

Ben Allen  
[Benjamin.patrick.allen.11@gmail.com](mailto:Benjamin.patrick.allen.11@gmail.com)  
Resident of District 8

Thank you for the opportunity to share my thoughts.

The City Council should support the full proposed capital funds for the Strategic Bike Network. Projects in high-crash areas should be given priority, and those that have already been through the review process should be implemented as quickly as possible. Riding on protected bike lanes is such a joy, and immediately lowers my blood pressure versus riding on the street. My fiancé only feels comfortable riding on protected bike lanes, and who can blame her? Drivers are aggressive, traffic calming measures are not implemented nearly enough, and riding next to a car can be terrifying when you're on a bike. A safer bike network will make Boston a better city.

In addition, now, more than ever, it is important to not only fund bike lanes, but expand safe streets throughout the city of Boston. When the Covid-19 pandemic lifts, tens of thousands of people will be hesitant to take public transportation. With reduced automobile traffic, it only makes sense to expand sidewalks and close streets where possible, to allow people to sufficiently social distance.

This kind of change should take minimal expenditures. A couple of sawhorses, cones or barrels can be amazing at deterring drivers from proceeding down a street.

Sometimes, people don't know what they want until they see it. This is a prime example, and I would encourage the city to be a leader in this effort, and make our streets safer, reduce the risk of the pandemic spreading again, and improve our quality of life.

Hello everyone. My name is Antonio Ibanez. I am a retired Boston Public school teacher and currently work in Roxbury as a medical and community Spanish interpreter. Thank you all for the opportunity to advocate for the well being of the residents of Roxbury.

Roxbury desires and deserves expanded sidewalks to enable Roxbury residents to practice social distancing when walking in their neighborhood.

On MLK Boulevard by reducing one driving lane, you can create extra room for pedestrians with the use of protected barriers. This is not to encourage foot traffic, but instead enabling those who need to be outside to get to and from work or to go food shopping to be able to do so safely.

This model can be used on other streets that have more than one driving lane, especially now that there are fewer cars on the roads. for example, Malcolm X and Warren St.

It would be best to create these temporary safe social distancing routes as soon as possible. Thank you for your time today.



Michelle Goldberg (City Council) <michelle.a.goldberg@boston.gov>

---

## Boston Transportation + Public Works Departments Budget Hearing

---

**Nate Sharpe** <nssharp@gmail.com>  
To: michelle.a.goldberg@boston.gov

Mon, May 4, 2020 at 10:06 PM

Hi Michelle,

I can't make it to the hearing on Thursday, but wanted to voice my support for the [Go Boston 2030 goals and projects](#). I bike commute through Boston (in non-COVID times) every day and hear constantly from co-workers that they'd love to bike commute, but don't feel safe doing so. If we build it, they will come. Please build more safe bike infrastructure to help enable new ridership, cleaning our streets and increasing the health of our community.

Thanks,  
Nate Sharpe



Michelle Goldberg (City Council) &lt;michelle.a.goldberg@boston.gov&gt;

---

## Dorchester resident testimony regarding budget and transportation hearing on 5/6/2020

---

Vivian Girard &lt;vivian81260@gmail.com&gt;

Tue, May 5, 2020 at 2:51 PM

To: ccc.wm@boston.gov, michelle.a.goldberg@boston.gov

Cc: Frank Baker &lt;Frank.baker@cityofboston.gov&gt;, Andrea Campbell &lt;Andrea.Campbell@boston.gov&gt;, MICHELLE.WU@boston.gov, Annissa Essaibi-George &lt;annissa.essaibi-george@boston.gov&gt;, MICHAEL.F.FLAHERTY@boston.gov, Julia.Mejia@boston.gov, Boston Cyclists Union &lt;info@bostoncyclistsunion.org&gt;

To whom it may concern,

My name is Vivian Girard. I am a long time Fields Corner (Dorchester) resident and business co-owner.

I have been riding a bike nearly daily for four decades, for utility, enjoyment and fitness. Often times all three happen at once. Looking back, I can credit biking for much of my household's well-being.

While some of it is due to good luck, lifestyle choices matter a lot as well. Thanks a a good daily dose of exercise, at the age of 48, I am just as healthy as I was 30 years ago and haven't had to visit a doctor in years.

Financially, I've never held a high paying job, but low healthcare expenses and not wasting \$4-5,000 a year on car ownership for the past 3 decades has allowed my household to become financially independent well before typical retirement age.

Being physically healthy and financially secure helps a great deal with one's emotional and mental health.

As a city biking enthusiast, I often talk to folks who says that they would like to ride a bike and enjoy the same benefits, but the roads feel too unsafe. I don't blame them. While there have been some improvements over the past decade, biking in Boston is still too discouraging and scary to most people. There are still only a few miles of poorly connected safe biking lanes and the progress is much too slow.

Following World Health Organization guidance, many Europeans cities are doubling down on their walking and biking infrastructure as a way to improve transportation during and after the pandemic. Paris will be adding over 400 miles of cycle-ways for post lock down travel on May 11<sup>th</sup>. A good portion of it is intended to become permanent. I would like to encourage Boston leaders to look closely into this model, especially since air pollution in the poorest neighborhoods worsens the effect of respiratory diseases.

There has never been a better time to invest in transportation that is congestion and pollution free, health enhancing and accessible to people of all means!

Thank you for your attention.

Vivian Girard

32 Ditson St #1  
Dorchester, MA 02122

Link to article showing how Paris is creating 650 Km of bike lanes to promote healthy transportation in the pandemic era.

<https://www.forbes.com/sites/carltonreid/2020/04/22/paris-to-create-650-kilometers-of-pop-up-corona-cycleways-for-post-lockdown-travel/#3879a84154d4>



Michelle Goldberg (City Council) <michelle.a.goldberg@boston.gov>

---

## FY21 Budget - PWD, BTB

---

Jason Bylsma <bylsma.jason@gmail.com>

Wed, May 6, 2020 at 11:12 AM

To: ccc.wm@boston.gov, michelle.a.goldberg@boston.gov

Cc: matthew.omalley@boston.gov, info@bostoncyclistsunion.org

Good afternoon,

As a daily cyclist, bike commuter, and father of (hopefully) two future cyclists, I strongly urge you to support the proposed \$2.6M in capital funding for FY21 Strategic Bike Network funding. These funds would help Boston get back on track towards the goals of improving access to safe bike infrastructure in some of the cities high-crash areas, expand the Bluebikes network and reinstate the youth bike program at BPS. The funds would enable the buildout of around 6 miles of additional bike lanes after the anemic progress in 2019 of only *one mile* of protected bike lanes. I regularly have to leapfrog from one small bit of protected infrastructure to the next by bike and fixing these connections would help others feel safe on a bike to get around, while reducing car trips in the city, the need for which is immediately apparent in these unusual times.

Secondly, I urge you to resist approval of the latest design and expense of the Northern Ave bridge project, until it lives up to the "people-first" design last proposed to the community. The mayor's increased budget of \$100M for this project is completely out of step with the times and the needs of the community, now and in the future. The car-free design, with access for emergency vehicles, was the most popular at a far lower cost and the city should stick by it.

Regards,  
Jason Bylsma  
West Roxbury, MA



Michelle Goldberg (City Council) <michelle.a.goldberg@boston.gov>

---

## Please increase funding for a safe bicycle network in Boston

---

**Nate Kaufman** <natekauf@rcn.com>

Thu, May 7, 2020 at 10:11 AM

To: ccc.wm@boston.gov, michelle.a.goldberg@boston.gov

Cc: city.council@boston.gov

Dear Ways and Means Committee and City Councilors,

I am writing to ask that the city pass the funding levels Mayor Walsh has proposed, and protect the bicycle network from any budget cuts.

When the COVID-19 crisis becomes less severe and people begin to go back to their normal lives and businesses begin to reopen, a huge percentage of people will no longer feel comfortable taking public transportation. This means they will either drive a car, or take another mode such as biking or walking.

Unfortunately, biking in Boston is still wildly unsafe, and only the most daring people are biking today, given the lack of network connectivity. My wife would never bike in Boston, because she is very legitimately fearful for her safety. The best way to alleviate the traffic nightmare that is sure to come is to dedicate even *more* funding to the bicycle network in Boston, and reallocate more public street space away from car storage and towards biking and walking modes.

Thank you for your consideration,

Nate Kaufman

[9 Channel Center](#)

[Boston, MA 02210](#)



Michelle Goldberg (City Council) <michelle.a.goldberg@boston.gov>

---

## Support Boston's Bike Network

---

Robert Qua <robertqua@me.com>

Tue, May 5, 2020 at 8:47 AM

To: ccc.wm@boston.gov, michelle.a.goldberg@boston.gov

Cc: Ed Flynn <ed.flynn@boston.gov>, Boston Cyclists Union <info@bostoncyclistsunion.org>

City Councilors,

As a 35 year resident of downtown Boston, who walks and rides his bike everywhere, I urge you to support Boston's Bike Network to the fullest. I have seen great progress since Mayor Menino embraced cycling in 2007.

The pandemic has shown all of us how quickly air and noise pollution dissipates when cars are taken off the road. I can now open my windows without soot collecting on the window sills and I can hear the birds singing in the morning. Wouldn't it be wonderful if Boston could remain clean and clear after the pandemic? My clothes actually smell fresh when I return from a long walk or cycle.

I live on Atlantic Avenue, across from the bus station. While I write to you there is an almost inconceivable sense of peace and tranquility throughout the city. I can watch the seagulls fly past my window and hear them cry. Normally, there would be a sea of cars and trucks below my window. There would be plenty of honking and ambulances screeching their way up toward Summer Street. I know that we will likely return to this noisome environment soon ( our dirty "reality") but I think we should all strive to hold onto some of the positive aspects Covid has forced upon us. Our planet, our environment, and our health will improve, especially when plenty of people can get move about the city without fearing for their health, and in some cases their lives. We desperately need to reduce the number of commuters trashing our roads, our air and our way of life. There is, and can be, a better way.

