

CITY	STATUS
<b><u>GLOBAL MAP NOW AVAILABLE</u></b> <b><u>(THANKS MARIA SITZOGLU)</u></b>	
<b>OPEN STREETS (FULL OPENING)</b>	
<b>Open Streets Parkway / Waterfront</b>	
Austin, TX	Active
Brighton + Hove, UK	Active
Cambridge, MA	Awaiting Full Approval
Cleveland (Metro), OH	Active
Cologne, Germany	Active
Des Moines, IA	Active
Duluth, MN	Active
Denver, CO	Active
Drummondville, QC	Active
Ixelles, Belgium	Active
Kamloops, BC	Active
Kansas City, MO	Proposed
Kitchener, ON	Active
London, Ontario	Active
Louisville, KY	Active
Metro Boston	Active
Minneapolis, MN	Active
Montgomery County, MD	Active
New Haven, CT	Active

New Orleans, LA	Active
New York City	In the works
Palo Alto, CA	Under Consideration
Pittsburgh, PA	Inactive
Portland, OR	Active
Philadelphia, PA	Active
San Francisco, CA	Announced / Under Consideration/ Active
Schaerbeck, BE	Active
St. Louis, MO	Active
St. Paul, MN	Active
Stuttgart, Germany	
Sydney, AU	Active
Vancouver, BC	Active
Victoria, BC	Active
Washington DC	Active

### **Residential / Commercial Streets**

Aotearoa, New Zealand	Announced
Calgary, AB, Canada	Active
Emeryville, CA	Active

Denver, CO

Active

New York City

Re-Announced

Winnipeg, MB, Canada

Active

**OPEN CURBS**

**Travel or Parking Lane Conversion**

Ann Arbor, MI

Under Consideration

Austin, TX

Active

Barcelona, Spain

Announced

Bogotá

Active

Brookline, MA

Active

Burlington, VT

Active

Dallas, TX

Under Consideration

Des Moines, IA

Active

Dublin, IE

Active

Edmonton, AB

Ft. Lauderdale, FL	Active
Kansas City, MO	Proposed
Kitchener, ON	Active
Lambeth, UK	Announced
London, ON	Active
London, UK	Under Consideration
Manchester, UK	Active
Milan, Italy	Announced
Minneapolis, MN	Active
Montreal, QC	Active
Nelson, NZ	Announced
New Westminster, BC	Active
North Vancouver, BC	Active
Ottawa, ON	Active
Toronto, ON	Active
Washington DC	Active
<b>DIY, UNSANCTIONED STREET OPENING</b>	
Limited Vehicular Access/Reduced Speed Limit	Limited Vehicular Access
Berkeley, CA	Active
Bristol, UK	Active
London, UK	Active
New York City	Active
Portland, OR	Active
Winnipeg, MB, Canada	Active
Washington DC	Active
<b>SHARED STREETS</b>	
Limited Vehicular Access (Local Traffic Only/Reduced Speed Limit)	
Bend, OR	Active

Burlington, ON	Proposed
Burlington, VT	Active

Edmonds, WA	Active
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Emeryville, CA	Active
Hackney, London	TBD
Kansas City, MO	Active

Lambeth, UK	Announced
Minneapolis, MN	Active

Mississauga, ON	Active
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Oakland, CA	Active
Salt Lake City, UT	Active

San Francisco, CA	Announced
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Seattle, WA	Active
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Vienna, Austria	Active
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## TEMPORARY BIKEWAYS

### Protected or Conventional Bike Lanes

Auckland, NZ	Announced
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Barcelona, Spain	Announced
Berlin	Active
Bordeaux, FR	Proposed
Brampton, Canada	Active
Bucaramanga, Colombia	Active
Budapest	Active
Cali, Colombia	Announced
Dublin, IE	Active
Edinburgh, Scotland	Proposed
Glasgow, Scotland	Proposed
Grenoble, FR	Announced
Halifax, NS	Proposed
Ipswich, UK	Active
Lille, FR	Announced
Lima, Peru	Announced
Lyon, FR	
Milan, Italy	Announced
Medellín, Colombia	Active
Mexico City	Active
Montpelier, FR	Announced
Montreuil, FR	Announced
Nantes, FR	Announced
New York City	Active
New Zealand	Announced

Paris, FR	Announced
Rennes, FR	Announced
Rueil-Malmaison, FR	Announced
Quito, Ecuador	Announced

