Shared Streets Pilot Program
Examples of eligible projects, strategies, and resources for their implementation

Shared Street Improvement Strategies

- **Speed and Volume Reduction:** Temporary traffic control measures to lower speed limits, divert traffic flows, or create segments with emergency and residential-only “final destination” motor vehicle access; adjusted traffic signal timing and automated pedestrian actuation to prioritize more frequent slow modes throughput.

Source: Katie Matchett, Twitter post, May 2, 2020, 1:18 p.m., twitter.com/SidewalkStarts

Source: Oakland Department of Transportation

Diamond Street in Pacific Beach, San Diego
Source: Alyssa Maxson Muto, Twitter post, April 30, 2020, 8:31 a.m., twitter.com/alyssa_m_muto
• **Safe Routes to Parks**: Close or limit through traffic on residential streets and/or streets connecting to public parks open for passive use

*Source: Bicycle Coalition of Greater Philadelphia*
• **Shared Streets with Active Businesses:** Support slow modes travel and safe patron queuing, expand dining and retail to areas in public rights-of-way not typically allowed for business activity

*Source: Zack Perry, Twitter post, May 5, 2020, 10:37 a.m., twitter.com/zackrperry*

*Source: Portland Bureau of Transportation*
• **Wider Walkways**: Temporary expansion of pedestrian facilities in more congested areas to support safer walking with appropriate social distancing

*Source: City of Toronto*

*Source: Portland Bureau of Transportation*
• **Wider Bikeways:** Expanding width of existing bikeways in more congested areas to facilitate safe-distance passing, create Pop-up bike lanes or separated bikeways to provide faster-moving users with a dedicated space
- **Clear Signage and Messaging:** Static or electronic cues to alert all users of the new Shared Streets conditions in effect

Source: City of Burlington

Source: City of Alameda
Large and small jurisdictions have incrementally implemented Shared Streets, and day-by-day many more continue to roll them out. These efforts are being supported by departments of transportation, advocacy groups, and professional organizations, to name a few. The resources below can assist cities in the San Diego region as they implement their Shared Streets program.

**Resources for Shared Streets Implementation**

- National Association of City Transportation Officials (NACTO), COVID-19 Rapid Response Tools for Cities
- NACTO, Transportation Actions Updates (see sheet titled Relieve Crowded Areas – crowdsourced with daily updates)
- Street Plans, Tactical Urbanism Materials, Design and Guidance, COVID19 Livable Streets Response Strategies (crowdsourced with daily updates; includes a Resources sheet with links)
- Safe Routes to School Partnership, Open Streets, Shared Streets, Healthy Streets Solutions
- Local Motion Advocates, Vermont Guide to Shared Streets
- Mobycon, Making Space Safe for Cycling in 10 Days

**Links to Examples and Brief Descriptions of North American Cities Similar Efforts**

- **San Diego, CA:** A “Slow Streets” pilot program began on April 30, 2020, closing 2.5 miles of select streets to through traffic with temporary barriers and signage to prioritize pedestrian and cyclist use
- **Portland, OR:** Placing temporary diversion and other treatments on 100 neighborhood greenway locations (also known as bike boulevards) where these streets intersect busy roads with high traffic volumes
- **Oakland, CA:** 74 miles, or nearly 10%, of city streets identified as closed to through traffic so residents can safely distance themselves from neighbors when walking, jogging, and biking
- **San Francisco, CA:** Limiting through traffic on certain residential streets to allow them to be used more as a shared space for foot and bicycle traffic; the goal is to implement two to three “Slow Streets” per week
- **Alameda, CA:** Launched a pilot implementing "soft" closures of select streets to through traffic to create more places for residents to “safely walk, run, bike, scooter, and roll”
- **Vancouver, BC:** Closed vehicle roadways within a park and repurposed vehicle lanes on a nearby road into a lane for people walking and biking
- **Montreal, QC:** Set up “public health corridors” along densely populated commercial streets; bollards placed 2.5 meters from the sidewalk, expanding space for pedestrians to safely pass each other
- **Toronto, ON:** Expanding pedestrian waiting spaces in select areas outside essential businesses to encourage physical distancing in areas where it is challenging for people to keep safe distances
- **Denver, CO:** Prioritizing street closures in areas with high population densities and where adjacent parks are seeing significant use; on-street parking and local, essential, and emergency vehicles are still allowed on 26.1 miles roadways, which have otherwise been closed to vehicular traffic
- **Brookline, MA:** Removed parking lanes to create more sidewalk/pedestrian space
- **Emeryville, CA:** Inspired by neighboring Oakland, Emeryville has also instituted “Slow Streets”
- **New York, NY:** 40 of 100 miles now are “Open Streets” and temporary bike lanes; 15 miles per hour signal phasing
- **Philadelphia, PA:** MLK Drive closed to motor vehicles, alternative routes made this ideal
- **Burlington, VT:** Designating some streets for local traffic only and other streets as “shared streets,” temporary parking restrictions in select locations to widen key walking and biking corridors
- **Tampa, FL:** Businesses may expand dining and retail areas to certain areas of private property not typically allowed for business activity such as: private outdoor areas, parking lots, public rights-of-way, and parklets