There should be free Blue Bike passes for anyone who wants to ride a bike. There should be safe paths for everyone, especially in busy thoroughfares where cyclists deserve as much a right to commute as trucks and cars. Cyclists need a safe passage through Melnea Cass Boulevard now. Let's not wait until another cyclist is killed at that dangerous intersection.

And lastly, the North Avenue Bridge should be for pedestrians and bikes ONLY. It's really that simple. The city can ill afford to spend money on a another bridge for cars and trucks. Cars and trucks already dominate the bridges on Summer Street, Congress Street and Seaport Boulevard. Let's dedicate the North Bridge to the solitude of these trying times and to the promise of a better future. No cars, no trucks, just people.

Kind regards,

Robert Qua  
717 Atlantic Avenue  
Boston, MA 02111



Michelle Goldberg (City Council) <michelle.a.goldberg@boston.gov>

---

## Support for Mayor Walsh's Proposed Budget Increase for the City's Strategic Bike Network

---

Siegel, Benjamin <siegelb@bu.edu>

Thu, May 7, 2020 at 7:16 AM

To: "ccc.wm@boston.gov" <ccc.wm@boston.gov>, "michelle.a.goldberg@boston.gov" <michelle.a.goldberg@boston.gov>

Dear Ms. Goldberg and City Councilors,

I write to offer a note of support for Mayor Walsh's proposed budget increase for the City's strategic bike network, in advance of today's hearing.

I have lived in great Boston for the last twelve years, and more specifically, in Jamaica Plain for the last two. I am a year round biker, and my wife is as well. Both of us commute regularly from our home in Jamaica Plain to work at Boston University, taking advantage of reasonably good bike paths between these two points. We do almost all of our grocery shopping, and other errands on bikes, and in normal, non-Covid times, nearly all of our socializing is facilitated by bikes, as well.

Boston is a good city to bike in, and it has gotten better over the last decade, but it could be a much better place for cyclists and pedestrians. It is still a terrifying city to bike in, with aggressive drivers and an incomplete bike network that lacks coverage at a lot of critical points. Having spent lots of time in other good cycling cities, including London and other European counterparts, the notion of Boston as a world-class cycling town feels like a vital and real possibility.

Especially now, as Covid and social distancing suggests that the future of commuting in Boston will need to be different, it strikes me that bike paths -- secure and separate -- are one part of that solution. Moreover, they are part of a healthy city that is less reliant on private transport, and which promises a more livable, enjoyable, and productive city.

Very best,

Benjamin Siegel  
Assistant Professor  
Department of History, Boston University  
[siegelb@bu.edu](mailto:siegelb@bu.edu) | (617) 863-0820  
<http://www.bu.edu/history/faculty/benjamin-siegel/>





Michelle Goldberg (City Council) <michelle.a.goldberg@boston.gov>

---

## Support funding for bike projects and programs

---

Jana Pickard-Richardson <janainboston@gmail.com>

Wed, May 6, 2020 at 10:08 PM

To: ccc.wm@boston.gov, michelle.a.goldberg@boston.gov

Cc: info@bostoncyclistsunion.org, MATTHEW.OMALLEY@boston.gov

Dear Madams and Sirs,

I am writing to you as a concerned citizen to urge you to support the full @4.6 million in capital funds for hte Strategic Bike Network proposed by Mayor Walsh. Now more than ever, we need a network of safe bikeways to enable people to get around and get to work while social distancing. Covid 19 will be with us for a long time to come, and supporting bike infrastructure is a key way to help our community live with it safely.

I thank you for expanding programs and access to biking that will get more people on bikes, such as the youth cycling initiative, the women's learn to ride program and Bluebikes pass subsidies.

While some projects will understandably be delayed, I encourage you to move forward projects that have already had public engagement and are being done to address critical safety and bike network access needs. In particular, I urge you to complete the project that would install protected bike lanes on Mass Ave., south of Melnea Cass, this year. This project is of particular interest to me as someone who frequently bikes on Mass Ave.

I also believe that the budget for rebuilding the Northern Ave. Bridge **should only be approved if there is a commitment to rebuild it exclusively for pedestrians, people on bikes and emergency vehicles.**

As someone concerned about reducing the city's carbon footprint even as we try to maintain physical distance and return to our daily lives, I urge you to support the above projects as a key step towards those goals.

Thank you for your consideration.

Jana Pickard-Richardson

89 Montebello Rd. #3

Jamaica Plain, MA 02130

617-599-3827



Michelle Goldberg (City Council) <michelle.a.goldberg@boston.gov>

---

## support the Boston bike budget

---

Marc Pelletier <mpellet@hotmail.com>

Wed, May 6, 2020 at 8:07 PM

To: "ccc.wm@boston.gov" <ccc.wm@boston.gov>, "michelle.a.goldberg@boston.gov" <michelle.a.goldberg@boston.gov>

I am writing to urge my elected officials to support the budget for bike transport backed by the BCU. With the expected shift of commuters out of the public transport system due to infection risk, we need to make sure that the next best option for metro Boston commuters is the bicycle. As a daily bike commuter, and the father of two BPS students who commute to school by bike, I see an expanded bike network as a big step toward making Boston an even more livable city.

Sincerely,

Marc Pelletier

[8 Glade Ave.](#)

JP, MA



Michelle Goldberg (City Council) <michelle.a.goldberg@boston.gov>

---

## Supporting budget for bike infrastructure in Boston

---

'Alicia Powell' via City Council Committee - Ways & Means <ccc.wm@cityofboston.gov> Thu, May 7, 2020 at 9:22 AM

Reply-To: Alicia Powell <powellshrink@yahoo.com>

To: ccc.wm@boston.gov

Dear City council folks,

Thank you for your service to our city & citizens. I hope you all are healthy and holding up ok.

My family of three relies on our bicycles to travel to work, school, errands & after-school activities. In other words, life. Our daughter attends Boston Latin School, which is in one of the most congested, least bike-friendly parts of Boston. Now is the time to improve bike infrastructure for our health & to help better manage population growth in Boston.

Let's take the look no view & truly invest in our future. Thank you for your support.

Alicia Powell, MD  
Jamaica Plain



Michelle Goldberg (City Council) <michelle.a.goldberg@boston.gov>

---

## testimony for Thursday's transportation budget hearing

---

**Michael Prokosch** <mikeprokosch@verizon.net>  
To: michelle.a.goldberg@boston.gov

Tue, May 5, 2020 at 4:00 PM

Dear City Councilors:

I strongly support the appropriations for bicycle infrastructure and programming in the Mayor's FY21 draft budget. Building more separated bike lanes is crucial -- on Mass Ave, where a cyclist was killed by a truck last month; along Columbia Road, Warren Street, and Blue Hill Ave, where I bike often; and downtown. Boston only built one mile of new lane last year. We're way beyond the bike infrastructure goals in Go Boston 2030.

Bike programming is important too. More and more of our fellow residents are biking as the shutdown lengthens. Keeping this trend going and teaching them to bike safely is critical. The more we get outdoors and exercise, and the more we stay out of cars, the better our health and air will be. The CV-19 crisis is showing us that respiratory and general health help us survive, and that the racial dimensions of that are glaring.

Thank you for your support of biking, public health, and racial justice!

Mike Prokosch  
[41A Brent St](#)  
[Dorchester](#)  
617-282-3783



Michelle Goldberg (City Council) <michelle.a.goldberg@boston.gov>

---

## Testimony on Boston's FY 2021 transportation budget

---

Laurie Martinelli <lauriebiker@gmail.com>  
To: michelle.a.goldberg@boston.gov

Sat, May 2, 2020 at 1:51 PM

To Whom It May Concern:

I have lived in Boston for 35 years and for the last 20 I have been in Dorchester where I commute on my bike to work on a daily basis although not now during the coronavirus public health crisis.

My testimony will focus on the tremendous risk I feel biking on Dorchester Avenue during rush hour in order to get to Charlestown and/or Downtown crossing. There is a very narrow bike lane on Dorchester Avenue - the paint is faded and is difficult to see. In general, cars don't respect the bike lane so not a guarantee of safety. Perhaps green paint would be more visible to bikers and cars.

I am pleased that my bike route to Charlestown includes a new bike lane on Commercial Street. Because this two way bike lane is on the other side of where the cars are parked, I feel perfectly safe using it. Then I turn onto Atlanta Avenue which is not a good experience. It has a very narrow bike lane and when there is any construction, the bike lane disappears and bikers are forced to merge in w cars. This is extremely dangerous- as often the car drivers are angry to have a biker suddenly move into their lane.

Another dangerous road on my commute is Morrissey Blvd, which I use on my return commute. Bike lanes don't exist and I often bike on the sidewalk which is not safe or smooth. Plus it is problematic when pedestrians are walking.

I urge the city of Boston to expand the transportation budget to improve bike lanes, simple repainting, and constructing new two way bike lanes - especially on Morrissey Blvd.

Thankyou for the opportunity to testify.

Laurie Martinelli  
149 WrenthamSteet  
Dorchester MA 02124  
617-717-9481

Sent from my iPad



Michelle Goldberg (City Council) &lt;michelle.a.goldberg@boston.gov&gt;

---

## Ways and Means Hearing: FY21 Budget: PWD, BTM (I Support the Boston Bike Budget)

---

Honerlaw, Karl &lt;Karl.Honerlaw@libertymutual.com&gt;

Fri, May 1, 2020 at 10:00 AM

To: "ccc.wm@boston.gov" &lt;ccc.wm@boston.gov&gt;, "michelle.a.goldberg@boston.gov" &lt;michelle.a.goldberg@boston.gov&gt;

Good morning,

I want to write to express my support for the Boston Bike Budget and safer roads for cyclists and pedestrians. I usually bike to work 5 days a week from Jamaica Plain to Back Bay and very much appreciate the sections of my trip where I am able to ride on protected bike lanes.