Seine-Saint-Denise, FR	Announced
Toulouse, FR	Announced
Val De Marne, FR	Proposed

INTERSECTIONS	INTERVENTION
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Pedestrian Signal Changes
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Adelaide, AU	Beg button no longer required, pedestrian signal on recall
Arlington, VA	Beg button no longer required, pedestrian signal on recall
Asheville, NC	Beg button no longer required, pedestrian signal on recall
Auckland, NZ	Beg button no longer required, pedestrian signal on recall
Berkeley, CA	Beg button no longer required, pedestrian signal on recall
Beverly Hills, CA	Beg button no longer required, pedestrian signal on recall
Brisbane, AU	Beg button no longer required, pedestrian signal on recall
Brookline/Cambridge MA	Beg button no longer required, pedestrian signal on recall
Brussels, Belgium	Beg button no longer required, pedestrian signal on recall

Calgary, AB, Canada	Beg button no longer required, pedestrian signal on recall
Carrboro, NC	Beg button no longer required, pedestrian signal on recall
Chapel Hill, NC	Beg button no longer required, pedestrian signal on recall
Charleston, NC	Automated pedestrian signals
Chattanooga, TN	Beg button no longer required, pedestrian signal on recall
Culver City, CA	Beg button no longer required, pedestrian signal on recall
Durham, NC	Beg button no longer required, pedestrian signal on recall
Emeryville, CA	Beg button no longer required; will change along with traffic signal timing
Kansas City, MO	Beg button no longer required, pedestrian signal on recall
Los Angeles, CA	Beg button no longer required, pedestrian signal on recall
Madison, WI	Beg button no longer required, pedestrian signal on recall
Melbourne, AU	Beg button no longer required, pedestrian signal on recall
Miami Beach, FL	Beg button no longer required, pedestrian signal on recall
Minneapolis, MN	Beg button no longer required, pedestrian signal on recall



Ottawa, ON	Beg button no longer required, pedestrian signal on recall
Perth, AU	Beg button no longer required, pedestrian signal on recall
Providence, RI	Beg button no longer required, pedestrian signal on recall
Richmond, BC	Beg button no longer required, pedestrian signal on recall
Salt Lake City, UT	Beg button no longer required, pedestrian signal on recall
San Jose, CA	Beg button no longer required, pedestrian signal on recall

Sydney, AU	Beg button no longer required, pedestrian signal on recall
Wollongong, AU	Beg button no longer required, pedestrian signal on recall

Top 10	
CITY	PROPOSED / EXISTING
1. Paris, France	403,8
2. Lima, Peru	187
3. New York City, NY, USA	75
4. Oakland, CA, USA	74
5. Quito, Ecuador	38,9
6. Auckland, NZ	37,9
7. Minneapolis/St. Paul	36,8
7. Burlington, VT, USA	25,86
9. Milan, Italy	22

Bogota, Colombia  
10. Barcelona, Spain  
**Total:**

22  
20,5  
**943,76**

## LENGTH

## ROUTE MANAGEMENT

.46 mi. / .74 km

1.48 mi / 2.48 km

6 mi. / 9.65 km

.77 mi. / 1.23 km

.16 mi / .26km

2.5 mi / 4 km

16.1 mi. / 25.9km total, 10.2

miles of roads in city parks    Barricades, signs

.46 mi. / .75 km

Signs

0.5 mi. / .8km

Barricades, flower pots, signs

1.4 mi / 2.25 km

TBD

.09 mi. / .15 km

.06 mi. / .12 km

11 mi. / 17.7 km

5.61 mi./ 9 km

20.32 mi. / 32.7 km

Barricades, signs

1.1 mi. / 1.7 km

3.13 mi. / 5.03 km

TBD

5.0 mi./8 km

Barricades, signs, some law enforcement

.85 mi. / 1.37 km  
TBD

TBD

1.36 mi. / 2.19 km  
7.5 mi. / 12 km

Barricades, signs

4 mi. / 6.4 km

2 mi / 3.2 km ; 0.3 mi / .5 km  
0.5 mi. / .8km

Barricades, signs  
Barricades, signs

3.94 mi. / 6.94 km

4.93 mi. / 7.93 km  
2 mi. / 3.21 km

3.7mi. / 6 km

10.42 mi. / 14.93 km

1.42 mi. / 2.28 km

7.15 mi / 10.6 km

TBD

3.75 mi. / 6 km

.06 mi. / .1 km

16.1 mi. / 25.9km total, 5.9  
miles in  
residential/commercial  
context

Barricades, signs

75+ mi. / 120+ km

Barricades, initially 80 police officers led  
to failure; new proposal would not  
require as many police

13.58 mi. / 21.8 km

Barricades, signs

TBD

TBD

1.13 mi. / 1.82 km

Cones, signs

7.5 mi. / 12 km

TBD

49.7 mi. / 80 km

2.42 mi. / 3.89 km

1.1 mi. / 1.77 km  
TBD

Signs  
TBD

.23 mi / .37 km

Barricades, signs

TBD

Bollards + Orcas (?)

