Walking and Cycling in the Time of the Coronavirus

- Aimee Gauthier, ITDP
Agenda
• Yesterday
• Today
• Tomorrow
Yesterday... what did we know about our world?
Car-oriented, People alienating

New development in Yichang, China
Building our cities for motor vehicles

Downtown Fortaleza, Brazil
Was there even space for pedestrians or cyclists?

Tiruchirappalli, India
And when there was, was there enough space, easy to use, a place you would want to walk?

Muratina St, Nairobi, Kenya
A space for a sidewalk exists but it is unpaved and not easy to use especially with mobility assists, like strollers.

Johannesburg, South Africa
Were these spaces when they existed usable?

Cairo, Egypt
Some cities were doing good things...
After DP Road, Pune – the 2020 STA winner
* in 2010, when Ecobici opened, less than 20% of cyclists were women. It has almost doubled to 38%.

* Protected bike lane on Reforma Avenue

Source: Mexico City’s Ministry of Environment, Department of Cycling Culture
Cycle lanes parallel the entire corridor in Dar es Salaam, Tanzania.
Today
...a new and unknown world
Overcrowded public spaces in Jakarta, Indonesia
Streets - our most sacred public space

Jakarta is repurposing streets to create open space

Open Street for pedestrians and cyclists

Utilizing street spaces for public activity
“Because this popular program has developed into one of the few bright spots in the pandemic, we are excited that Open Restaurants, a creative new vision of public space, will be made permanent & year-round,” - Commissioner Trottenberg
Jakarta’s pop-up bike lanes
Jakarta – from people protected to permanent
Mexico City - Insurgentes Avenue

From “Emergent” Bike Lane to Complete and Healthy Street for All
India – Vision for a new type of city

INDIA CYCLES 4 CHANGE CHALLENGE

Inspiring Indian cities to implement quick cycling-friendly interventions in the wake of COVID-19 in collaboration with their citizens and assistance from experts
107 CITIES INCLUDING ALL 100 SMART CITIES REGISTERED FOR THE CHALLENGE

600+ CIVIL SOCIETY ORGANISATIONS REGISTERED TO SUPPORT THEIR CITIES
'TEST-LEARN-SCALE' Approach

Stage 1
(September 2020 to February 2021)

Test pilots

Create a scale-up proposal

Stage 2
(February 2021 to June 2021)

Scale it up

Pilots include cycling corridor and safe cycling neighbourhood

Source: CNews

Source: ITDP India

Source: ITDP India
With Citizens — By Citizens — For Citizens
COVID-19 has added momentum to NMT initiatives

- NMT Strategy launched by Minister of Transport
- National NMT Council formed
- Agencies mandated to budget for NMT projects
The pandemic of systemic inequalities...

Photo: Michael Replogle
But the pandemic is revealing more…

Citizens of Nigeria continue to protest police brutality, murder, & kidnapping at the hands of Nigeria's Special Anti-Robbery Squad. The announcement by the IGP to disband SARS fails to hold the group accountable. Our prayers go out to our Nigerian brothers & sisters. #EndSars

While we protest against police brutality in Nigeria, we stand in solidarity with our community in Namibia, in the fight against gender-based violence. #ShutItAllDown.

Namibians we are with you😊
#ShutItAllDown

Our sisters in Namibia 🇳🇦 are protesting against gender-based violence and femicide. We stand with them and we will #ShutItAllDown for them. Please RETWEET #ShutItAllDownNamibia to raise global awareness for them.
Tomorrow
...how are we going to let this moment transform us for the better?
What are the conditions for walking and cycling?

- A fine grain street network and basic services
- Connected, dedicated, safe space
- Comfortable and easy to use
- Places to go to
- In places that foster health and well-being
A fine grain street grid served by basic utilities, including water, sewage, storm water management, frequent transit.

Example of neighborhood in Dar es Salaam: The network is unconnected and insufficient, and the neighborhood lacks basic services.
This applies to car-oriented sprawl, too

Two neighborhoods in Boston at the same scale and totally different street grids = connectivity and access
Dedicated, safe, easy to use

Buenos Aires, Argentina

Quito, Ecuador
Priority: Giving pedestrians the priority over cars

Table top crossing in Dar es Salaam, Tanzania
Prioritizing pedestrians over cars

Fortaleza, Brazil
Reclaiming space for people

Slowing down cars through both the speed limit and extending space for people

Buenos Aires, Argentina
Fortaleza, Brazil
- 257.5 km of cycle lanes in 2019, a 280% increase from 2013
- A 153% increase in number of cyclists between 2012–2017
- 40% decrease in overall road crash deaths and injuries between 2014–2018
Access to local destinations

And access is the happy marriage of transport and land use
Spaces that foster health and well-being: green spaces, reduced local air and noise pollution due to no cars
Space for play for both adults and...
...and for children
Rio de Janeiro: A tale of two cities
The street grid

Periphery

Downtown
Quality and quantity of environment

Periphery (left) versus South Zone (right)
Access by whom? To what?

These two maps show access to health care: the one on the left shows medium complexity (radiology, minor surgeries) services and the one on the right shows high complexity, such as intensive care, cancer treatments.

Pink circle indicates lower income area and yellow circle indicates higher income area.
How do we get there?
Tactical urbanism brief
Access is the happy marriage of transport and land use
Grow Cycling: The Toolkit

The Grow Cycling Toolkit

1) City assessment tool
2) Action plan
3) Metrics
4) Resources

Overview
City Assessment
Action Plan

Take Action to Improve Cycling

Cycling is a powerful tool to improve transportation, increase access, and enhance the quality of life in cities around the world.
Pedestrians First: How to plan, measure, and design cities for people

Pedestrians First measures walkability for babies, toddlers, their caregivers, and everyone in cities.
People Near Services in Bilbao [ESP]:
77% of residents are within a 1km walk of both education and healthcare.

On average, there are 79 blocks per km² in Al-Qahirah (Cairo) [EGY].
Street level checklists

Addis Ababa, Ethiopia

Indicator 4: Crossings

14. Cars approach the intersection slowly enough for an elderly person or young child to feel safe crossing the street.

15. Pedestrian island has more than two lanes of traffic or more. Pedestrian bridges over roads do not count, as they increase the distance traveled and physical effort exerted by pedestrians.

16. Curb cuts are sharp enough to discourage cars from making fast turns.

17. Curb cuts are not more than 15cm high.

18. There are pedestrian ramps at every crossing so that people who use wheelchairs can cross the street.

19. If there are median islands, they are timed so that the pedestrian crossing time is always less.
We cannot pursue change in engineering, in policy, and in social norms separately.

- Peter Norton
(Via Dario Hidalgo’s tweet)
ITDP conducted outreach into communities and held meeting with women to understand their concerns and needs in Jakarta.
Resulting in changes in the community that they wanted.

...making it safer to walk and indicating high demand areas for children and parents.
Start with the community: Recife, Brazil outreach to women

Conducting focus groups with women from low-income and peripheral areas to understand needs and constraints. Crime and gender violence as key concern.
“We are ultimately judged not by how we treat the rich and the powerful and the privileged, but by how we treat the neglected.”

- Bryan Stevenson
How we will let ourselves and our cities be transformed?
What do we want our future to be?
Thank you!

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