The safety offered by protected lanes was emphasized to me on Thursday, March 5<sup>th</sup> of this year when I was clipped by a driver who was trying to grab an open parking space on Columbus Ave. between Pembroke St. and W. Canton St. Columbus Ave. has an unprotected bike lane painted on the street, as you ride down the street, moving traffic is directly to your left and parked cars are to your right. The driver was moving more slowly than me due to traffic, and as I was in the process of passing her in the bike lane, she spotted a parking space and angled the front of her SUV into the space. She didn't use a turn signal to alert me to her intentions, and she must not have done a head check or else she would have spotted me outside her front passenger window. As she angled the nose of the car into the space I was able to swerve into the open parking space to delay the collision, but it wasn't enough to avoid having my back wheel clipped by her front bumper. This sent me falling to the ground. In this situation, I was very lucky, we were on flat dry ground, I was wearing a helmet and gloves, the driver was going fairly slow (~10 mph) at the time of impact, only my back wheel was hit, and when I hit the ground I wasn't injured and the driver stopped and didn't run over me. But things obviously could have ended out much worse.

It's close calls like this that make me fearful for riding in Boston and I encourage the City to keep investing in infrastructure which puts people first (this includes pedestrians and cyclists) not just cars.

Thank you,  
Karl Honerlaw

14 Malcolm Rd

Jamaica Plain, MA 02130

May 7, 2020

Boston City Council

Re: CITY COUNCIL COMMITTEE ON WAYS AND MEANS HEARING ON DOCKETS #0588-0596, FY21 BUDGET:  
PWD, BTM

Dear Councilors,

Thank you for the opportunity to provide public comment today.

During last year's budget cycle, we testified that we wanted to see an improvement in operational efficiency for the Transportation and Public Works Departments and increased project implementation. Unfortunately, we're highlighting those same issues again this year.

We understand that right now Public Works capacity needs to go to COVID-19 response, and we acknowledge the great work their team has been doing to set up tents and other materials for testing sites, and are grateful for what they are getting done.

As we transition out of the stay-at-home advisory, the City will start to put more capacity towards the budget and the coming fiscal year.

We know what needs to get done: the City has a great plan laid out in Go Boston 2030, and has identified high crash locations through their Vision Zero program -- which we need to be working on. The pandemic has only made this more urgent, as we see more people out walking and biking -- literally walking in the street, since there is not enough space for physical distancing on the sidewalk -- and we've also seen an increase in speeding and the rate of traffic fatalities. This means certain projects are more important than ever, including:

- Building out the bike network so essential workers can get to work safely.
- Improving Main Streets areas to be walk- and bike-friendly, so we can boost small businesses and make sure people can get the things they need in their neighborhoods without traveling far.
- Improving safety on high crash corridors like Mass Ave, which was the site of a fatal crash near Boston Medical Center a few weeks ago, and Cummins Highway, which has seen consistent speeding in the last month despite the stay-at-home advisory.
- Redesigning Columbia Road, which has been funded in the budget for two years now but has not seen any action.

We know the City has the resources to do these projects. We're pleased to see an increase in Vision Zero funding this year.

It's a matter of implementation -- and *how* the City is spending its money. Because of COVID-19, for the foreseeable future we're going to need to be smarter about how we operationalize things and how we use our limited resources.

We need to be focusing on projects that keep people safe. For example, we learned the City is planning to spend more than \$100 million on a new Northern Ave Bridge but is choosing to forgo \$10 million of committed federal funds. Right now, the Northern Ave Bridge is a bloated project that's over-designed in order to carry vehicles. We don't think that this is the best use of resources, particularly at this time.

As we highlighted in our recent report, [Not on a Shelf: Reporting on the City of Boston's Progress on Go Boston 2030](#), the City has the resources and capacity to execute the plan, but needs to improve implementation and to pick up the pace in order to see meaningful progress towards its goals and targets.

We would like to commend the great work that the Transportation and Public Works staff are doing. However, we hope to see stronger leadership from the City and a faster pace of implementation on the Vision Zero and other transportation projects that are more critical now than ever before.

Sincerely,

Louisa Gag  
Public Policy Director  
LivableStreets Alliance





Michelle Goldberg (City Council) <michelle.a.goldberg@boston.gov>

---

## Support Boston's Bike Network

---

Robert Qua <robertqua@me.com>

Mon, May 18, 2020 at 12:07 PM

To: "Michelle Goldberg (City Council)" <michelle.a.goldberg@boston.gov>

Cc: Ed Flynn <ed.flynn@boston.gov>, Boston Cyclists Union <info@bostoncyclistsunion.org>

Hi Michelle,

Good afternoon, I hope you and your family are well. I came across an article in the Financial Times that I thought I would share with you. It concerns the closing of central London to vehicular traffic in light of the Covid-19 pandemic. We should incorporate a similar approach to our own Covid-19 planning strategy. It could be the first step in a radical plan to see the City of Boston move away from private car use.

<https://on.ft.com/2zKilr8> (This link can be opened up to 3 times)

Kind regards,

Robert Qua

[Quoted text hidden]

**UK politics & policy**

## City of London to ban cars on busiest roads as lockdown eases

Plans to widen pavements and create cycle lanes in UK financial district



City of London has drawn up proposals for 12- or 24-hour road closures for cars on its main routes, including Threadneedle Street © Charlie Bibby/FT

**Daniel Thomas** in London MAY 13 2020

---

The City of London is planning to ban cars on the busiest roads to help manage the expected return of tens of thousands of commuters to the streets of the financial district as the coronavirus lockdown is eased.

Many of the Square Mile's medieval thoroughfares are too narrow to maintain safe social distancing, according to the City of London Corporation, the local authority.

It has drawn up proposals for 12- or 24-hour closures for cars on its main artery routes to widen pavements for walking and bike lanes, and to allow safe queueing for shops and cafés.

The corporation expects many workers to begin returning to offices in the financial district after the UK government this week encouraged companies to start resuming normal operations, albeit with instructions that those that can work from home should continue to do so.

One of the biggest challenges for the corporation will be dealing with rush hour commuters into the City as lockdown restrictions are eased. It is worried that workers will drive to their offices to avoid public transport and is working with employers to encourage staggered shifts.

Documents seen by the Financial Times, which will be put before the corporation's planning committee on Thursday for approval, say: "On many of the Square Mile's streets, pavements are too narrow to maintain safe social distancing, even if only a small proportion of the City's workforce initially returns to work. In some streets it is likely that existing arrangements will be a danger to the public."

### Proposed pedestrianisation of the City of London



**Tier 1:** Timed closures for motor vehicles; reallocation of space for cycling, walking or queuing; possible changes in operation (ie changes in direction)

**Tier 2:** Little reallocation of space but possible closures or changes

**Tier 3:** Little significant change

Source: Corporation of London  
© FT

The first phase covers Cannon Street, Cheapside and Poultry, Old Jewry and Coleman Street, Lombard Street, Leadenhall Street and St Mary Axe, Threadneedle Street and Old Broad Street.

Catherine McGuinness, policy chief for the Corporation of London, said this was a “pivotal moment” in dealing with the pandemic. “Getting to the workplace safely is going to be key.”

If its plans work, the corporation will consider making road closures permanent to support its longer-term goals of reducing vehicle traffic to improve air quality.

Ms McGuinness said this would be a “first step in a radical strategy” that would see the City move away from private car use. “Coronavirus has given us an extra impetus.”

The plans say that “in order to maintain social distancing and manage travel demand, there will be a medium-term need/desire to limit the number of people working in offices on any given day”.

“Even a small increase in the number of people using cars, taxis and private hire vehicles to commute is likely to lead to an unacceptable level of congestion on central London’s street network,” the plans add.

The corporation is also working on how to bring cafés back into operation to ensure that workers can safely queue for food, although the City’s many pubs are expected to be closed until at least July.

The authority has not said how many of the City’s 550,000 workers it expects to return and when. Property owners in the financial district such as Land Securities have said that their offices are working at about 10 per cent capacity at present.

The first phase of the corporation’s plans is expected to be finished by the last week of May “in advance of a significant return of workers to the Square Mile”.

Sadiq Khan, London’s mayor, has separate plans to give space to new cycle lanes and wider pavements to enable social distancing, but the City has particular challenges given its narrow lanes and areas around key transport links that can get easily overcrowded.

The corporation is also worried that “after a relatively long lockdown period there may be an increased desire to engage in activities in the public realm”, according to its plans. It wants to ensure safe areas to eat and drink in the summer where possible.

The corporation's plans also point out that Covid-19 could mean a longer-term effect on traffic levels. During the 2008 recession, traffic in the Square Mile fell 16.5 per cent between 7am and 7pm — but there was no subsequent rebound in volumes as the economy recovered.

[Copyright](#) The Financial Times Limited 2020. All rights reserved.



*A Call to Action to Make Roszie the Most Walkable Neighborhood in Boston*

DELIVERY BY EMAIL ONLY

May 6, 2020

City Councilor Kenzie Bok, District 8  
Chairwoman, Committee on Ways & Means  
Email 1: [ccc.wm@boston.gov](mailto:ccc.wm@boston.gov)  
Email 2: [kenzie.bok@boston.gov](mailto:kenzie.bok@boston.gov)

Dear Councilor Bok:

Please accept this letter as WalkUP Roslindale's collective thoughts and recommendations regarding the FY21 Budgets for the Boston Transportation Department (BTD) and Public Works Department (PWD) (Dockets No. 0588-0596). Our testimony focuses on the proposed 5-year capital budget, as it affects spending and projects in our neighborhood of Roslindale. More information on WalkUP Roslindale can be found at the end of this letter.