.87 mi. / 1.4 km

1.3 mi / 2.09 km	
2.03 mi. / 3.26 km	
.47 mi. / .76km	Movable bollards

TBD	TBD
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.3 mi. / .48km	
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TBD	TBD
.26 mi. / .42km	Cones
22 mi. / 35 km - pedestrian routes TBD	
TBD	

1.67 / 2.7 km	
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.25 mi. / .4km	
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.17 mi / .27 km	Cones
1.7 mi. / 2.74 km	Barricades, signs

.3 mi. / .48km	
TBD	TBD

.41 mi / .66 km	Barricades, signs
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### Limited Vehicular Access/Reduced Speed

TBD	Saw horse, sign
TBD	None
TBD	Cones

One block	Barrcade, signs
?	

TBD	TBD
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TBD	Signs, cones, barricades
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6 mi. / 9.65 km	Signs, Cones
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TBD	TBD
24.76 mi.	Signs, Cones, Variable Message Boards

.29 mi. / .47 km	Signs, Cones, Variable Message Boards
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.21 mi. / .34 km	
TBD	Filtered streets with low-cost barriers
3.29 mi. / 5.29 km	Barricades, Cones

TBD	TBD
11 mi. / 17.7km	Signs, cones, etc.
1.36 mi. / 2.18 km	TBD

74 mi. / 119 km	
1.33 mi. / 2.13km	TBD

12.86 mi. / 20.69 km	signage and traffic cones
8.5 mi. /13.69 km; another	
7.5 miles are planned	

11.18 mi. / 18 km

37.9 mi. / 61km

13 mi. / 21 km	TBD
~ 3.88 mi. / 6.25 km	
TBD	TBD
3.01 miles / 1.51 km	
TBD	
3.26 mi. / 5.25 km	-
TBD	
.29 mi. / .47 km	
TBD	TBD
TBD	TBD
TBD	TBD
TBD	TBD
.21 mi. / .34 km	Signs
TBD	TBD
187 mi. / 301 km	
TBD	TBD
22 mi. / 35 km - Cycling routes	TBD
TBD	
1 mi. / 1.7 km	
TBD	TBD
TBD	TBD
TBD	TBD
.77 mi. / 1.23 km	Traffic Barrels, Delineators, Signs
TBD	



403 mi. / 650 km	Signs, delineators
TBD	TBD
TBD	TBD
38.9 mi. / 62.7 km	

TBD	TBD
TBD	TBD
TBD	TBD

## NOTES

## SOURCES

More info needed

<https://twitter.com/sandyver/status/12422470>

A few locations thus far; led  
by NCDOT

<https://americawalks.org/bringing-back-automatic->

City center

<https://twitter.com/AkITransport/status/124>

47 high-volume intersections

No further details

Also interest in neighboring  
munic - Newton etc.

<https://www.bostonglobe.com/2020/03/26>

100+ signals have been  
altered to reduce waiting time  
for bicyclists and pedestrians

<https://mobilite-mobiliteit-brussels.prezly.com/covic>

50 intersections <https://twitter.com/BrentToderian/status/12440005>

In downtown, also converted  
on-street parking to pick up  
zones.

Through May 16th

All signals in downtown  
automated for pedestrians

<https://twitter.com/movesafedurham/status/12440005>

Temporary; potentially  
permanent pending current  
studies

100 intersections, underway

High ped areas first. <https://twitter.com/LADOTofficial/status/12440005>

Details needed

Details needed

Most intersecions, including  
state, county, local roads      Twitter

400+ Intersections!      MPLS public works

An effort to prevent  
congregating

<https://ottawa.ctvnews.ca/ottawa-adjusts-l>

CBD only

Move to be considered  
permanent

Details needed  
70 intersections (busiest  
areas Downtown/Central  
City)  
More than 100 different  
intersections are now on  
recall

