

## **BMTS Article Digest April - May 2020**

BMTS Pedestrian & Bicycle Advisory Committee Members:

The following is a compilation of articles that may be of interest to BMTS Pedestrian & Bicycle Advisory Committee members. This and past digests can also be accessed in the Pedestrian & Bicycle Advisory Committee page of [www.bmtsonline.com](http://www.bmtsonline.com).

Scott

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# **CenterLines e-Newsletter Merges with the PBIC Messenger**

## **The next generation PBIC Messenger will become a free monthly enewsletter produced by the Pedestrian and Bicycle Information Center News Brief**

*April 29, 2020*

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**CHAPEL HILL, NC** — [The Project for Public Spaces \(PPS\)](#) and the [Pedestrian and Bicycle Information Center \(PBIC\)](#) at the University of North Carolina are pleased to announce that the CenterLines enewsletter will merge with the PBIC Messenger to create the next generation of the PBIC Messenger. PBIC will begin distributing this free monthly enewsletter in late May.

This new partnership between PBIC and CenterLines will engage its combined audience with relevant, timely information they can use to create more walkable and bicycle-friendly communities. "PBIC is committed to helping transportation professionals prioritize mobility, access, equity, and safety for pedestrians and bicyclists," says Laura Sandt, director of PBIC. "Our partnership with CenterLines will help scale our collective impact by diversifying and expanding the information we can offer at more frequent intervals and respond to practitioners' needs." "We have been proud to publish CenterLines for the past decade," says Nate Storrington, Director of Communications at Project for Public

Spaces, "And we are excited to see it take its next step with such a longstanding resource for the walking and bicycling community at PBIC."

After nearly 20 years and over 500 issues every other week, the CenterLines newsletter will continue the evolution begun by its founding editor, John Williams. Williams created CenterLines as the next generation of [Bicycle Forum](#), a print journal he also edited that the Bicycle Federation of America published from 1978 until the Internet Age brought enough crucial bicycling and walking resources online. CenterLines editor for over 10 years, Linda Tracy, will become part of the editorial team of the next generation of the PBIC Messenger.

[Subscribe](#) to the new monthly PBIC Messenger. Send news for future issues to editorial team member [Linda Tracy](#).

### **About PBIC**

Since its inception in 1999, the PBIC mission has been to improve the quality of life in communities through the increase of safe walking and bicycling as a viable means of transportation and physical activity. The [Pedestrian and Bicycle Information Center \(PBIC\)](#) is supported by the [Federal Highway Administration \(FHWA\)](#) and [National Highway Traffic Safety Administration \(NHTSA\)](#). PBIC is housed within the UNC Highway Safety Research Center in Chapel Hill, NC. Follow PBIC news and project activities on the [PBIC website](#), [Facebook](#), and [Twitter](#) @pedbikeinfo.

### **About PPS**

[Project for Public Spaces \(PPS\)](#) is a nonprofit organization dedicated to helping people create and sustain public spaces that build strong communities. We are the central hub of the global placemaking movement, connecting people to ideas, resources, expertise, and partners who see place as the key to addressing our greatest challenges. PPS is also the home of the [Walk/Bike/Places](#) biennial conference, the premier conference in North America for walking, bicycling, and placemaking professionals from the public and private sectors. Walk/Bike/Places 2020 will be held in Indianapolis, IN August 4 to 7, 2020.

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## Come out and play in Broome County

Go All Out Broome County is your simple guide to hundreds of places and thousands of acres in your own backyard or just down the road. Easily locate hidden gems and local favorites then map your next outdoor adventure in Broome County. Go to [www.GoAllOutBroome.com](http://www.GoAllOutBroome.com).



Explore more than a dozen state forests, 78 parks or 77 miles of paddle friendly waters. Give our antique carousels a go-round or enjoy a round of golf on courses worthy of professional competition. From challenging trails to hike or bike to riverside strolls or picnics, you can go all out in any way, in every season, in Broome County.

Now you're just a few clicks away from an awesome day.

Are you in? Then go all out in Broome County!

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### FROM SUSAN PITLEY (NYSDOT REGION 9)

You are encouraged to view a webinar that was offered last week on Pedestrian Accessibility with emphasis on those with visual impairments.