We wish to highlight and comment upon the following Roslindale capital projects in the budget:

Roslindale/Arboretum Gateway Path

We remain grateful for the City's support for the proposed Roslindale/Arboretum Gateway Path. This path will provide a low-stress walking and biking route between Roslindale Square and Forest Hills. This route will be key to enhancing Roslindale's connectivity to the main MBTA subway system and providing additional non-vehicular access to the Forest Hills station and neighborhood from Roslindale. The pathway will also be an important connection point to the Arboretum for the Archdale and Washington St. corridor communities. The proposed capital budget anticipates expending \$400,000 for further design work and an additional \$50,000 towards the Arboretum Road Green Link. We thank the Mayor and the team at BTD for this commitment and continue to stress the need for the administration and Council to fully fund the complete design and eventual construction of this multi-use path.

Washington Street Bus Lane

We appreciate the City's commitment to build upon the success of the Washington Street morning inbound dedicated-bus lane with plans for an evening outbound dedicated-bus lane. The

Washington Street bus lane has greatly enhanced the commutes for thousands of daily bus riders between Roslindale Square and Forest Hills. The dedicated lane also provides a safe bicycling route for the many bicycle commuters coming from Roslindale and points further south. The need for a similar dedicated lane for the evening commute has been acute. We urge the City to build out a complete lane in partnership with the community to achieve the same success we have experienced with the morning lane.

#### American Legion Corridor Bike Network

We strongly urge the City to expedite the proposed planning and implementation of strategic bike network improvements for the American Legion corridor. We respectfully note that the American Legion corridor has been scheduled for these bike network enhancements for some time. Residents highly anticipate their completion in addition to further traffic calming and Vision Zero treatment along the corridor and at key intersections.

#### Neighborhood Slow Streets – Mount Hope/Canterbury

We eagerly look forward to the construction of the Neighborhood Slow Streets program in the Mount Hope/Canterbury neighborhood. This will be Roslindale's first Neighborhood Slow Streets implementation. We welcome the almost \$9 million planned for total Neighborhood Slow Streets expenditure in the Capital Budget through FY25. We also take this opportunity to reiterate our consistent, long-standing position that every neighborhood deserves Neighborhood Slow Streets implementation and urge the City to expedite that planning on a more comprehensive basis, ideally in regular conjunction with scheduled street and road reconstruction planning.

In addition to highlighting these Roslindale capital projects, we wish to make note of projects we are following that are outside our neighborhood boundaries but will have a significant impact on travel, both for work and other trips, for Roslindale residents:

- Cummins Highway, Mattapan – We thank the Mayor and administration for delegating \$12 million for this key transportation corridor that is in significant need of Complete Streets re-design and treatment. We reiterate prior comments that we hope to see the entirety of Cummins Highway given this Complete Streets treatment in the near future to provide a low-stress pedestrian and bicycling connection between Roslindale and Mattapan Square.
- Centre Street, West Roxbury – We note the inclusion of \$400,000 in the capital budget for work on Centre Street and strongly urge the City to implement the complete planned road diet to create a safe pedestrian and bicycling experience on Centre Street. Roslindale residents travel along and patronize businesses and restaurants up and down Centre Street and wish to create this safe connection between the key West Roxbury and Roslindale Main Street districts.

- Southwest Corridor – We applaud the City for allocating \$250,000 to plan connectivity improvements between the Southwest Corridor and downtown streets and locations. The Southwest Corridor is one of the main routes for bicyclists between Roslindale and downtown. We strongly support improvements to and expansion of the Corridor.
- Blue Bike Network Expansion - We appreciate the allocation of \$1 million for expansion of the Blue Bike network, particularly to our adjacent neighborhoods of Hyde Park and Mattapan. We wish to point out that the expansion of the bikeshare network to these communities will benefit from completion of many of the projects noted in this letter, and would benefit even further from significant changes to Hyde Park Avenue to make it much safer to ride a bike upon.

We especially wish to take this opportunity to thank the many dedicated staff at BTM and PWD who work with our group and the entire Roslindale community to improve our neighborhood. We appreciate that they solicit our opinions, listen to our feedback, and keep open lines of communication with us. We in particular want to highlight and thank all the City of Boston personnel going above and beyond during the ongoing Covid-19 pandemic.

Thank you for the opportunity to submit this testimony. We appreciate the elements of the FY21 BTM budget focused on Roslindale and remain willing and able to work alongside the Council, administration, and city staff to enhance our beloved neighborhood.

Sincerely,



Matthew J. Lawlor

Resident @ 15 Basto Terrace, Roslindale, on behalf of the WalkUP Roslindale Steering Group

Ricardo Austrich, Resident @ 843 South Street, Roslindale  
Lisa Beatman, Resident @ 180 Mount Hope Street, Roslindale  
Rachel Blumberg, Resident @ 15 Newburg Street, Apt. 2, Roslindale  
Ben Bruno, Resident @ 27 Colgate Road, Roslindale  
Lucy Bullock-Sieger, Resident @ 33 Brookdale Street, Roslindale  
Devin Cole, Resident @ 169 Orange Street, Roslindale  
Steve Gag, Resident @ 631 South Street, Roslindale  
Liz Graham-Meredith, Resident @ 6 Crandall Street, Roslindale  
Sarah Kurpiel Lee, Resident @ 65 Cornell Street, Roslindale  
Margaux Leonard, Resident @ 35 Harding Road, Roslindale  
Mandana Moshtaghi, Resident @ 12 Arborough Road, Roslindale  
Robert Orthman, Resident @ 31 Mendelssohn Street, #2, Roslindale



Rebecca Phillips, Resident @ 10 Tappan Street, Roslindale  
Adam Rogoff, Resident @ 28 Ashfield Street, Roslindale  
Adam Rosi-Kessel, Resident @ 36 Taft Hill Terrace, Roslindale  
Rachele Rosi-Kessel, Resident @ 36 Taft Hill Terrace, Roslindale  
Adam Shutes, Resident @ 318 Metropolitan Avenue, Roslindale  
Laura Smeaton, Resident @ 61 Cornell Street, Roslindale  
Marc Theiss, Resident @ 55 Prospect Avenue, Roslindale  
Mark Tedrow, Resident @ 21 Conway Street, Roslindale  
Greg Tobin, Resident @ 1 Sheldon Street, Roslindale  
Nick Ward, Resident @ 35 Harding Road, Roslindale  
Alan Wright, Resident @ 98 Birch Street, Roslindale

Cc: Martin J. Walsh, Mayor of Boston  
Ricardo Arroyo, City Councilor, District 5  
Matt O'Malley, City Councilor, District 6  
Andrea Campbell, City Councilor, District 4  
Michelle Wu, City Councilor - At Large  
Annissa Essaibi-George, City Councilor - At Large  
Michael Flaherty, City Councilor At-Large  
Julia Mejia, City Councilor At-Large  
Joseph Coppinger, Mayor's Office of Neighborhood Services - Roslindale  
Chris Osgood, Chief of Streets

### **About WalkUP Roslindale**

WalkUP Roslindale, which takes its name from the international movement to foster "Walkable Urban Places," is a collaborative group of residents dedicated to making Roslindale the most walkable neighborhood in Boston. We advocate for a dynamic, livable streetscape and we support positive changes to our public and private built environment that strengthen walkability and other forms of active mobility as means toward better personal and public health, safety, social capital, economic development, and environmental sustainability. We are led by a steering group of about thirty residents and have nearly 1,000 additional supporters. More information about WalkUP Roslindale and our initiatives can be found at [www.walkuproslindale.org](http://www.walkuproslindale.org). We recognize that no single group of people can be said to speak for our entire neighborhood – instead, please take these comments as representing the collective support of our steering group members (indicated above) resulting from our mission and principles.



Michelle Goldberg (City Council) <michelle.a.goldberg@boston.gov>

---

## Ways and Means Hearing: FY21 Budget: PWD, BTB

---

joshgrolman@gmail.com <joshgrolman@gmail.com>

Wed, May 6, 2020 at 3:45 PM

To: "ccc.wm@boston.gov" <ccc.wm@boston.gov>, "michelle.a.goldberg@boston.gov" <michelle.a.goldberg@boston.gov>, "city.council@boston.gov" <city.council@boston.gov>

Cc: Kyle Vining <viningk86@gmail.com>

To the Councilors;

I implore you, make your decisions based on scientific evidence and data.

Countless articles have shown that the terrible and disproportionate effects of pollution due to cars (yes, [EVs also pollute](#)) have made some communities more susceptible to COVID19 ([Guardian](#), [MedRXiv](#)), and when I look around in Boston, we are doing comparatively little to tackle this issue. Are we assuming that people will clamber back to public transportation once the stay-at-home order is lifted? What has the Mayor and my City Councilors actively done to discourage personal car usage and actively encourage public transportation and cycling/micro-mobility?

Compare Boston to other cities around the world, or even to a neighboring one during the Coronavirus ([Streetsblog](#)). Brookline converted on-street parking on some streets and even closing some streets to car traffic ([Streetsblog](#)) to allow for social distancing along sidewalks and to provide safe passageway for many of us to get to the hospitals and research institutions fighting COVID19. Oakland made 100 miles of safe passageways, and so will Milan, Bogata, and even NYC.

Boston has done nothing.

It is almost laughable that anytime citizens want to enlarge a sidewalk or make a protected cycle lane so that people of all abilities and ages feel comfortable using one of the most cost-effective modes of transportation, the conversation always devolves into parking and how any changes 'disproportionately affects the poor.' Car ownership is a privilege, and it is costing us both money and lives ([Boston Globe](#)).

You have the power and responsibility to actually do something about this and increase the budget for Safe Streets.

