

**DARING  
CITIES  
2020**

**I.C.L.E.I.**  
Local  
Governments  
for Sustainability

**NACHHALTIGKEIT.  
SUSTAINABILITY.  
DURABILITÉ.  
BONN.**

# 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*





# Quantity and Quality

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...

Before  
DP Road,  
Pune, India













# Mexico City

\* 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*



# Dar es Salaam, Tanzania

Cycle lanes  
parallel the  
entire corridor





Today  
...a new and unknown  
world

# Lack of Public Space

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





# Streetearies - NYC

NYC DOT  
@NYC\_DOT

"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



New York City 311 and 4 others





# 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

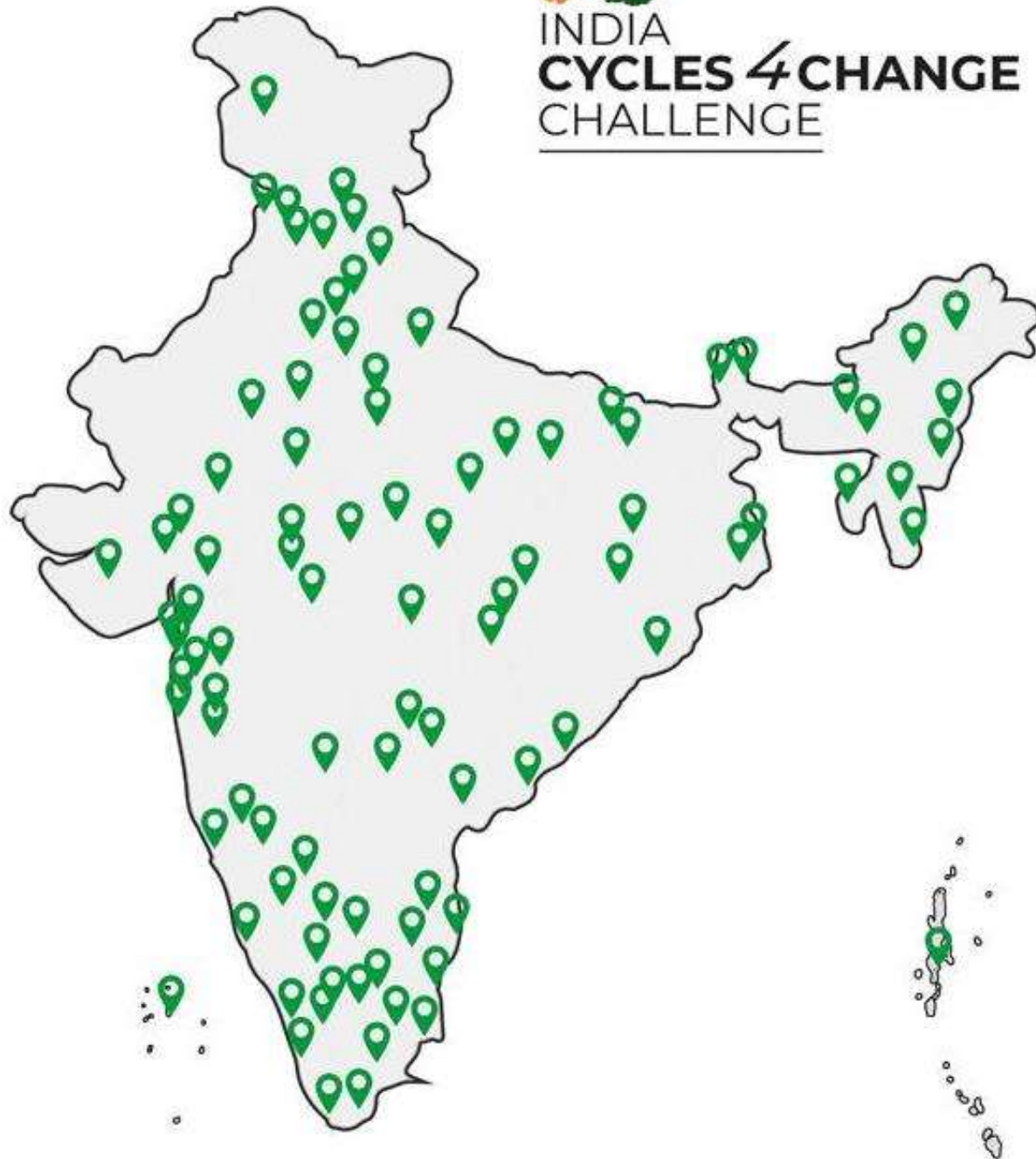




# India – Vision for a new type of city







**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



Source: CNews

+

Create a scale-up  
proposal



Source: ITDP India

## Stage 2

( February 2021 to June 2021)