[http://pedbikeinfo.org/webinars/webinar\\_details.cfm?id=94](http://pedbikeinfo.org/webinars/webinar_details.cfm?id=94)

I highly recommend watching the second speaker – she begins roughly 17 minutes in and continues to about 42 minutes. She is blind and does an excellent job explaining how she navigates to walk along a sidewalk or cross an intersection. If you don't have that much free time, I would hope you can watch the short video of her crossing an intersection – it begins at about 26 minutes in and lasts about 3 minutes.

The entire webinar was interesting, and it was actually a continuation of a previous webinar. Both are available at <http://www.pedbikeinfo.org/webinars/>, they are the Enhancing Mobility, Access and Safety for Pedestrians.

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## Complete Streets + COVID-19

Across the country, communities and people are adapting to life amidst COVID-19.

**The National Complete Streets Coalition** is committed to advancing transportation systems that provide safe access for all users of all ages and abilities. We wanted to share and uplift strategies communities are using to respond to the unique circumstances brought on by this pandemic.

See <https://smartgrowthamerica.org/program/national-complete-streets-coalition/covid-19-how-is-your-community-responding/>. The following map tracks community responses related to Compete Streets and complete communities. Each action is sorted into one of the following categories:

- Open streets
- Micromobility
- Curbside management
- Emergency bicycle or pedestrian policy
- Transit operation\*
- Community engagement\*\*
- Advocacy campaign\*\*
- Other

#### **Additional Transportation + COVID-19 Resources:**

- COVID-19: Local Action Tracker – Resource from the National League of Cities and Bloomberg Philanthropies tracking actions taken by local leaders in response to the COVID-19 Pandemic.
  - COVID19 Livable Streets Response Strategies – Spreadsheet from Mike Lydon tracking open streets.
  - COVID-19 Resources for ASLA Members – Compilation of COVID-19 resources from the American Society of Landscape Architects.
  - COVID-19: The Public Realm – Collaborative Google Photos album for collecting and sharing photos of streets and cities during COVID-19.
  - COVID-19: Transportation Response Center – Resource hub from NACTO for city transportation staff, officials, and leaders during COVID-19.
  - Implementing New COVID-19 Policies for People with Disabilities – Memo from several national organizations representing people with disabilities providing recommendations to transportation operators.
  - Local Actions to Support Walking and Cycling During Social Distancing Dataset – Resource from PedBike Info Center covering immediate community actions related to public space and COVID-19.
  - Principles For Equitable Public Outreach & Engagement During COVID-19 and Beyond – Resource from NelsonNygaard on community engagement.
  - Mobility Justice and COVID-19 – Resource from the Untokening Collective outlining reflections and recommendations for mobility justice in COVID-19.
  - Rails to Trails Advocacy toolkit – If you are interested in creating more safe spaces to walk, bike and be active in your neighborhood, here are tips and resources to support local resident advocacy as well as planning efforts led by local officials and planners from the Rails to Trails Conservancy.
  - Tactical Urbanist’s Guide to Materials and Design – Guide from Streets Plan Collaborative on tactical urbanism.
  - The Transit App – A feature to help users avoid crowds while on buses and trains.
  - Tips on replacing a stakeholder or public meeting with an online forum – Resource from Toole Design’s on virtual engagement.
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Wednesday, 6 May 2020

## **B.C. Transit to Receive \$10.7M from CARES Act**

### **From staff reports**

Binghamton Press & Sun-Bulletin USA TODAY NETWORK

The Broome County Department of Public Transportation will receive about \$10.7 million in federal funds as part of the CARES Act.

The federal money was allocated by the Federal Transit Administration. B.C. Transit has offered free rides to all passengers since March 19. According to Broome County Executive Jason Garnar, the money will cover the annual \$1.5 million that usually comes from taxpayers, and will be used to purchase new buses and enough personal protective equipment for staff through next year.

The bus service has also added additional precautions during the coronavirus pandemic:

- New partitioning between interior seating and the drivers' compartment.
  - Limited seating per bus to reduce virus transmission.
  - All access to the buses will be through the rear doors with the exception for those in wheelchairs or mobility impaired.
  - In addition to increased daily cleaning and disinfecting, throughout the day staff is disinfecting frequently touch surfaces.
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## **Tampa closes roads to allow restaurants, retailers to operate outside with social distancing**

By Bradford Betz

Published May 05, 2020

Fox News

The city of Tampa on Tuesday closed off multiple streets to allow restaurants and retailers to operate outside as part of a pilot program to gradually reopen the city after weeks of lockdown due to the coronavirus pandemic.