Please don't let us down.

Regards,

Josh from JP



Michelle Goldberg (City Council) <michelle.a.goldberg@boston.gov>

---

## City Planning

1 message

---

**Robert Qua** <robertqua@me.com>

Thu, May 28, 2020 at 4:09 PM

To: "Michelle Goldberg (City Council)" <michelle.a.goldberg@boston.gov>

Cc: Ed Flynn <ed.flynn@boston.gov>, Boston Cyclists Union <info@bostoncyclistsunion.org>

Dear Michelle,

I hope my note finds you well. I came across another good article to be added to the record.

[https://www.foreignaffairs.com/articles/north-america/2020-05-28/pandemic-does-not-spell-end-cities?utm\\_medium=newsletters&utm\\_source=fatoday&utm\\_campaign=The%20Pandemic%20Does%20Not%20Spell%20the%20End%20for%20Cities&utm\\_content=20200528&utm\\_term=FA%20Today%20-%20112017](https://www.foreignaffairs.com/articles/north-america/2020-05-28/pandemic-does-not-spell-end-cities?utm_medium=newsletters&utm_source=fatoday&utm_campaign=The%20Pandemic%20Does%20Not%20Spell%20the%20End%20for%20Cities&utm_content=20200528&utm_term=FA%20Today%20-%20112017)

Boston should embrace density and strive to be a 15 minute city.

Read the article to see what other cities are doing across the globe. As the Hub of the World, Boston should strive to lead in planning for a post Covid world.

Kind regards,

Robert Qua



## The Pandemic Does Not Spell the End for Cities

### Urban Planners Should Embrace—Not Fear—Density

By Jennifer Keesmaat

May 28, 2020

A pedestrian crosses a nearly deserted Times Square in New York City, May 2020  
Stefan Falke / laif / Redux

The novel coronavirus pandemic threatens to upend urban life as we know it. Metropolises such as New York City have ground to a halt while grappling with high rates of infection. The requirements of social distancing are harder to follow in cities than they are in places where people live in larger homes or drive cars. Some city dwellers have fled or plan to leave soon.

The new normal seems to cut against the very ethos of dense urban centers. Cities bring people and their activities close together. They rely on shared public space and goods—parks, transit, libraries, and beaches. The great North American urban project of the past century has encouraged people to trade backyard pools for public pools; a long commute in a car for a short one on a subway or bike; the reprieve of one's own garden for shared plazas, squares, and other urban landscapes; solitude for access to the spectacle of sport, art, and culture. The coronavirus complicates such collective spaces and activities, leading some to prognosticate that the urban project has come to an untimely end: **a concerted retreat** [<https://www.businessinsider.com/cities-are-over-again-coronavirus-2020-5>] from North America's cities is imminent, news media and real estate agents increasingly predict.

But the obituaries are premature. Cities will remain vibrant and dynamic centers of economic and cultural activity. The density that supposedly made them vulnerable to the pandemic does not have to be their undoing. City planners just need to take a lesson from this experience and work to make cities dense in the right ways: by avoiding overcrowding, minimizing car use, and building inclusive communities with affordable

housing. When the pandemic is long gone, density and good urban planning will continue to deliver on the great promises of the city in the twenty-first century.

## Stay informed

In-depth analysis delivered weekly

Sign Up

## THE DENSITY MYTH

As dense urban areas such as New York City have become hot spots of COVID-19, the disease caused by the novel coronavirus, countless articles have **decried density** [<https://www.nytimes.com/2020/03/23/nyregion/coronavirus-nyc-crowds-density.html>] as causing or exacerbating the rampant spread of the virus. Commentators have gone so far as to suggest that the pandemic could put an end to the “rise of cities” and compel many urban residents to move to **smaller towns and suburban or rural areas** [<https://www.cnn.com/2020/05/02/us/cities-population-coronavirus/index.html>].

But density in and of itself does not condemn cities to high rates of infection. New York City is, of course, extremely dense compared with most other U.S. cities, but dense cities elsewhere in the world have dealt with the coronavirus much more successfully. Hong Kong, Seoul, Singapore, and Taipei—to pick just a few—have seen many fewer infections and deaths. New York City, with a metropolitan-area population of nearly 21 million people, has reported more than 200,000 cases of COVID-19 and more than 20,000 deaths, while Seoul, which has a metropolitan population of more than 25 million, has reported just **735 cases of COVID-19 and four deaths** [[https://www.cdc.go.kr/board/board.es?mid=a30501000000&bid=0031&list\\_no=367293&act=view](https://www.cdc.go.kr/board/board.es?mid=a30501000000&bid=0031&list_no=367293&act=view)] as of May 16. Both New York and Seoul are dense cities, but their responses to the virus couldn't have been more different. In South Korea, authorities acted swiftly and decisively to contain the disease. Their American counterparts did not.

Both New York and Seoul are dense cities, but their responses to the virus couldn't have been more different.

Even within the United States, density doesn't determine how badly the virus strikes communities. Yes, New York City has the highest number of cases per 100,000 people of any metro area in the country. But a number of significantly less dense U.S. cities, including Buffalo, Detroit, Hartford, and Indianapolis, also appear near the **top of the chart** [[http://cityobservatory.org/covid-19\\_metro\\_rank/](http://cityobservatory.org/covid-19_metro_rank/)]. Moreover, at least 40 percent of large U.S. cities have **higher rates of reported cases per capita** [<http://cityobservatory.org/why-suburbs-arent-safer-from-the-pandemic-than-cities/>] in their less dense suburbs than in their denser urban

cores. Rates of infection have more to do with factors such as public health preparedness than with the sheer number of people per square kilometer.

For centuries, the popular imagination has held dense cities to be cesspools of disease. But modern urban lifestyles are actually often healthier than their counterparts in suburbs and rural towns. Urban residents in North America have lower rates of obesity and mortality than people who don't live in cities. Compared with suburban residents, **they are less likely to be sedentary** [<https://www.planetizen.com/blogs/109051-lessons-pandemics-comparing-urban-and-rural-risks>] and depend less on cars, often walking to work or using public transit in preference to driving. Cities by design require their residents to be physically active—and that activity, in turn, lowers residents' risk of **heart disease** [<https://www.cdc.gov/media/releases/2017/p0112-rural-death-risk.html>], **arthritis** [<https://www.medscape.com/viewarticle/880728>], and **diabetes** [<https://www.ruralhealthresearch.org/projects/100002380>].

Understandably, the novel coronavirus currently subsumes all discussion of public health. But the single-minded focus obscures a bigger picture. Americans in fact tend to live longer, healthier lives in cities. Rural communities in the United States typically report shorter lifespans as a result of higher rates of respiratory and cardiovascular diseases, some cancers, diabetes, and Alzheimer's disease, among other afflictions. The divide is widening: a 2019 report published in the ***American Journal of Public Health*** [<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6301407/>] found that the disparity in mortality rates between rural and urban communities increased from roughly 77 excess deaths per 100,000 people in 2004 to 135 deaths per 100,000 in 2016.

## **GOOD DENSITY**

Infectious diseases do spread easily among people who are clustered together in close quarters. Such conditions are not, however, the necessary byproduct of urban density. Density should not be confused with "overcrowding," which is neither inherently nor solely an urban condition. Overcrowding can happen in all kinds of contexts—say, in prisons, meatpacking plants, and senior centers—regardless of geographic location.

If North American cities are often overcrowded, it is because they have allocated space poorly, prioritizing cars over people. Although many cities have downtowns where residents tend to walk or bike, they often have less dense suburban peripheries where residents drive. Even New York City, which is generally denser than its American counterparts, exhibits this dynamic, with many neighborhoods in Queens, Staten Island, and other outer boroughs poorly served by public transport and reliant on car use. North American city planning has long embraced the extremes of "tall and sprawl," in which low-density suburbs of single-family homes surround a high-rise city center. More than a

quarter of the land area of a typical North American city is reserved for the moving and storing of cars. It is a flawed design, often resulting in crowding in city centers.

Dense cities do not have to live at the extremes of elevation and spread. Some of the most dense metropolises in the West—Barcelona and Paris come to mind—consist predominantly of mid-rise buildings. The COVID-19 pandemic should jolt U.S. cities to more intelligently allocate precious public space. Already, many cities have tested schemes that **close streets to car traffic** [<https://www.nytimes.com/2020/04/11/us/coronavirus-street-closures.html>], widen sidewalks to make room for physical distancing, and make more space available to pedestrians and cyclists. These steps underline how the misallocation of space—not the bare fact of density—creates overcrowding.

People walk around Washington Square Park in New York City, March 2020  
Eduardo Munoz / Reuters

When cars are not in use, the space for people in cities is plentiful. On many city streets, for example, parking typically takes up the curb lanes on both sides—even when there is enough parking in the surrounding area. Unnecessary parking could be immediately repurposed as a bike lane or an expanded sidewalk. Using that space properly makes all the difference between overcrowding and “good density”—one in which buildings and activities are clustered in relative proximity, supported by exceptional public transit, safe sidewalks, parks, and cycling routes.

When a dense city still encourages driving, it crams people into smaller and smaller remaining public spaces. Pedestrian-only zones, for example, are really efficient ways to move residents through cities, because without vehicles people don't take up that much space. Less congested cities will better cope with the threat of future pandemics. Affordable housing, wide sidewalks, an abundance of park space, and access to nature, schools, and other neighborhood institutions within walking distance of residents' homes—all of these are also elements of good density. To the extent that they promote inclusive, physically active communities relatively free of stress, all are also integral to the long-term public health of city life.