Scale it up



Source: ITDP India

Pilots include cycling corridor and safe cycling neighbourhood



# 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



Credit: Ministry of  
Transport, Ethiopia



# 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](#).



[#ShutItAllDown](#): Namibians stand up against gender-based violence  
[thenativemag.com](https://thenativemag.com)



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

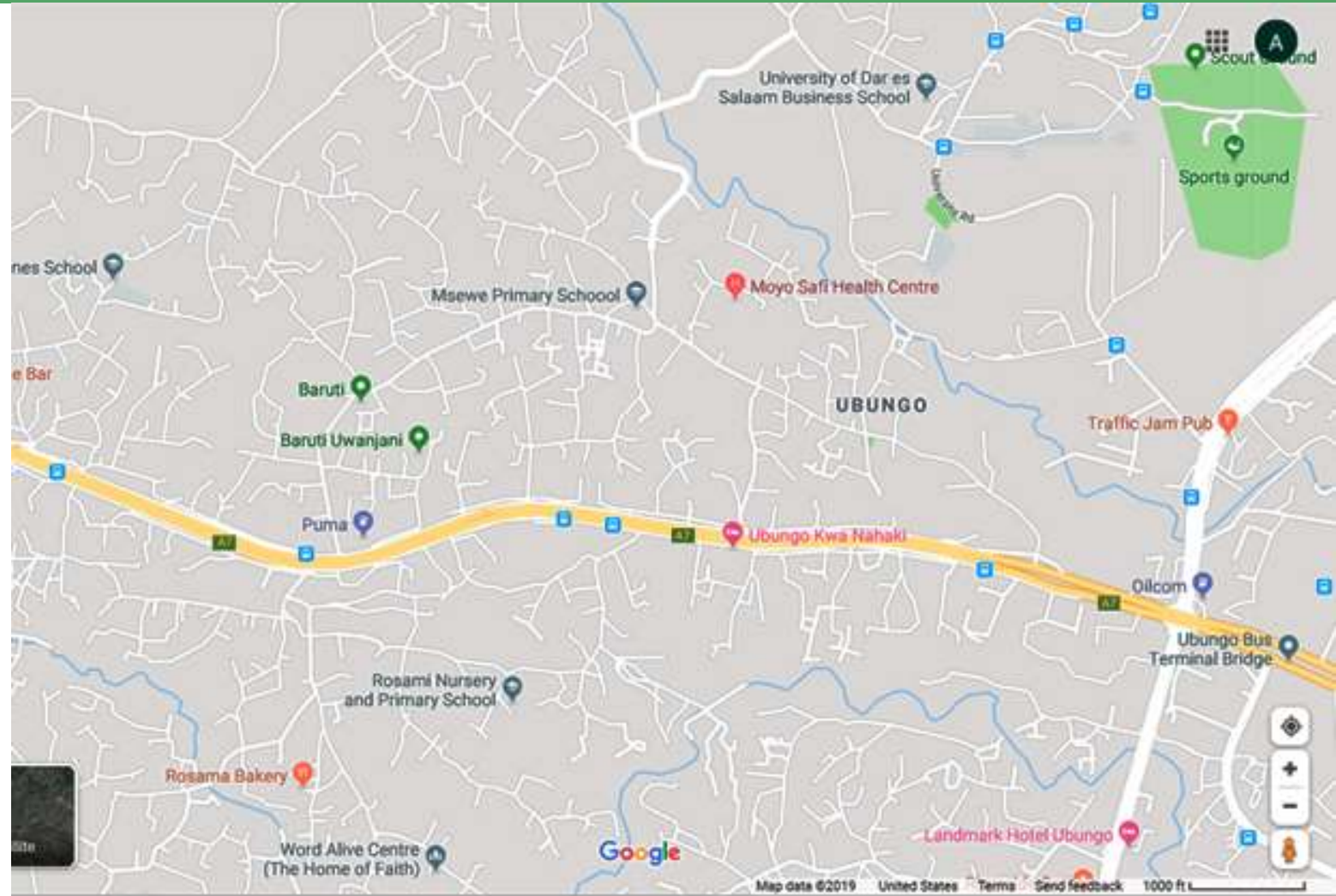




A fine grain street grid served by basic utilities, including water, sewage, storm water management, frequent transit