As part of Tampa's [Lift Up Local Economic Recovery Plan](#), Café & Retail Recovery Zones reserved city roads, parking lots, and sidewalks for some businesses to operate.

To help businesses re-open responsibly, we are launching the [#LiftUpLocalTPA](#) pilot program—allowing restaurants & retail stores to expand outdoor seating (in accordance with CDC guidelines) to safely serve customers. Learn more and see the requirements at: <http://tampagov.net/LiftUpLocal>

The city said the road closures will be in place 24 hours per day over the next two weeks.

Tampa Mayor Jane Castor said the pilot program is intended to “lift up our local businesses through this recovery and empower them to re-open responsibly.”

“By giving our local business owners as many tools and as much space as possible to safely serve guests, we can work together to protect our workforce, our customers, and our community,” she said. “Our small businesses are the backbone of our economy, and we need their help to safely and

**CITY OF TAMPA'S**  
**LIFT UP LOCAL**  
ECONOMIC RECOVERY PLAN

## RESTAURANT RECOVERY CHECKLIST

Best practices to responsibly re-open Tampa's restaurants during the COVID-19 pandemic

Following Governor DeSantis' Executive Order 20-112 effective May 4, 2020 at 12:01am

- Restaurants and retail **may not exceed 25% of allowable capacity inside.** When the max capacity is reached, no one else may be admitted.
- By Order of the Governor, **restaurant bars are CLOSED.** It is not permitted for patrons to sit, stand, or be served at the bar.
- No seat, No Service.** All restaurant patrons must be **SEATED** at a table (not at the bar). If tables are filled, the patrons must **leave the establishment.** Linger and loitering at the entrance of an establishment is **prohibited.**
- Patrons may not stand around with a drink,** inside or outside a restaurant. Patrons must be seated at a table or **leave the establishment.**
- Outdoor seating on sidewalks or City rights-of-way may only be tables/chairs intended for dining purposes. **Lounge seating or bars are prohibited** in these spaces.
- Reservations are required** to prevent capacity issues.
- All indoor and outdoor seating must be **spaced at least 6 feet apart.**
- Facial coverings are required** for front of house employees.
- Use of **disposable paper menus is required.**
- Test your workforce for COVID-19** (Strongly encouraged) Call (813) 272-5900 for free testing. No symptoms necessary. Insurance is not required.
- Hand sanitizer** must be easily accessible.
- Contactless ordering & payment** is strongly encouraged.

**If you have questions, please call 1 (833) TPA-INFO**

 | [tampagov.net/LiftUpLocal](https://tampagov.net/LiftUpLocal)

successfully re-open our city and get back to all the things we love--one step at a time.”

Businesses allowed to operate outside must ensure customers abide by social distancing rules and limit indoor capacity to 25 percent.

Tampa's plans come amid Florida's preparations to enter phase one of reopening the economy.

Florida Gov. Ron DeSantis told Fox News' "Sunday Morning Futures" he will exercise caution but has been looking forward to making progress.

As of Tuesday, Florida has recorded nearly 37,000 cases of the novel coronavirus with some 1,400 deaths.

Bradford Betz is an editor for Fox News. Follow him on Twitter [@bradford\\_betz](https://twitter.com/bradford_betz).

# Seattle To Permanently Close 20 Miles of Streets to Traffic So Residents Can Exercise And Bike On Them

Amanda Jackson, CNN • Published 8th May 2020



**(CNN)** — Seattle residents will have more space to exercise and bike on as the city plans to permanently close 20 miles of streets to most vehicular traffic, the mayor announced Thursday.

The Stay Healthy Streets initiative started in April to temporarily provide more space for residents to get out of the house and exercise while maintaining social distancing during the pandemic. Seattle Mayor Jenny A. Durkan said Thursday that the closures will be permanent.