<https://www.sltrib.com/news/2020/04/07/li>

[https://twitter.com/walk\\_sanjose/status/12](https://twitter.com/walk_sanjose/status/12)

Sydney CBD only, normal 9-  
5 M-F signal policy expanded  
to "full-time"

<https://twitter.com/AndrewConstance/stati>

Summary	# Applications
<b>TACTIC (%)</b>	
Open Streets (Parkways + W&A)	33
Open Streets (Residential + C)	6
Open Curbs (16.7%)	23
DIY, Unsanctioned Opening (4.9%)	7
Shared Streets (9.4%)	15
Temporary Bikeways (19.6%)	29
Intersections (21.7%)	30
<b>TOTAL APPLICATIONS</b>	<b>143</b>

## #Covid19Streets Summary



## NOTES

W. Riverside Drive opened for social distancing

Two thoroughfares closed to through traffic, open for physical distancing along beach

City of Cambridge, MA endorsed opening Memorial Drive for physical distancing, but awaits DCR approval

Miles of open streets on park drives across the metro region

Street through a large public park and the Deutz Bridge is now car-free

One block opening adjacent to popular Pappajohn Sculpture Park; lanes opened for pedestrian use on two nearby streets (see entry below)

A section of Seven Bridges Road in Lakeside/Lester Park. The City has closed this road to motor vehicle traffic to make it safer and more appealing for cyclists and pedestrians.

Park drives and parking lots closed in 31 parks for a total of 10.2 miles of open streets and 59 closed parking lots; 5.9 miles of city streets opened to people on April 4th. More closures coming in next day or two.

Rue de Pont and bridge closed to vehicular traffic linking both sides of the river/parks/downtown core

A section of avenue Charles de Gaulle next to Etangs d'Ixelles/Flagey was closed for car traffic and opened for others

Ring road around McArthur Island Park closed to vehicles.

Lightening the normal block party permit, neighborhoods apply to open their own streets.

Parking access banned at major natural area/trail system

Blackfriars Bridge closed to vehicles, facilitating active recreation distancing linking two trails systems on either side of the Thames River

Park roads within three signature Olmsted parks have gone car free

Park roads closed within certain DCR parks across metro Boston area, including .9 miles across two segments in the City of Boston.

Focused on parkways along the Lakes and the Mississippi; partial and full open streets in effect March 27th - May 22ns; has since expanded to numerous parkways around the city; parkway routes have been altered with additions and subtractions, changes constitute increases in initial mileage of 18.1 to 20.32

Leveraging/piloting an expansion of the weekly Sunday closure of Sligo Cree

Two roads opened for physical distancing in East Rock Park

Lakeshore Drive, between Shelter 1 and the Seabrook Bridge is closed to motor vehicles (except residents living on the roadway) from 6pm on Fridays through 5am on Mondays. Additional road corridors are being reviewed.

Due to vehicular tailgating, the NYPD is closing Shore Boulevard in Queens; pedestrians will be allowed to utilize the roadway for distancing.

Highland Park's Reservoir Drive was closed to cars from 2-5pm on Saturday, April 4 and Sunday, April 5, part of Bike PGH's Social Distancing Fitness Zone proposal

Roadways closed in 10 parks citywide

Park setting; MLK Drive is closed Sunday April - October; city leveraged this route for Corona Closure.

**Great Highway segment**, between Sloat and Lincoln Way, on the west coast of San Francisco / along Ocean Beach closed on Sunday 4/12 for physical distancing exercise; possibility of full-time extension; A segment of Twin Peaks Blvd, at the top of SF's highest peaks, closed through May 2020 to test new car-free configuration.

Van Vollenhovenlaan temporary closed

Street segments within Forest Park and Tower Park are close to vehicles, open to people.

Four streets along park edges/bodies of water are closed to vehicular traffic, open for active transport/recreation

Open Street along the banks of the Neckar river, linking two large parks.

Roads within Centennial Parks will be closed to vehicles, open to people over four-day holiday weekend

All roads within Stanley Park are now car-free; Beach Avenue to Burrard Bridge has one lane open for physical distancing

One parking lane converted along Dallas Road for distancing; roads within Beacon Hill Park restricting motor vehicle access

Streets within Rock Creek, Fort Dupont, and Anacostia Park will be open to human use through April 30th

"Covid-19 is having a significant impact on our transport systems and services. The Innovating Streets programme can make a contribution by providing councils with an opportunity to adapt their streets to better support active and safe transport needs, while following official advice about people movement."