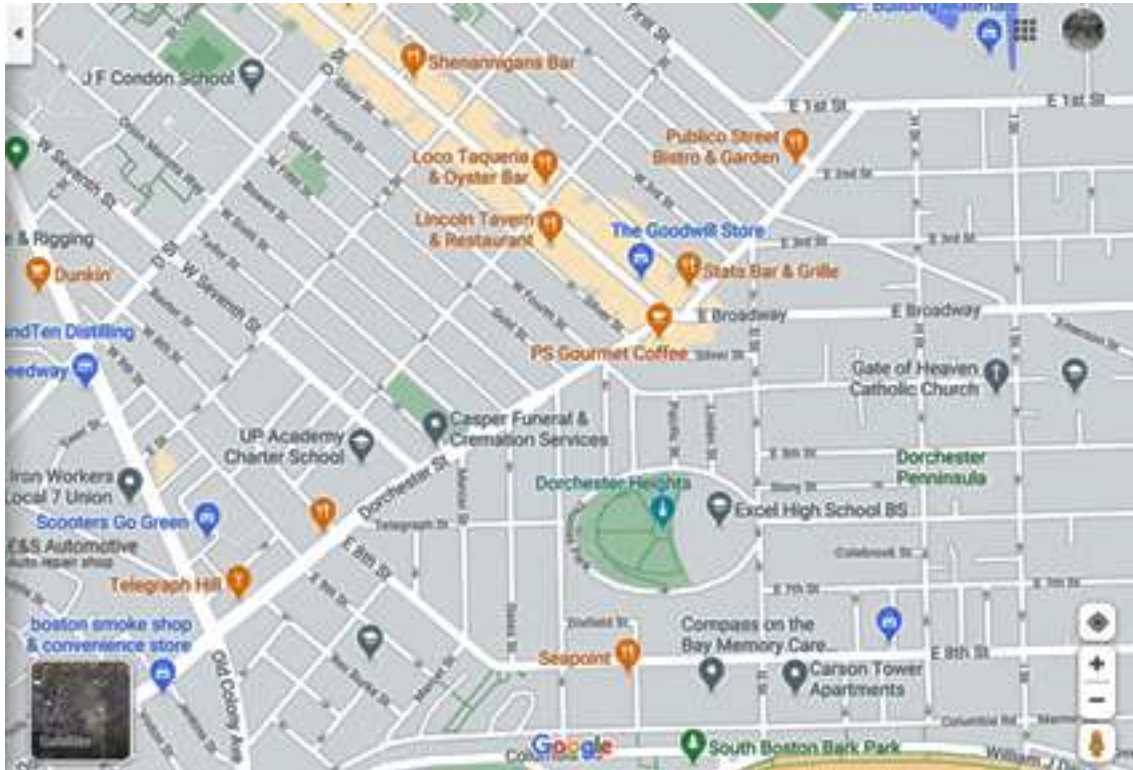
Example of neighborhood in Dar es Salaam: The network is unconnected and insufficient, and the neighborhood lacks basic services