"Safe and Healthy Streets are an important tool for families in our neighborhoods to get outside, get some exercise and enjoy the nice weather," Durkan said in a news release. "Over the long term, these streets will become treasured assets in our neighborhoods."

The streets were selected to promote outdoor exercise opportunities in areas with limited open space options, low car ownership and routes that connect people to essential services and food take out, according to the Seattle Department of Transportation (SDOT).

People are encouraged to skate, walk, jog, bike and roll down the closed streets. Only vehicular traffic from delivery drivers, first responders, sanitation crews and residents are allowed access.

"We've witnessed a 57% drop in vehicle traffic volumes accessing downtown Seattle during Governor Inslee's Stay Healthy, Stay Home order," SDOT said in a news release. "Finding new and creative ways, like Stay Healthy Streets, to maintain some of these traffic reductions as we return to our new normal is good for the planet, but is also good for our long-term fight against COVID-19."

The city also announced it will accelerate construction of bike infrastructure to provide more mobility options for residents as Seattle begins the process on reopening.

"It is the kind of bold actions we need to encourage healthy options for recreating and traveling in our city as we deal with our current crisis, and discourage a return to high levels of traffic and associated pollution and injuries as we move into recovery," the Seattle Bicycle Advisory Board said in a statement. "All these actions together will help Seattle come back as a safer, healthier, and more climate friendly city."



## Early Estimates of 2019 Motor Vehicle Traffic Data Show Reduced Fatalities for Third Consecutive Year

May 5, 2020 | Washington, DC

The U.S. Department of Transportation's National Highway Traffic Safety Administration today released preliminary estimates for the Fatality Analysis Reporting System (FARS) 2019 data on highway crashes showing a continued decline in traffic fatalities. The nation saw a decline in traffic deaths during 2018 and 2017, and these newest estimates suggest a continuing decline in traffic-related deaths.

"Safety is our top priority so this report that traffic fatalities appear to have decreased again for the third year is great news," said U.S. Transportation Secretary Elaine L. Chao.

Fatalities decreased in most major traffic safety categories:

- Drivers (down 3%)
- Passengers (down 4%)
- Motorcyclists (down 1%)
- Pedestrians (down 2%)
- Pedalcyclists (down 3%)

### [View the 2019 Early Estimates](#)

A statistical projection of traffic fatalities for 2019 shows that an estimated 36,120 people died in motor vehicle traffic crashes. This represents an estimated decrease of about 440 (down 1.2%) from the reported 36,560 fatalities in 2018, even though Vehicle Miles Traveled (VMT) increased by 0.9%. As a result, the fatality rate for 2019 was 1.10 fatalities per 100 million VMT, down from 1.13 fatalities per 100 million VMT in 2018. If these estimates are reflected in the final data, the fatality rate per 100 million VMT would be the second lowest since NHTSA started recording fatal crash data.

This new data also shows that nine out of 10 NHTSA regions are estimated to have decreases in traffic-related fatalities in 2019.

"Providing effective behavioral safety programs is one of NHTSA's top safety missions," said NHTSA Deputy Administrator James Owens. "And we know that without the unyielding efforts from our determined and passionate safety partners at the state and local levels, we could never achieve the projected drop in traffic-related fatalities that have been announced today."

Fatalities in crashes involving at least one large truck are projected to increase slightly by 1%. The FARS data do not distinguish whether trucks are privately owned or not. FARS counts or estimates any large truck

(gross vehicle weight rating > 10,000 lbs.) on a public highway involved in crashes, including large pickup trucks.

Last year, the Department established an intermodal truck and bus working group that focuses on increasing safety and reducing truck and bus-related crashes.

NHTSA has accelerated its efforts to continue the decline of traffic fatalities. In February, NHTSA released \$562 million in grants for highway safety programs to the Offices of Highway Safety in all 50 states, the District of Columbia, U.S. territories, and the U.S. Department of the Interior's Bureau of Indian Affairs. The grants were issued to help state and local law enforcement agencies enhance their traffic safety efforts to combat risky driving behaviors.

The fatality counts for 2018 and 2019 and the ensuing percentage change from 2018 to 2019 will be further revised as the final file for 2018 and the annual reporting file for 2019 become available later this year. These estimates may be further refined when the projections for the first quarter of 2020 are released in late spring of 2020.

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