## **MASS TRANSIT IS ESSENTIAL**

The pandemic has inspired some cities to make changes that may lead to meaningful and lasting transformations. Milan, for instance, has made formerly busy streets into pedestrian thoroughfares during the pandemic and has now announced **ambitious plans** [<https://www.theguardian.com/world/2020/apr/21/milan-seeks-to-prevent-post-crisis-return-of-traffic-pollution>] to make those changes permanent. Doing so will be good not only for the city's quality of life but also for its carbon emissions. Before the pandemic, many cities fixated

on figuring out how to move more cars around more quickly. Some considered autonomous vehicles as a possible solution to traffic congestion. The pandemic has instead encouraged cities to adapt roadways for walking and cycling—a much cheaper and comparably effective way to move more people through the city.

The most effective and scalable way to move high volumes of people through dense urban environments has always been public transit, and these systems remain vital to urban life. Indeed, one lure of cities in the West is that they allow residents to live without the burden of owning a car. The clustering of people creates the critical mass to support high-frequency transit, which along with walking and cycling offers an affordable and low-carbon lifestyle.

Thriving, dense cities will become unviable without public transportation.

Thriving, dense cities will become unviable without public transportation. But the pandemic has disrupted mass transit in cities such as New York, where rates of bus and subway ridership have plunged, both because people are staying at home during the lockdown and because many who do venture out try to avoid crowds. Public transit agencies in many cities face extraordinary dual crises of both confidence and financial sustainability. New York's Metropolitan Transportation Authority must reckon with **a shortfall of \$8.5 billion** [<https://www.nytimes.com/2020/04/20/nyregion/nyc-mta-subway-coronavirus.html>].

Making cities more walkable and bikeable will also make them more resilient, but they will still need public transit. After the pandemic passes, governments will have to make major investments in these systems if they are to regain ridership and recover from their losses. Adding new routes—including “relief routes” to reduce overcrowding on the busiest lines—and taking other steps to reduce overcrowding on buses, streetcars, and subways will help restore riders' confidence. Cities can take several protective measures to make transit safe and to encourage riders to return, including more aggressive sanitization of buses and trains, ensuring proper protective gear for transit workers, noninvasive temperature checks of passengers (as is being done in **Taipei** [[https://www.youtube.com/watch?v=PD0rDbVXO\\_Y](https://www.youtube.com/watch?v=PD0rDbVXO_Y)]), and mandating riders to wear face coverings. If there was ever a question of mass transit's value, the pandemic should have answered it: cities such as New York have depended on buses and subways to ferry their essential workers, including nurses, cashiers, and delivery people, to their jobs every day.

## **MORE DENSITY, BETTER DENSITY**

Density does not necessarily precipitate overcrowding, except where cities have failed in their design. City leaders can still correct the mistakes of the past and reclaim space in service of their residents' health. Anne Hidalgo, the mayor of Paris, recently ran for reelection on the pledge of turning the French capital into a “15-minute city,” in which



residents can meet all their work, shopping, and leisure needs within a short walk or bike ride. North American cities should follow this vision. By adding gentle residential density—for example, through **laneway housing** [<https://vancouver.ca/people-programs/laneway-houses-and-secondary-suites.aspx>] and multifamily walkup apartments in what are currently predominantly single-family-home neighborhoods—and by loosening municipal zoning regimes that typically separate commercial and residential areas, cities can become more tranquil, more interesting, and more sustainable. They can grow richer with commercial and cultural activity without being overcrowded. Revisiting land-use restrictions is essential, even if changing them provokes opposition. Rezoning may have the added benefit of encouraging people to get around without cars: in a 15-minute city, far more people will be able to walk or bike to pick up milk from the grocery store or drop off their kids at a community center.

The pandemic has shown that the planning decisions allocating public space—for roads, parks, buildings, and everything in between—are inextricably linked to public health and happiness. American cities can continue to grow ever more sprawling, unsustainable, and vulnerable to infectious disease. Or they can strive to become more connected, more livable, more sustainable, and less crowded—models of density done right.

- JENNIFER KEESMAAT is CEO of the Keesmaat Group, which works with corporate and political leaders to advance change in cities around the world. She served as Chief Planner for the City of Toronto from 2012 to 2017.

Copyright © 2020 by the Council on Foreign Relations, Inc.

All rights reserved. To request permission to distribute or reprint this article, please visit [ForeignAffairs.com/Permissions](https://ForeignAffairs.com/Permissions).

**Source URL:** <https://www.foreignaffairs.com/articles/north-america/2020-05-28/pandemic-does-not-spell-end-cities>



Michelle Goldberg (City Council) <michelle.a.goldberg@boston.gov>

---

## Thank you!

1 message

---

**Robert Qua** <robertqua@me.com>

Fri, May 29, 2020 at 8:28 AM

To: "Michelle Goldberg (City Council)" <michelle.a.goldberg@boston.gov>

Cc: Ed Flynn <ed.flynn@boston.gov>, Boston Cyclists Union <info@bostoncyclistsunion.org>

Dear Michelle,

I read about the release of the "healthy streets initiative" this morning. Thank you! This is a great start. Please pass on my gratitude to your fellow councilors. We have an incredible opportunity to reinvent Boston.

<https://mass.streetsblog.org/2020/05/28/boston-announces-first-phase-of-street-closures-pop-up-bikeways-in-new-healthy-streets-initiative/>

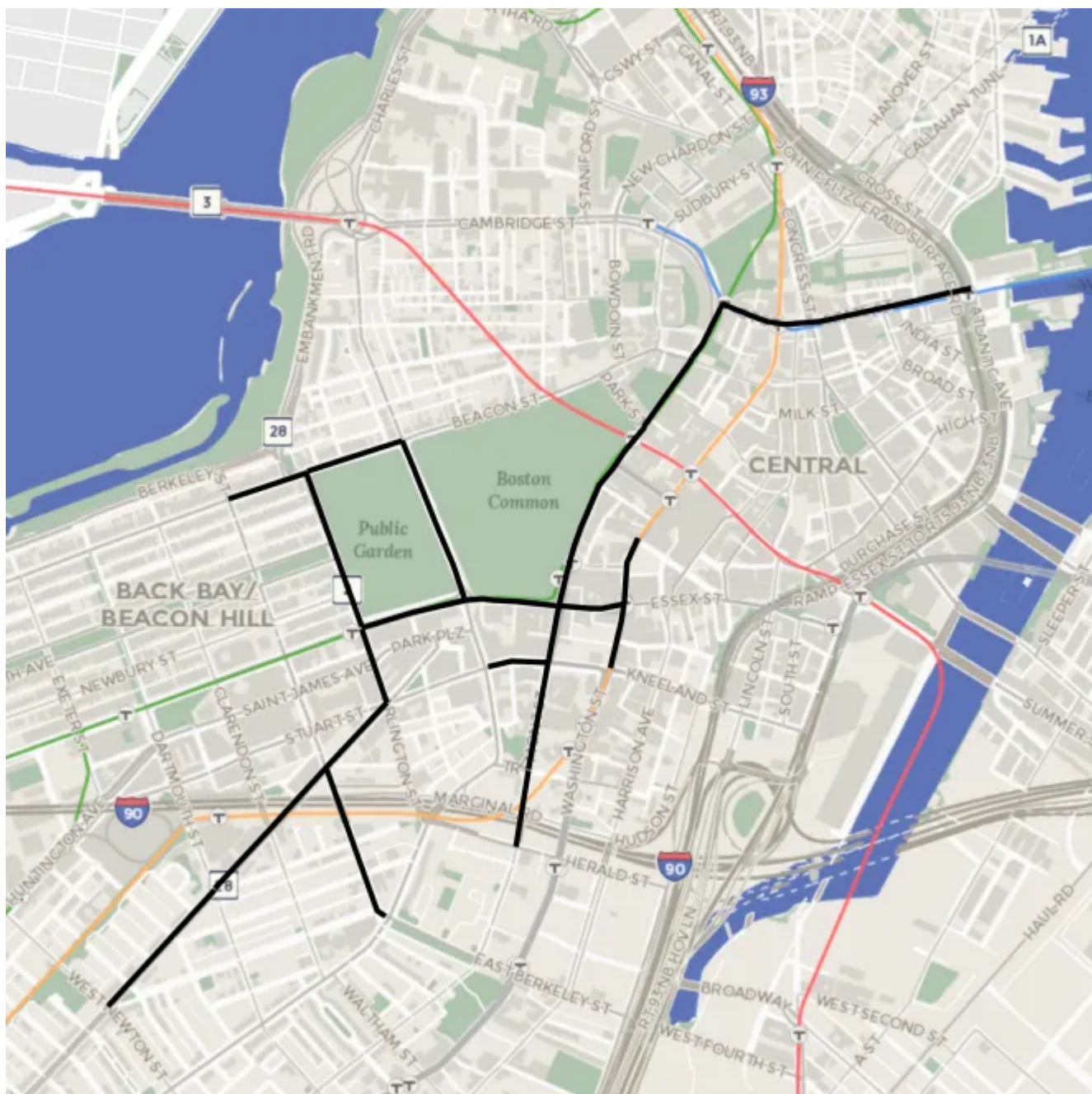
Have a great day!

Robert Qua

# STREETS BLOG

## Mayor Walsh Announces Details of New 'Healthy Streets' Initiative

By Christian MilNeil | May 28, 2020 | 1 COMMENT



A network of quick-build bike lanes will take shape in downtown Boston this summer as part of the city's "healthy streets" initiative. Courtesy of the City of Boston.



**B**oston has officially released the details of its new “[healthy streets](#)” initiative, which will make tactical changes to city streets to provide more room for safe physical distancing for pedestrians, bike riders, small businesses, and bus riders.

The initial plans include a network of new protected bike lanes across downtown Boston and around the Public Garden, expanded bus stop waiting areas, and processes to let restaurants expand their outdoor seating areas on sidewalks and on-street parking lanes.

City officials discussed the overall strategy [at a City Council hearing earlier this month](#), where elected officials expressed strong support for these concepts.