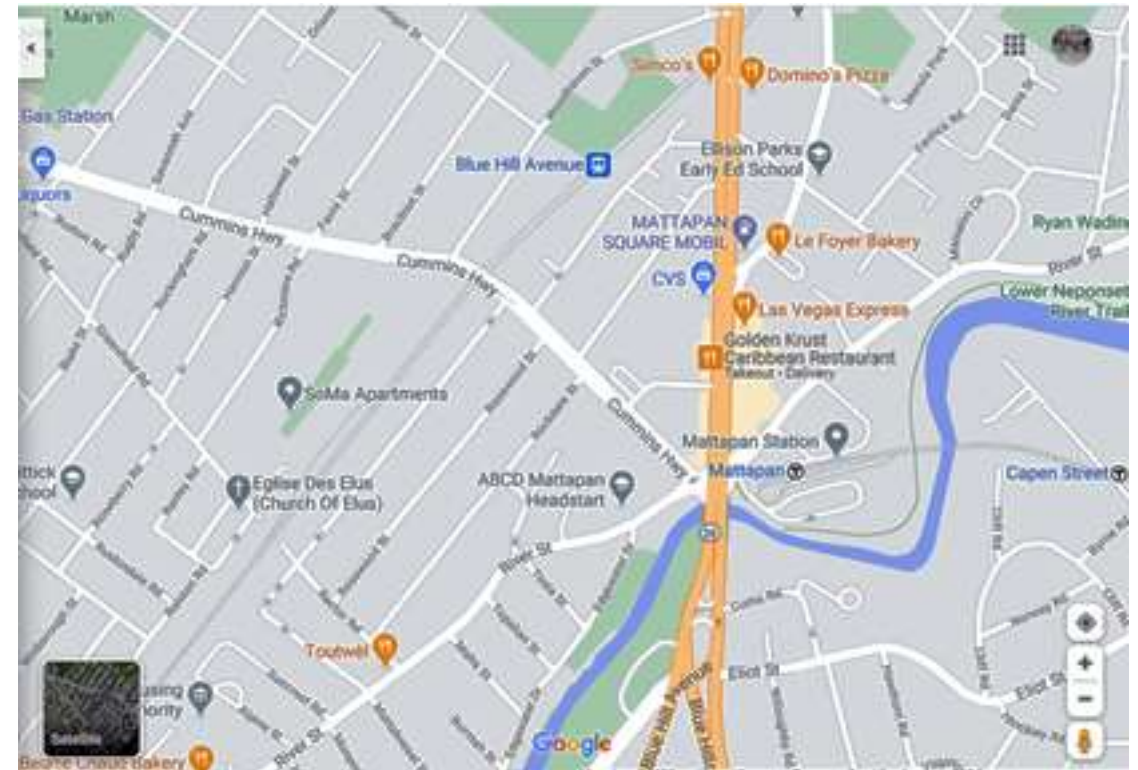


# This applies to car-oriented sprawl, too

South Boston



Mattapan



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*





# Dedicated Cycling Infrastructure

## 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





# Walking and cycling to what?

Access to local  
destinations

And access is  
the happy  
marriage of  
transport and  