6 street segment closed as pilot for March 28/29. Locations not announced, to avoid overcrowding.

Converted two short blocks of Doyle Street Bike Boulevard into car-free streets, linking to Emeryville Greenway

Park drives and parking lots closed in 31 parks for a total of 10.2 miles of open streets and 59 closed parking lots; 5.9 miles of city streets opened to people on April 4th. More closures coming in next day or two. Four pilot streets in four boroughs announced 3/25, pilot to last through Monday, 3/30 and then re-assessed. UPDATE: Pilots removed and heavily criticized for heavy police presence. UPDATE: City council is taking legislative action to open streets, rebuking the Mayor's previous refusal to do so.

Starting Monday, April 6, 2020, vehicle restrictions on the four streets designated bicycle/active transportation routes will be in effect daily from 8 a.m – 8 p.m. These routes limit motor vehicle traffic to one block throughout the designated area, and are normally in place on Sundays, from June to September. At this time, they will be in place daily from 8 a.m. to 8 p.m. until May 29. The City will re-evaluate at the end of May to determine if the designation needs to be extended. Additionally, lane closures are occurring but not mapped or promoted to discourage gathering. UPDATE: Five new streets selected for implementation expanding mileage for month of May.

Pleasant Valley Road lane closure over the Longhorn Dam Bridge to fill gap in trail network; Closure of Lou Neff Road over the Easter weekend  
Part of a larger set of measures to help the city re-open with improved mobility that includes bus lanes and 13 miles of bikeways  
As of March 27 and until April 13 there will be 35 kms of temporary bikeways based on the ciclovía network and with same logistics. Before total quarantine, there were 76 kms (after an initial 22). Also 400 bicycles lent to health providers by NUMO, Despacio, Muvo.; UPDATE: Temporary bikeways have been expanded and will be made permanent.  
Parking lanes along three major streets, restricting motor vehicle use, expand pedestrian space. One motor vehicle lane repurposed for additional space.  
Two streets trialed as "shared streets" to promote distancing: Pine Street and Birchcliff Parkway, restricting access to curbside parking lane  
Turtle Creek Boulevard under consideration for lane closure.  
Two blocks of Locust Street converted a travel lane to pedestrian space on edge of PappaJohn Sculpture Park (see full open streets response above)  
Ranelagh, Rathmines, Stonybattery, Dorset, and Capel all will have parking lanes removed for distancing; some bikeway provisions as well, no details on limits  
Two streets: Victoria Promenade and Saskatchewan Drive. Temporary bikeway expansion open to pedestrians, a lane closure to expand space.

Eastbound lane of AIA will be closed

Parking lanes converted to pedestrian use on King St. in downtown core.  
Local Council announced a slate of measures including open curbs, slow streets, and bikeway improvements to be added in three phases. Curb lanes mostly at pinch points, under railway overpass bridges.

Eastbound lane of Kensington Bridge closed to vehicular traffic to promote physical distancing

So-called "Red Routes" would be used to prioritize space for pedestrians on busy streets

Tib Street has extended sidewalk through the use of cones; more streets may City will trial roadway reallocation to cycling and pedestrian space, breakdown TBD

Part of a larger suite of measures

One parking lane converted to pedestrian space along Mont-Royal Avenue.  
20 other locations on different commercial streets

Sidewalks to double on Traylor Street, City center speed limits to be reduced.

A travel lane conversion to allow physical distancing over an important overpass linking to waterfront trail

One lane of Grand Boulevard re-purposed for cycling

Outer lanes of Bank Street Bridge over Rideau Canal to be converted for active use; Queen Elizabeth drive to follow suit

10, soon to be 100 curbside pedestrian zones at hot spots around the city.  
Five short segments in front of grocery stores have closed curb/slip lanes for distancing

### **Limited Vehicular Access/Reduced Speed Limit**

Residents are petitioning for the city to take measures while taking action in the streets themselves

Resident spray painted a "jogging lane" adjacent to narrow sidewalks.

Brooklyn resident/advocate Doug Gordon grabbed nearby barricade used for a farmer's market on a dead-end street, adjacent to a closed playground, and opened the street for people to use at safe distances  
DIY block "opening" from PE teacher Sam Balto; curb extension added with c

DC Department of Transformation has created two unsanctioned, DIY sidewalk expansions

Existing Neighborhood Greenways now local traffic only, three additional routes fast-tracked with temporary materials to create "stay healthy streets."