“Ensuring the safety and health of all residents is our first priority in Boston,” said Mayor Martin J. Walsh in a press release accompanying the announcement this afternoon. “These innovative streets programs focus on what residents need: safe, reliable transportation if they must travel in Boston, access to fresh air and open spaces, and building social and physical distancing into everyday life. As we continue to carefully plan for reopening in Boston, we will continue our work to create streets and transportation that work for all.”

One of the more prominent aspects of the initiative is a new network of bike routes across downtown that will be designed as “high-comfort protected lanes” so that new riders can feel safe while riding on downtown’s wide streets. These quick-build bike lanes will be installed on:

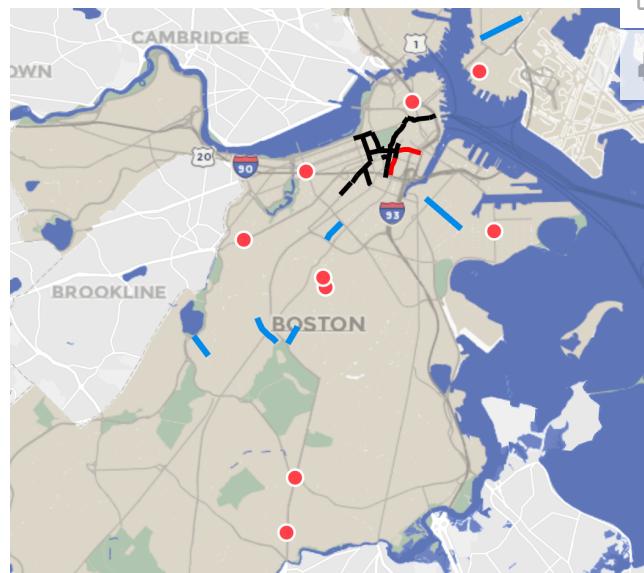
- Arlington St (Beacon to Stuart)
- Beacon St (Charles to Berkeley)
- Boylston St (Arlington to Washington)
- Charles St (Boylston to Beacon)
- Columbus Ave (W Newton to Stuart)
- Court St (Congress to Tremont)
- State St (Atlantic to Congress)
- Tremont St (Court to Shawmut)



The proposed network of bikeways shares many streets in common with [the city's "Connect Downtown" planning initiative](#), which had otherwise been put on pause when the pandemic delayed a series of public meetings that had been scheduled for March.

Under [a previously planned project](#), the city is also installing a new bus-only lane for Silver Line buses plus a protected bike lane on Washington Street leading into Downtown Crossing. The city will also refresh the existing Silver Line bus lane on Essex Street towards South Station.

The initiative will also give bus riders more space to physically distance by expanding waiting areas at several high-use bus stops, including bus transfer points at Haymarket, Maverick, and Hynes stations. Three other bus stop expansions will happen along Blue Hill Ave. and Warren Street, [corridors where bus ridership has remained relatively high through the pandemic](#). These bus stop expansions will be implemented during the week of June 1.



A draft map of street design changes that was leaked earlier this week included several "shared street" projects, outlined in blue. Courtesy of the City of Boston.

#### ***Related:***

### **[Cambridge \(Finally\) Announces Citywide Shared Streets Network to Facilitate Safe Physical Distancing](#)**

The broad outlines of the city's initiative were [inadvertently leaked](#) earlier this week, when the draft website for the initiative briefly went live. That draft proposal included a number of designated "shared streets" where through-traffic would have been restricted, while still allowing local traffic, parking, and deliveries.

Saratoga Street in East Boston, Eliot Street in Jamaica Plain, and Harold Street in Roxbury were among the streets identified for "shared street" designations in the draft plan, but today's official announcement makes no mention of shared streets.

However, the city's announcement does suggest that a shared streets program might still be in the works.

“Temporary street closures with barriers and signs will also be explored as part of the outdoor seating work, and to create better green links to parks and open spaces,” according to the city’s press release.



The project website also mentions that that “over 250 establishments” have requested outdoor space for outdoor seating, and that the city is considering creating outdoor dining areas that span entire city blocks in some locations.

[Additional details are available at the city’s new website for the initiative, at boston.gov/healthy-streets.](https://boston.gov/healthy-streets)

---

**Share this:**



---

Filed Under: [Bicycling](#), [Bus lanes](#), [MBTA](#), [Protected bike lanes](#), [Street Design](#), [Vision Zero](#), [Walking](#), [Boston](#), [COVID-19](#)

---

Subscribe to our

## DAILY EMAIL DIGEST

Enter Email

SIGN UP

---

### MOST RECENT

Poor and black ‘invisible cyclists’ need to be part of post-pandemic transport planning too

Cambridge (Finally) Announces Citywide Shared Streets Network

Mayor Walsh Announces Details of New ‘Healthy Streets’ Initiative

Boston Cyclists Union to Offer Deeply Subsidized Bluebikes Passes

New Poll Forecasts Fewer Trips, Large Mode Shifts on the Streets This Summer

---





## Cambridge Lags In Delivering Safer Streets for Physical Distancing

By Christian MilNeil | May 27, 2020

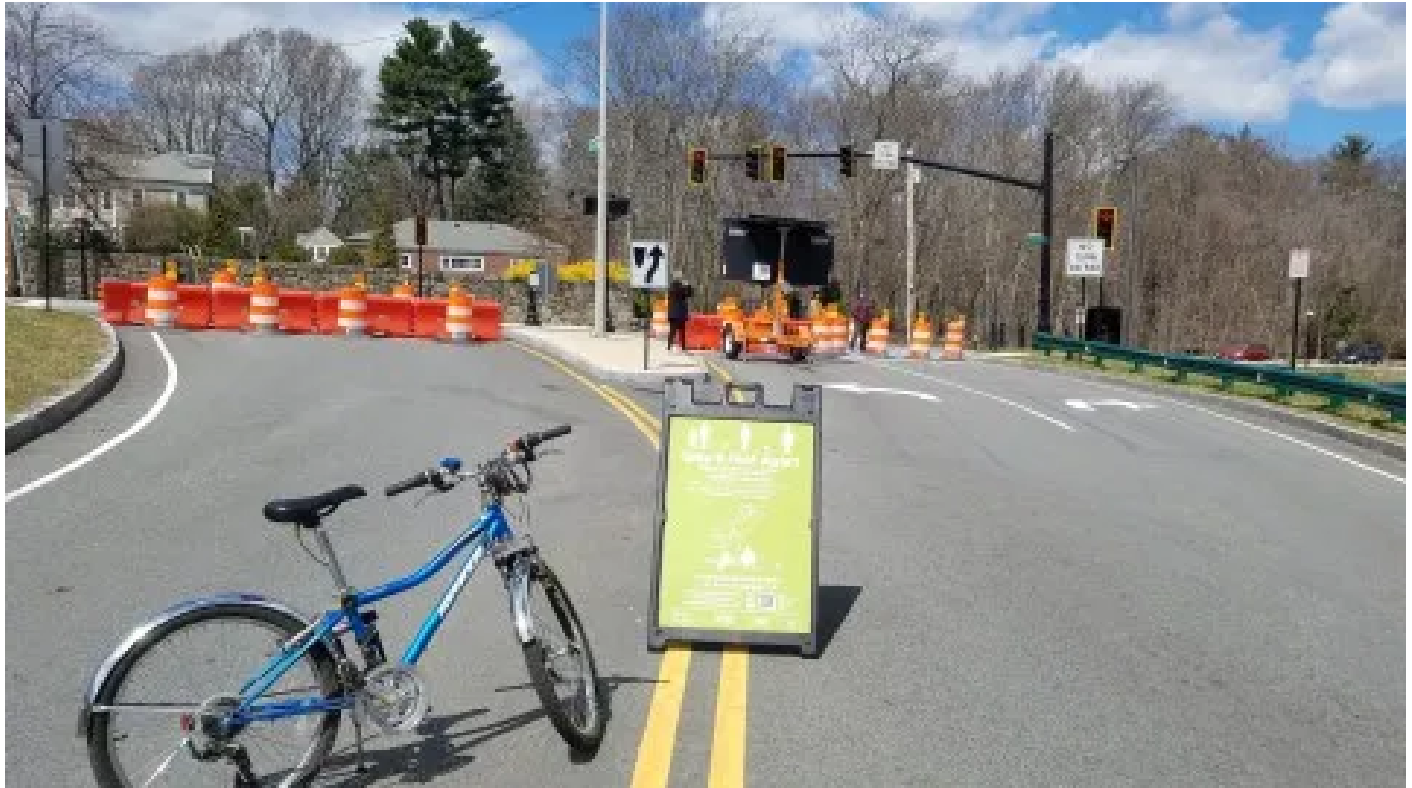
It's been over a month since the Cambridge City Council endorsed a policy order to restrict car traffic on Memorial Drive and other neighborhood streets in order to give residents more space to physically distance on city streets, and the city's administration has still not taken any action, even as peers in surrounding cities have [...]



## MBTA Takes Small Steps to Improve Fare Equity

By Christian MilNeil | May 27, 2020

The MBTA's governing board approved some small but significant changes in the agency's fare policies at a meeting last week to improve fare equity for minority and low-income riders. For years, in order to encourage use of reusable CharlieCards, the MBTA has charged higher prices for riders paying with cash or with the paper "CharlieTickets" [...]



## Plans for Boston's 'Healthy Streets' Initiative Expected Later This Week

By Christian MilNeil | May 26, 2020

On Tuesday, the City of Boston briefly published a new website with tentative plans for its "healthy streets" initiative, which would make tactical changes to city streets to provide more room for safe physical distancing among pedestrians, bicyclists, and transit riders. City officials had discussed the overall strategy at a City Council hearing earlier this [...]