land use



Guangzhou, China



# 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...



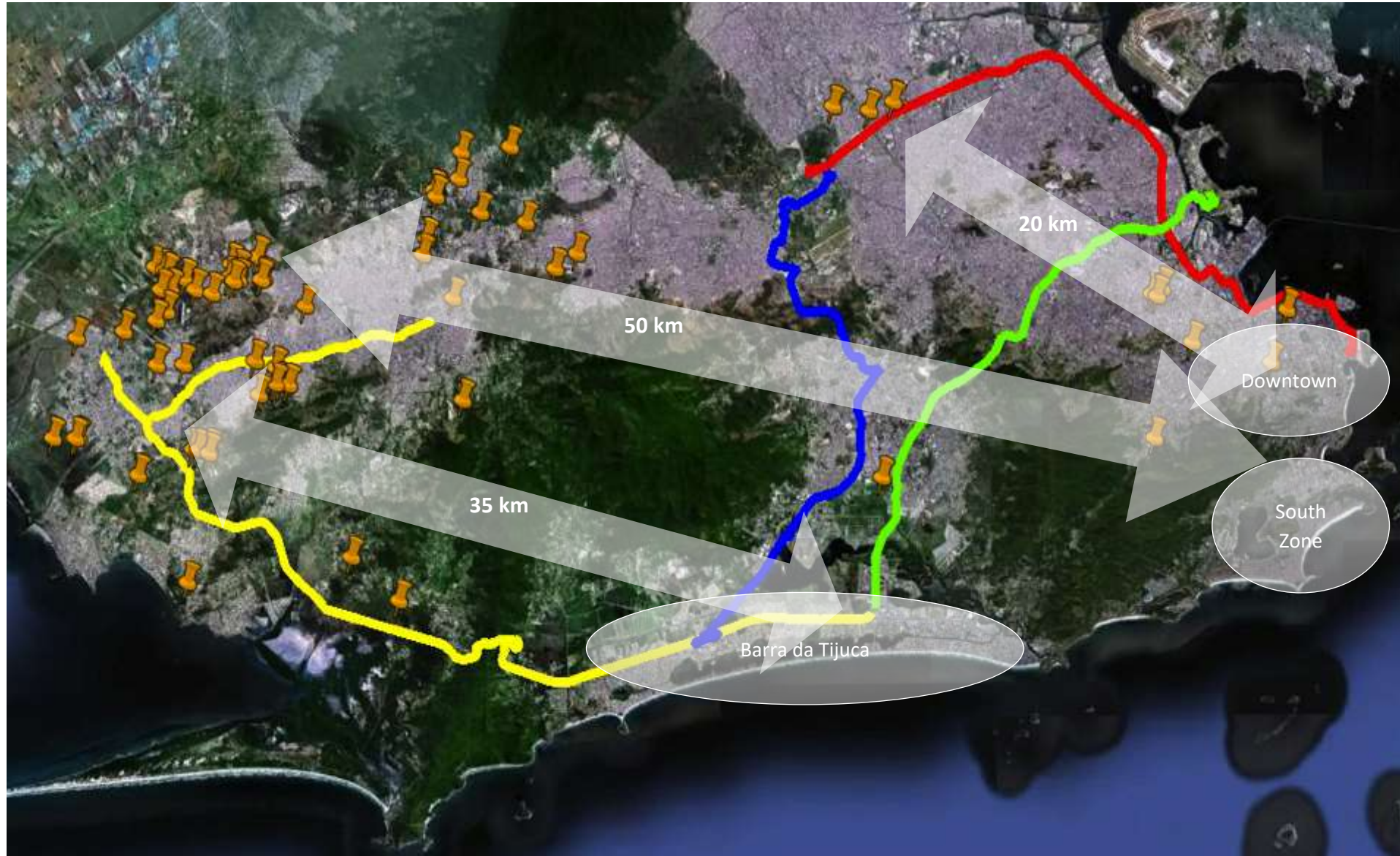


# ...and for children





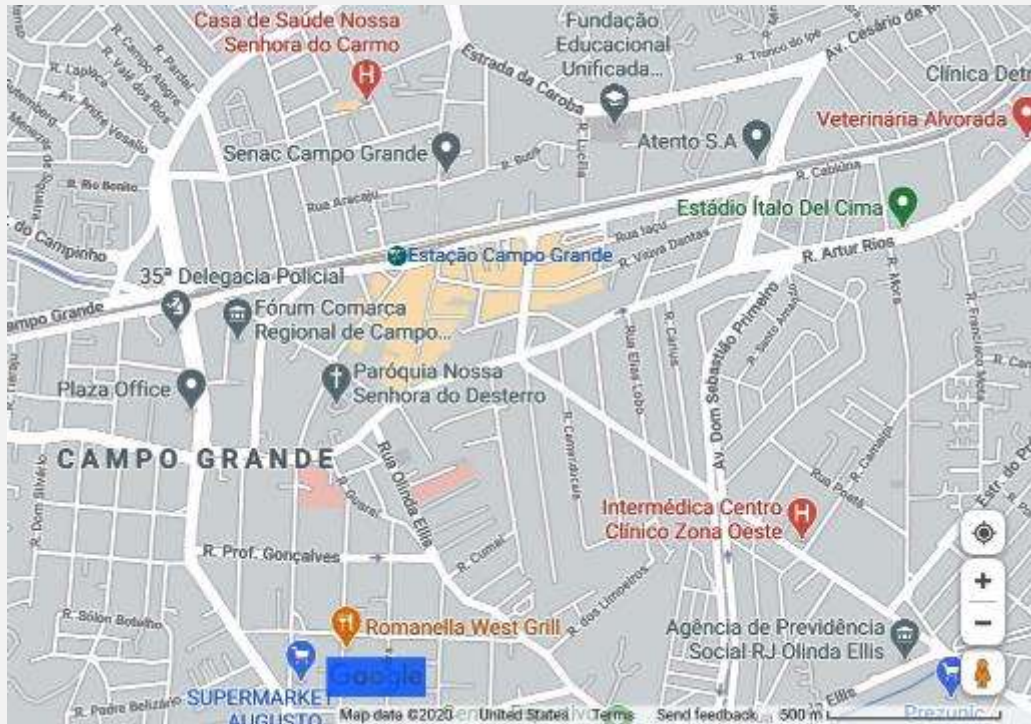
# Rio de Janeiro: A tale of two cities





# The street grid

## Periphery



## Downtown





# Quality and quantity of environment



Periphery  
(left)  
versus  
South Zone  
(right)