City Councilor proposed... no update if adopted.

Network wide. Expanded 4-13-2020

Local access only for a popular running/walking street along Puget Sound; positioned as a pilot by the city as a pilot

Converted two-segments of the Doyle Street bike boulevard into a one-way street to create more space for physical distancing.

**Announced but not yet implemented**

Will be implemented soon

low traffic neighborhood' (LTN) measures will be taken in at least two neighborhoods, limiting through traffic. This fast-tracks plans that were already in the works.

Three large loops designated as "stay healthy streets"

Four lane corridor reduced to two lanes, one in either direction to allow more physical space.

Starting Saturday, April 11, 2020, Oakland will implement an emergency measure called "Oakland Slow Streets," which will limit automobile use on >74 miles of streets — 10% of the roadway space in Oakland. Streets are based on Oakland's existing and proposed "Neighborhood Bike Route" network in the Oakland Citywide Bicycle Plan (see page 85 of the Plan: <https://go.aws/34t9gDJ>). Additional streets are being considered in Downtown and West Oakland, where few of these routes exist.

City has asked residents to weigh in via a survey; first city to do this

The SFMTA is implementing a new program, Slow Streets, to close some streets to through traffic and allow roadways to be used more as a shared space for foot and bicycle traffic.

Transforming select neighborhood greenways into local-traffic only "Stay Healthy Streets"

20 streets open for sharing, allowing pedestrians to walk in the street / share space with other users

Auckland Transport will implement temporary bike lanes

Part of a larger set of measures to help the city re-open with improved mobility that includes bus lanes and 7.5 miles of expanded pedestrian space

Leveraged existing contractor for initial two projects; likened temporary bus lane protocols for when rail transit repairs occur; 5 segments completed thus far. FixMyBerlin is keeping track via a map.

Working group being convened for Bordeaux region, with individual mayors having the option to pursue or deny post-lockdown cycleways.

Two curbside lanes converted to bikeways on two arterial corridors, linking neighborhoods to large parks, shopping centers, and regional greenway

Beginning with two streets in the city center and likely to expand

"During the health emergency, the bicycle is a fundamental player in mobility. It is provided that the right lanes of streets in which there is no bicycle infrastructure will be a priority for cyclists, who may use the entire lane."

Fast-tracking a contraflow bikeway on Nassau Street

Temporary cycleways, curbside lanes for walking

Temporary cycleways, curbside lanes for walking

Bike network implementation using temporary materials proposed, will be debated on April 28th

Waterfront street closed to traffic, more may come.

City will trial roadway reallocation to cycling and pedestrian space, breakdown TBD

Avenida San Juan temp bike way; on other streets right lane will have bicycle priority too

Civil society prepared a proposal of 130 km of temporary bikelanes for the Secretary of Mobility, still awaiting response from the authorities. The 1.7 km new pop-up bike lane (#CiclovíaTemporal) in Mexico City was established not by the city government, but by one of the 16 sub-districts (alcaldía Miguel Hidalgo)

Two temporary protected bike lane segments (Smith Street (Brooklyn) and closing 2nd Avenue PBL gap (Manhattan) remain in place.

"The Government is helping councils expand footpaths and roll out temporary cycleways to h

Paris will fast-track a regional plan to build hundreds of miles of bikeways, many will be delivered with temporary materials starting May 11

City will start implementing temporary cycleways on Monday, April 27th.



[33349500928?s=20](#)

[pedestrian-recall-how-coronavirus-might-make-walking-easier-in-the-future/](#)

[42567782027472898](#)

[/metro/amid-coronavirus-concerns-brookline-adjusts-pedestrian-buttons-so-tf](#)

[j-19-brussel-mobiliteit-past-de-afstelling-van-haar-verkeerslichten-aan](#)

[05262563330?ref\\_src=twsrc%5Etfw%7Ctwcamp%5Etweetembed%7Ctwterm%5E12440005](https://twitter.com/05262563330?ref_src=twsrc%5Etfw%7Ctwcamp%5Etweetembed%7Ctwterm%5E12440005)

[s/1245704834390601731](#)

"...buttons would be automatically activated when the traffic light changed...."