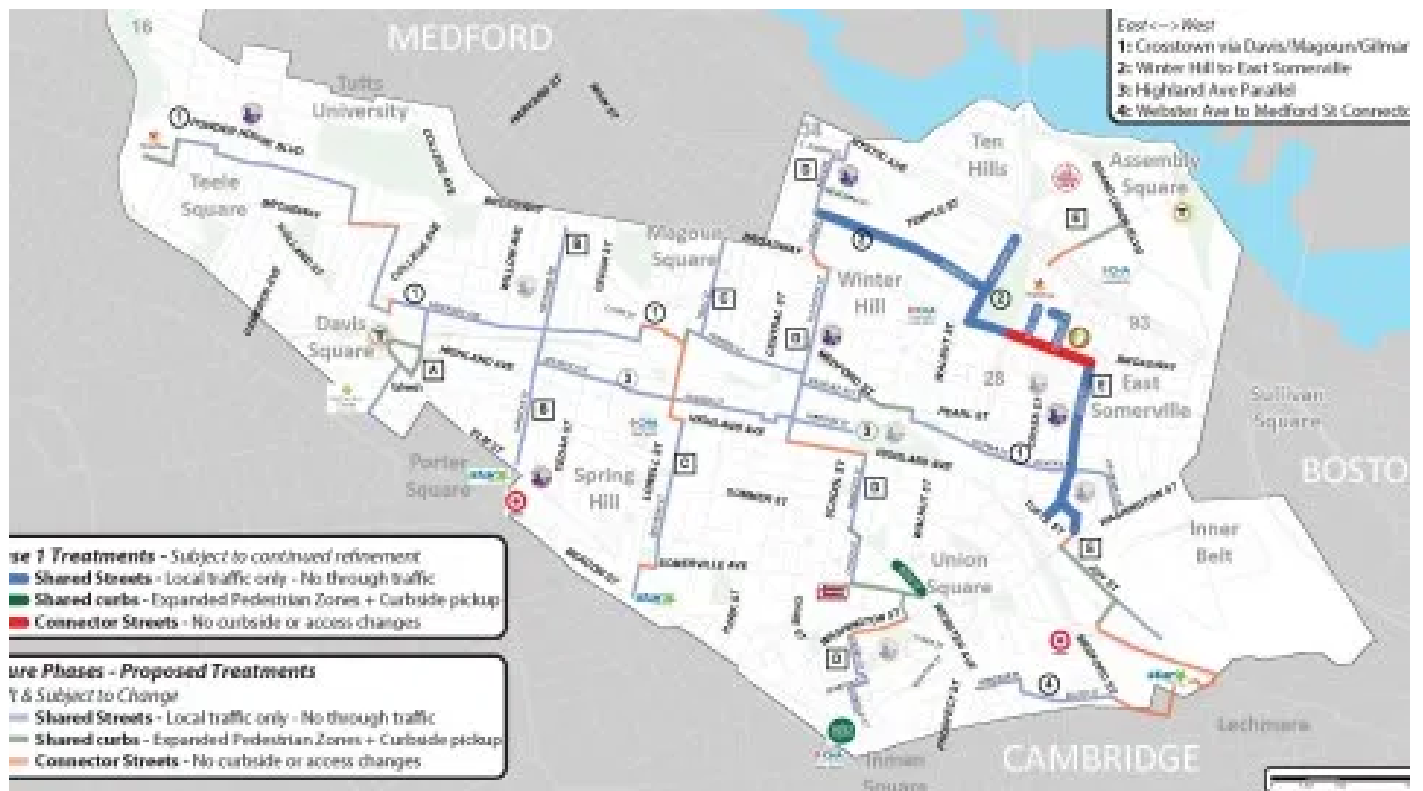




## Guest Column: Rush Hour Is Over – So What Comes Next?

By Jarred Johnson | May 26, 2020

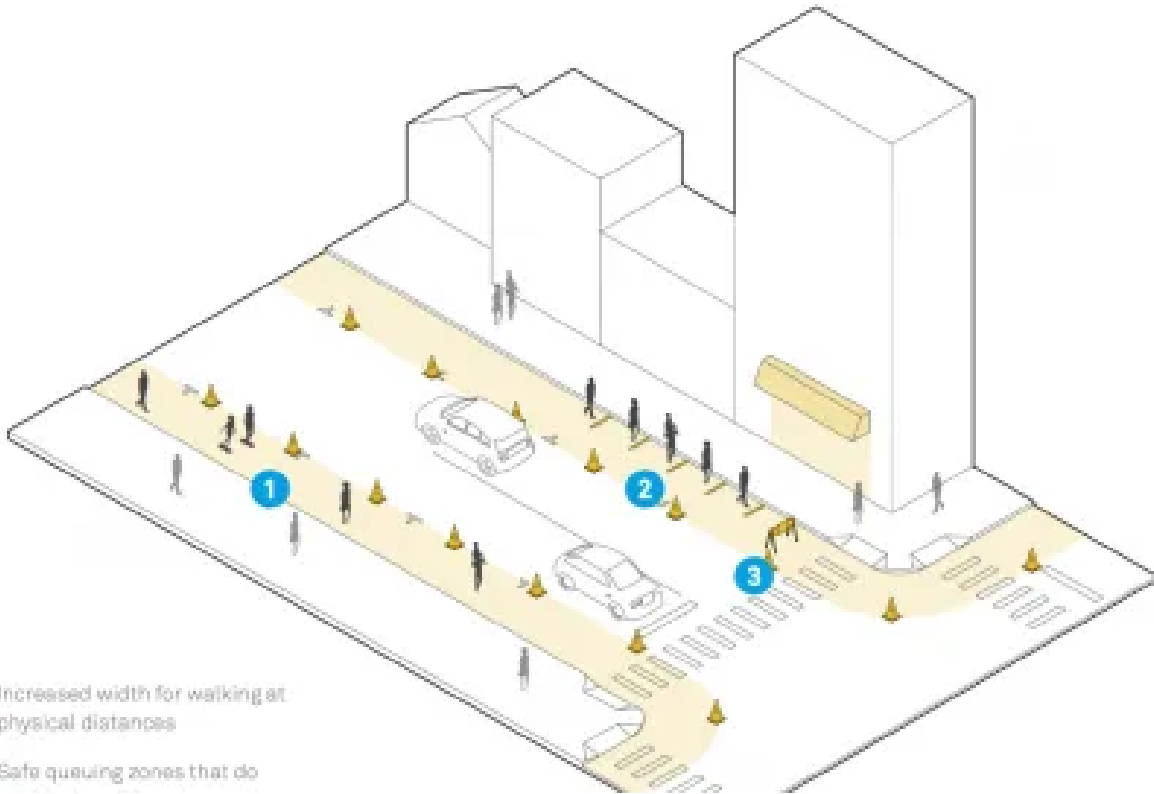
If we keep equity, sustainability, public health, and livability as our guiding principles, we can build a better world, even if it looks a little different than our vision from a few months ago.



## Check Out Somerville’s Citywide ‘COVID-19 Mobility Strategy’

By Christian MilNeil | May 24, 2020

The City of Somerville has announced a citywide mobility strategy to provide safer walking and biking routes with more room for physical distancing as “stay at home” orders ease this spring and summer. Roughly a quarter of Somerville’s households are car-free. The city’s COVID-19 mobility plan therefore focuses on creating safer routes between residential neighborhoods [...]



- 1 Increased width for walking at physical distances
- 2 Safe queuing zones that do

STREETSblog USA

## NACTO Issues New Playbook for 'Physical Distancing' on City Streets

By Kea Wilson | May 22, 2020

About StreetsblogMASS / Support Our Journalism / Staff and Board / Contact us / Comment moderation policy

FOLLOW US:  

# STREETSblog



Sponsored

### Getting this Treasure is impossible! Prove us wrong!

Hero Wars

### Masketi® Face Mask For Excellent Breathability & Comfort

Masketi®

### Soak Your Dark Spots With This One Thing (Trending Morning Routine)

Gundry MD

### MD: If You Have Toenail Fungus, Do This Immediately (Watch}

Fungus Clear Supplements

### Caitlyn Jenner No Makeup Photo Confirms The Truth

Trivia.com

### Why Is Everyone Snapping Up This New \$49 Smartwatch?

GadgetReviewr



ALSO ON [HTTPS://MASS.STREETSBLG.ORG](https://mass.streetsblog.org)

<p><b>Guest Column: Pandemic Puts Tow ...</b></p>	<p><b>Cambridge Council Balks at Giving ...</b></p>	<p><b>Will Northern Ave. Bridge Project Use ...</b></p>	<p><b>'Public P Without  </b></p>
<p>a month ago • 1 comment</p>	<p>2 months ago • 4 comments</p>	<p>23 days ago • 2 comments</p>	<p>2 months ago</p>
<p>Tow truck drivers are still considered “essential” workers during the ...</p>	<p>The Cambridge City Council narrowly voted down a proposal to give its ...</p>	<p>The City of Boston will spend millions of dollars more on a larger design ...</p>	<p>As cities across Massachusetts increase...</p>

1 Comment

<https://mass.streetsblog.org>

Disqus' Privacy Policy

Login ▾

Recommend

Tweet

Share

Sort by Best ▾



Sponsored

## Getting this Treasure is impossible! Prove us wrong!

Hero Wars

## Masketi® Face Mask For Excellent Breathability & Comfort

Masketi®

## Soak Your Dark Spots With This One Thing (Trending Morning Routine)

Gundry MD

## Caitlyn Jenner No Makeup Photo Confirms The Truth

Trivia.com

## Why Is Everyone Snapping Up This New \$49 Smartwatch?

GadgetReviewr

## MD: If You Have Toenail Fungus, Do This Immediately (Watch}

Fungus Clear Supplements



---

ALSO ON STREETS BLOG