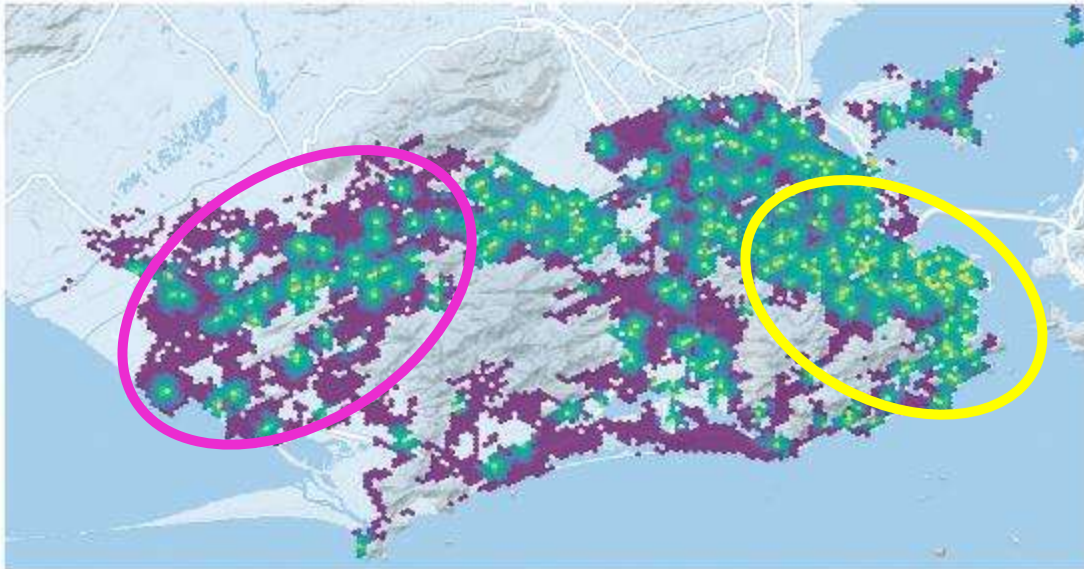


# Access by whom? To what?

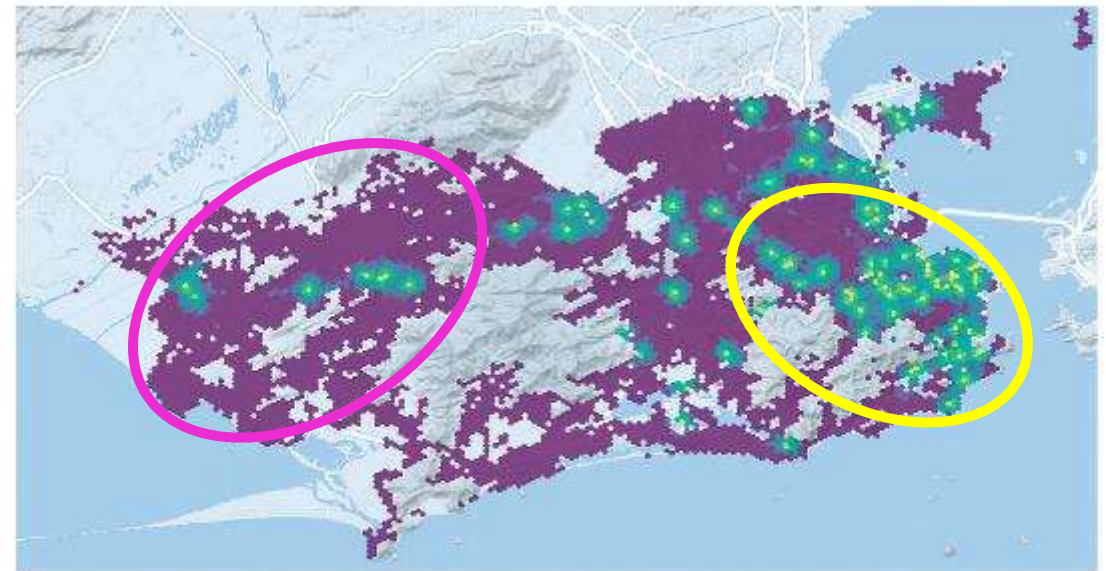
These two maps show access to health care: the one on the left shows medium complexity (radiology, minor surgeries) services and the one on the right shows high complexity, such as intensive care, cancer treatments)

Pink circle indicates lower income area and yellow circle indicates higher income area

MAPA 2  
Tempo de viagem por transporte público até o estabelecimento de saúde mais próximo  
por nível de atendimento – Rio de Janeiro (2019)  
ZA – Saúde: média complexidade



2B – Saúde: alta complexidade



Tempo até a oportunidade  
mais próxima



10 20 +30 min

Elaboração dos autores.



# How do we get there?



# Tactical urbanism brief



# ITDP'S PRINCIPLES OF URBAN DEVELOPMENT FOR TRANSPORT IN URBAN LIFE & TOD STANDARD KEY IMPLEMENTATION OBJECTIVES

## WALK

### DEVELOPING NEIGHBORHOODS THAT PROMOTE WALKING

- OBJECTIVE A.** The pedestrian realm is safe, complete, and accessible to all.  
**OBJECTIVE B.** The pedestrian realm is active and vibrant.  
**OBJECTIVE C.** The pedestrian realm is temperate and comfortable.

## CYCLE

### PRIORITIZE NONMOTORIZED TRANSPORT NETWORKS

- OBJECTIVE A.** The cycling network is safe and complete.  
**OBJECTIVE B.** Cycle parking and storage is ample and secure.

## CONNECT

### CREATE DENSE NETWORKS OF STREETS AND PATHS

- OBJECTIVE A.** Walking and cycling routes are short, direct, and varied.  
**OBJECTIVE B.** Walking and cycling routes are shorter than motor vehicle routes.

## TRANSIT

### LOCATE DEVELOPMENT NEAR HIGH-QUALITY PUBLIC TRANSPORT

- OBJECTIVE A.** High-quality transit is accessible by foot. (TOD Requirement)

## MIX

### PLAN FOR MIXED USES, INCOME, AND DEMOGRAPHICS

- OBJECTIVE A.** Opportunities and services are within a short walking distance of where people live and work, and the public space is activated over extended hours.  
**OBJECTIVE B.** Diverse demographics and income ranges are included among local residents.

## DENSIFY

### OPTIMIZE DENSITY AND MATCH TRANSIT CAPACITY

- OBJECTIVE A.** High residential and job densities support high-quality transit, local services, and public space activity.

