobility Trends
Change in routing requests since January 13, 2020

Search (for example Italy, California, or New York City)
United States

- Walking +52%
- Driving +51%
- Transit -12%
Berlin gets ‘pop-up’ bike lanes to boost cycling in pandemic

Bogotá Is Building its Future Around Bikes

To tame traffic after pandemic lockdowns, the Colombian capital has embarked on a bike-lane building spree that could be a model in Latin America.

World cities turn their streets over to walkers and cyclists

From Berlin to Bogotá there are new footpaths and bike lanes - but not in London

Coronavirus - latest updates
Rush Hour Peaks in Washington Have Collapsed
A year after the pandemic began, they have yet to return on transit or roads.

Note: Car traffic reflects a sample of anonymized passenger vehicle trips in the metro region that began or ended inside the city. Sources: Traffic data from a National Renewable Energy Laboratory analysis of INRIX data; transit ridership from the Washington Metropolitan Area Transit Authority.
How the Shape of Car Travel Has Changed

In some cities like Seattle and Atlanta, rush hour peaks have fallen or shifted, while in others like Des Moines, old peaks are back.

**Seattle**

- 200,000 sampled trips per hour
- Jan. '20
- April '20
- April '21

**Atlanta**

- 300,000 sampled trips per hour
- Jan. '20
- April '20
- April '21

**Denver**

- 250,000 sampled trips per hour
- Jan. '20
- April '20
- April '21

**Des Moines**

- 150,000 sampled trips per hour
- Jan. '20
- April '20
- April '21

Note: Represents a sample of anonymized passenger vehicle trips in the metro region that began or ended inside the city.
Source: National Renewable Energy Laboratory analysis of INRIX data
The 15-Minute City
—No Cars Required—Is Urban Planning’s New Utopia

From Paris to Portland, cities are attempting to give residents everything they need within a few minutes of their front doors. Can it work—without leaving anyone out?

By Feargus O’Sullivan and Laura Bliss
From New Economy

Fifteen Minutes in Three Cities
Within 15 minutes of the + symbol

- On foot
- By public transit

Paris
Place de la Bastille

Portland
Alberta Arts District

Detroit
Livernois-McNichols

How the American Jobs Plan aims to shape 4 pillars of city infrastructure
The package looks to inject billions into digital infrastructure, water, transportation and housing needs, emphasizing racial equity and sustainability throughout.

Analysis: Biden infrastructure plan bets big on U.S. return to mass transit after COVID-19
By David Shepardson, Heather Timmons
WASHINGTON (Reuters) - U.S. President Joe Biden's sweeping $2.3 trillion plan to rebuild America's crumbling infrastructure proposes doubling federal funding for mass transit and spending $80 billion to expand and modernize passenger rail service.

America Has Long Favored Cars Over Trains and Buses. Can Biden Change That?
The president's infrastructure plan tries to break from the past by shifting spending away from new roads and toward public transit. It won't be easy.

How New Yorkers Want to Change the Streetscape for Good
The pandemic led to a mass experiment in closing streets to cars. New Yorkers embraced the change and want permanent spaces for playing, dining and performing.

Biden's infrastructure plan calls for cities to limit single-family zoning and instead build affordable housing
Biden's infrastructure bill aims to curb exclusionary zoning, which has led to racial segregation and climate vulnerability for low-income Americans.

Romina Ruiz-Goiriena, USA TODAY
Published 6:36 AM EDT Apr. 14, 2021 I Updated 5:36 PM EDT Apr. 14, 2021
“Without having **high frequency public transit buses**, if a working person is 30 seconds late to catch that bus, they may have to wait an hour for the next bus to come, that may mean whether they keep their job or not. It’s critical. It’s about having frequency, making sure the bus stops are in the communities where people live and need to go to work.”

- Vice President Kamala Harris (Apr 30, 2021 in Cincinnati)
June 2031:
Where do we want to be?
The future is already here... it’s just unevenly distributed.

WILLIAM GIBSON
The Economist, December 4, 2003
BILLY! I'VE BEEN WORRIED ABOUT YOU! WHERE HAVE YOU BEEN?

JUST WALKIN' HOME FROM THE BUS STOP.
The 3 types of people:

Those who make things happen
Those who watch things happen
And those who wonder, what happened?
“The better news is that as we transform how we generate energy, how we move ourselves around, how we grow our food and how we live in cities, we have a historic opportunity to build a society that is fairer on every front.”

- Naomi Klein

Thank you.

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