Announced, no confirmed action yet

[245773280625283073](#)

[traffic-signals-as-traffic-volume-drops-by-50-during-covid-19-pandemic-1.487/](#)

[ve-coronavirus-updates/](#)

['50108108434624513?s=21](#)

[us/1241872088249413632?s=20](#)

Only near hospital

- 
-  1
  -  2
  -  3
  -  4
  -  5
  -  6
  -  7

## SOURCES

<https://new.brighton-hove.gov.uk/news/2020/madeira-drive-first-road-be-allocated-walkers-and->

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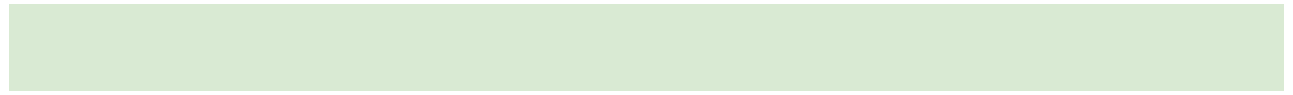
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The [temporary] elimination of beg buttons will not apply to buttons on poles controlled by CalTr









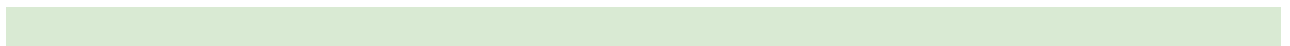
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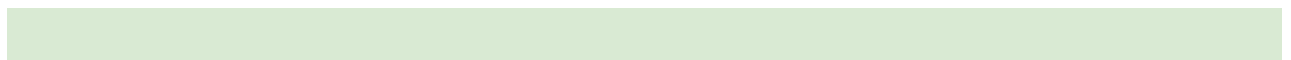
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More info neech	<a href="https://twitter.co">https://twitter.co</a>	Adelaide, AU	De-activated Beg Button signals	More info neech	<a href="https://twitter.co">https://twitter.co</a>
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A few locations	<a href="https://americawa">https://americawa</a>	Asheville, NC	De-activated Beg Button signals	A few locations	<a href="https://americawa">https://americawa</a>
City center	<a href="https://twitter.c">https://twitter.c</a>	Auckland, NZ	De-activated Beg Button signals	City center	<a href="https://twitter.c">https://twitter.c</a>
47 high-volume intersections		Berkeley, CA	De-activated Beg Button signals	47 high-volume intersections	

		Brisbane, AU	De-activated Beg Button signals		
Also interest in	<a href="https://www.bo">https://www.bo</a>	Brookline/Cams	De-activated Beg Button signals; improving signal timing to favor pedestrians	Also interest in	<a href="https://www.bo">https://www.bo</a>
	<a href="https://mobilite-mx">https://mobilite-mx</a>	Brussels			<a href="https://mobilite-mx">https://mobilite-mx</a>

	De-activated Beg Button	
50 intersection <a href="https://twitter.com">https://twitter.com</a>	Calgary, AB, Csignals	50 intersection <a href="https://twitter.com">https://twitter.com</a>
	De-activated Beg Button	
In downtown, also converted (	Carrboro, NC signals	In downtown, also converted (
	De-activated Beg Button	
	Chapel Hill, NCsignals	

	De-activated Beg Button	
All signals in downtown autor	Chattanooga, Tsignals	All signals in downtown autor

	De-activated Beg Button	
<a href="https://twitter.com">https://twitter.com</a>	Durham, NC signals	<a href="https://twitter.com">https://twitter.com</a>

hat plays audio for the benefit of visually impaired pedestrians will remain in place." <https://>

	De-activated Beg Button	
High ped areas <a href="https://twitter.com">https://twitter.com</a>	Los Angeles, Csignals	High ped areas <a href="https://twitter.com">https://twitter.com</a>



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			De-activated		
CBD only		Perth, AU	Beg Button	CBD only	
			signals		
			De-activated		
			Beg Button		
Move to be considered perma		Providence, RI	signals	Move to be considered perma	
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			Beg Button		
70 intersection	<a href="https://www.slt">https://www.slt</a>	Salt Lake City,	signals	70 intersection	<a href="https://www.slt">https://www.slt</a>
Sydney CBD				Sydney CBD	
only, normal				only, normal	
9-5 M-F signal				9-5 M-F signal	
policy			De-activated	policy	
expanded to			Beg Button	expanded to	
"full-time"	<a href="https://twitter.co">https://twitter.co</a>	Sydney, AU	signals	"full-time"	<a href="https://twitter.co">https://twitter.co</a>