## COMPACT

### CREATE REGIONS WITH SHORT TRANSIT COMMUTES

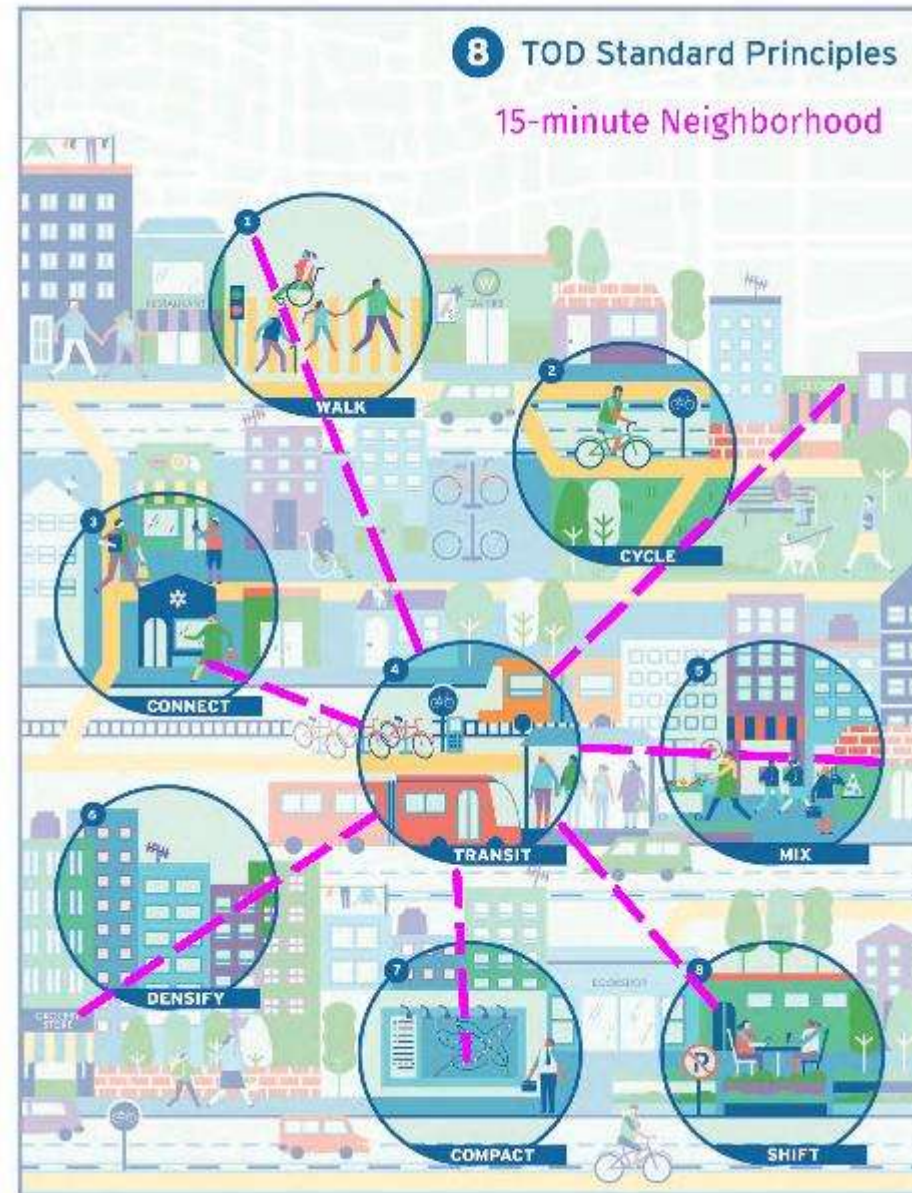
- OBJECTIVE A.** The development is in, or next to, an existing urban area.  
**OBJECTIVE B.** Traveling through the city is convenient.

## SHIFT

### INCREASE MOBILITY BY REGULATING PARKING AND ROAD USE

- OBJECTIVE A.** The land occupied by motor vehicle is minimized.

# Access is the happy marriage of transport and land use





# Grow Cycling: The Toolkit



## The Grow Cycling Toolkit

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.

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

Infrastructure, Policy, Education



[growcycling.itdp.org](http://growcycling.itdp.org)



# Pedestrians First: How to plan, measure, and design cities for people

## PEDESTRIANS FIRST



TOOLS FOR A WALKABLE CITY

**Pedestrians First measures walkability for babies, toddlers, their caregivers, and everyone in cities.**

### VIEW CITY MEASUREMENTS

See maps and measurements of walkability for cities around the world.

[About](#) [GO →](#)

### MEASURE INCLUSIVE TRANSIT

Assess the inclusivity of a transit system. Transit connects neighborhoods.

[About](#) [GO →](#)

### EXAMINE A NEIGHBORHOOD

Use indicators to measure neighborhood walkability in detail.