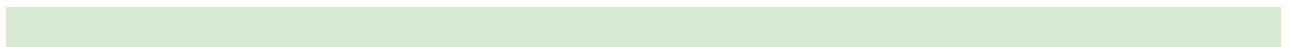






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Adelaide, AU	De-activated Beg Button signals	More info neech <a href="https://twitter.co">https://twitter.co</a>	Adelaide, AU De-activated Beg Button signals
Asheville, NC	De-activated Beg Button signals	A few locations <a href="https://americawa">https://americawa</a>	Asheville, NC De-activated Beg Button signals
Auckland, NZ	De-activated Beg Button signals	City center <a href="https://twitter.c">https://twitter.c</a>	Auckland, NZ De-activated Beg Button signals
Berkeley, CA	De-activated Beg Button signals	47 high-volume intersections	Berkeley, CA De-activated Beg Button signals
Brisbane, AU	De-activated Beg Button signals		Brisbane, AU De-activated Beg Button signals
Brookline/Cam	De-activated Beg Button signals; improving signal timing to favor pedestrians	Also interest in <a href="https://www.bo">https://www.bo</a>	Brookline/Cam De-activated Beg Button signals; improving signal timing to favor pedestrians
Brussels		<a href="https://mobilitate-m">https://mobilitate-m</a>	Brussels

	De-activated Beg Button		De-activated Beg Button
Calgary, AB, C	signals	50 intersection <a href="https://twitter.com">https://twitter.com</a>	Calgary, AB, C
	De-activated Beg Button		De-activated Beg Button
Carrboro, NC	signals	In downtown, also converted r	Carrboro, NC
	De-activated Beg Button		De-activated Beg Button
Chapel Hill, NC	signals		Chapel Hill, NC

	De-activated Beg Button		De-activated Beg Button
Chattanooga, T	signals	All signals in downtown autor	Chattanooga, T

	De-activated Beg Button		De-activated Beg Button
Durham, NC	signals	<a href="https://twitter.com">https://twitter.com</a>	Durham, NC

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	De-activated Beg Button		De-activated Beg Button
Los Angeles, C	signals	High ped areas <a href="https://twitter.com">https://twitter.com</a>	Los Angeles, C

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Perth, AU	signals De-activated Beg Button	CBD only		Perth, AU	signals De-activated Beg Button
Providence, RI	signals	Move to be considered perma		Providence, RI	signals
	De-activated Beg Button				De-activated Beg Button
Salt Lake City, signals		70 intersection	<a href="https://www.slt">https://www.slt</a>	Salt Lake City, signals	
		Sydney CBD only, normal 9-5 M-F signal policy expanded to "full-time"			
Sydney, AU	De-activated Beg Button signals		<a href="https://twitter.co">https://twitter.co</a>	Sydney, AU	De-activated Beg Button signals









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More info neech	Adelaide, AU	More info neech
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A few locations	Asheville, NC	A few locations
<a href="https://americawa">https://americawa</a>		<a href="https://americawa">https://americawa</a>
City center	Auckland, NZ	City center
<a href="https://twitter.c">https://twitter.c</a>		<a href="https://twitter.c">https://twitter.c</a>
47 high-volume intersections	Berkeley, CA	47 high-volume intersections
	Brisbane, AU	
Also interest in	Brookline/Cams	Also interest in
<a href="https://www.bo">https://www.bo</a>		<a href="https://www.bo">https://www.bo</a>
	Brussels	
<a href="https://mobilite-mc">https://mobilite-mc</a>		<a href="https://mobilite-mc">https://mobilite-mc</a>

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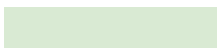
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Move to be considered perma		Providence, RI	signals	Move to be considered perma	
			De-activated		
			Beg Button		
70 intersection	<a href="https://www.slt">https://www.slt</a>	Salt Lake City,	signals	70 intersection	<a href="https://www.slt">https://www.slt</a>
Sydney CBD				Sydney CBD	
only, normal				only, normal	
9-5 M-F signal				9-5 M-F signal	
policy				policy	
expanded to			De-activated	expanded to	
"full-time"	<a href="https://twitter.co">https://twitter.co</a>	Sydney, AU	Beg Button	"full-time"	<a href="https://twitter.co">https://twitter.co</a>
			signals		











**Limited Vehicular Access/Reduced Speed Limit**

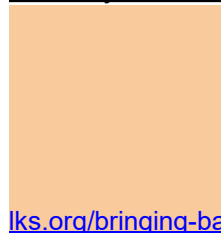








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on-street parking to pick up zones.

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