[About](#) [GO →](#)

### VISIT A STREET

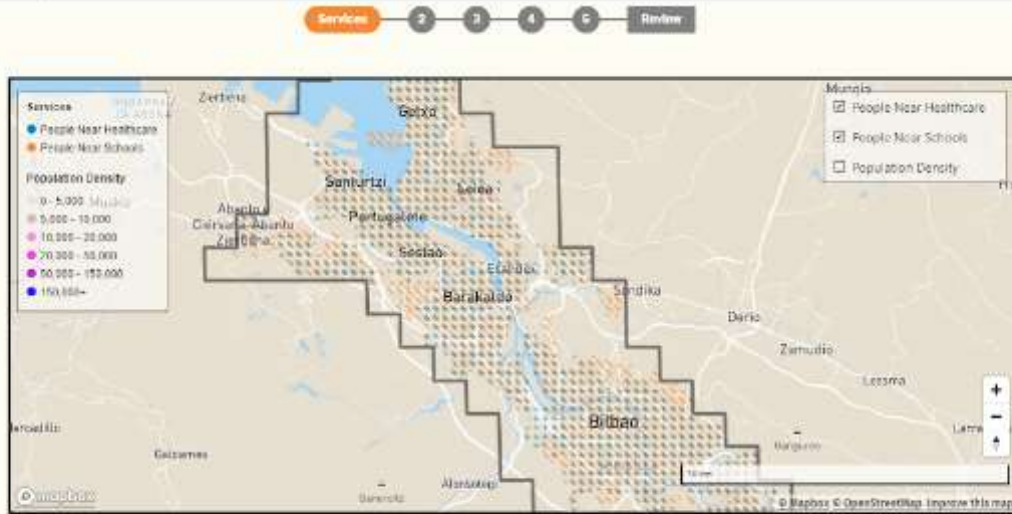
Walk a street with a checklist of design solutions for walkability.

[About](#) [GO →](#)





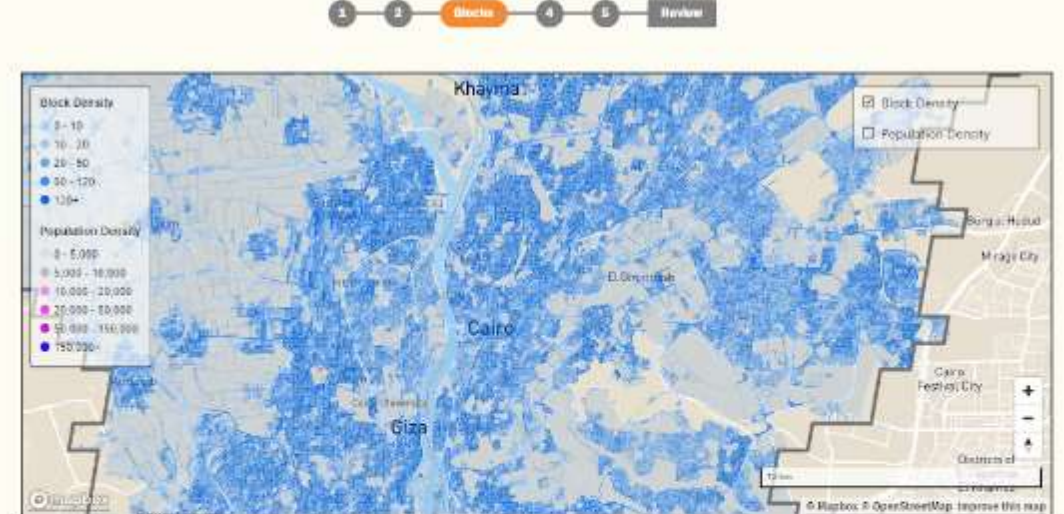
# City level spatial analysis



Share this

People Near Services in Bilbao (ESP):  
77% of residents are within a 1km walk of both education and healthcare.

Goal: 100% of residents. **77%**



Share this

On average, there are 79 blocks per km<sup>2</sup> in Al-Qahirah (Cairo) [EGY].

Goal: 50 blocks per km<sup>2</sup> or more. **79 blocks per km<sup>2</sup>**





# 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.

☒ YES ☐ NO

15. Pedestrians never have to cross more than two lanes of traffic at once. (Pedestrian bridges over roads do not count, as they increase the distance traveled and physical effort exerted by pedestrians.) [More Info](#)

☐ YES ☒ NO

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

☒ YES ☐ NO

17. Curbs are not more than 15cm high.

☒ YES ☐ NO

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

☐ YES ☐ NO

19. If there are crossing signals, they are timed so that the pedestrian waiting time is always

☐ YES ☐ NO



*We cannot pursue  
change in engineering, in  
policy, and in social  
norms separately.*

- Peter Norton  
(Via Dario Hidalgo's tweet)



# For whom?

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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