



Webinar: Transport Impacts & Innovations – COVID19 CHAT

24 April 2020, 11:00 AM EST (USA)

From Nancy's iPad (2) to Everyone: 10:14 AM

I wrote this to four friends yesterday - BIG Covid-19 issue: Farmers are killing livestock they can't sell and pouring milk down the drain. Trucking companies can't find freight to haul. And food pantries don't have enough food to hand out to hungry people. 😞😞😞

This is Nancy Pfeffer in Southern California.

From ExelV2t9zsGpYcfhnmDxWwLPAQYmA1ZJjeZ6RY0eUP0= to Everyone: 10:14 AM

Publix announced they would buy that excess in the SE and donate to food banks. Hoping other chains step up.

From Nancy's iPad (2) to Everyone: 10:16 AM

That's great, thanks and I sure hope so!

From Dara Baldwin to Everyone: 10:20 AM

Hi All from Washington, DC. Peace and blessings for all.

I am the Director of National Policy for Center for Disability Rights - many of these programs do not include the disability community! PLEASE STOP this and include accessible programs no matter where you are in the world.

From Howard Frumkin to Everyone: 10:27 AM

Here in Boston, many pedestrians are walking in streets, even streets that haven't been closed to cars. My impression is that many drivers are driving more cautiously and slowly. Your statements on increased speeds, and injuries/fatalities, are alarming! Where has this been seen? Do we have data on this?

From ExelV2t9zsGpYcfhnmDxWwLPAQYmA1ZJjeZ6RY0eUP0= to Everyone: 10:27 AM

Dara, I'm a grants mgr & blogger for the Ntnl Aging & Disability Transportation Ctr - nadtc.org. I'm in Linked In if you wish to connect.

From Dara Baldwin to Everyone: 10:28 AM

Hi I live in the DMV - DC, MD and VA - and we have had an increase in speeding - cars going up to 100 MPH - and unfortunately Drunk Driving numbers have increased

From Etienne to Everyone: 10:28 AM

you've got an article on streetsblogusa covid-19 cuts car crashers but what about crash rates ?(Don't know if it's serious sources or not...)

From jrhodes to Everyone: 10:29 AM

Shared streets - is this an easy concept to introduce in the US? It is fairly complex in the UK.

From Nancy's iPad (2) to Everyone: 10:31 AM

I think this data question is very important. Where alternatives like closures are tried, we need data about positive/negative effects to build support for keeping these measures in place after the pandemic.

I can influence policy of this type in 27 So Cal cities if I have data...

From Dara Baldwin to Everyone: 10:31 AM

Here is an article on the Nation: Drivers caught speeding over 100 mph nationwide during lockdown -

<https://wtop.com/dc-transit/2020/04/drivers-caught-speeding-over-100-mph-nationwide-during-lockdown/>

From jrhodes to Everyone: 10:31 AM

It's a good point to say these measures don't have to just be temporary - promote active travel as a continuation once restrictions are lifted. A good opportunity to influence people's travel patterns. Our company in the UK has done a survey of people's potential future travel patterns in the post-COVID world.

From Denise Ramirez to Everyone: 10:31 AM

@jrhodes I think it's complex here, at least in NYC. We've done a few, but have worked incredibly closely with the disability community to make sure the shared streets are accessible (clear path & provide detectable queues for people with vision disabilities).

From Etienne to Everyone: 10:31 AM

we are talking about shared street in Europe, such as France with Something which I think it's similar "tactic urbanism"

From Dara Baldwin to Everyone: 10:33 AM

Here is another article: 'A lot of people are driving crazy': Expert says less traffic means more speeding on local roads - <https://wtop.com/coronavirus/2020/04/a-lot-of-people-are-driving-crazy-expert-said-less-traffic-means-more-speeding-on-local-roads/>

From Denise Ramirez to Everyone: 10:33 AM

I agree with Dara, we need to make sure we are taking the needs of all users into considerations, which includes people with disabilities. That is often left out of tactical urbanism strategies.

From Nancy's iPad (2) to Everyone: 10:34 AM

Agreed regarding consideration of all users! 😊

From Leslie Meehan to Everyone: 10:34 AM

Would these scenarios assume that VMT remains low, presumable due to more teleworking?

From Dara Baldwin to Everyone: 10:38 AM

Hi here are the DUI - numbers - staggering:

Hundreds of DUI Arrests in DC Area During Stay-at-Home

Orders <https://www.nbcwashington.com/news/hundreds-of-dui-arrests-in-dc-area-during-stay-at-home-orders/2281121/>

Thank you Denise and Nancy! :)

From John Taylor to Everyone: 10:38 AM

My concern is behavioural change away from collective public transport towards personal transport due to the 'stay safe, don't use public transport message'

From Laura Sandt to Everyone: 10:38 AM

Thanks for sharing these resources, Jacque. The Pedestrian and Bicycle Information Center has created a compilation of COVID-19 resources and tracking of what communities are doing to enable walking and bicycling: http://pedbikeinfo.org/resources/resources_details.cfm?id=5210.

From Leslie Meehan to Everyone: 10:39 AM

John, I agree. Could infectious disease be the downfall of public transit?

From Laura Sandt to Everyone: 10:39 AM

Folks can also share their local efforts and initiatives and how they are being implemented here: http://pedbikeinfo.org/resources/resources_details.cfm?id=5209.

From Dara Baldwin to Everyone: 10:40 AM

Well another part of transportation is the movement of the supply chain - trains, planes and trucks - and another serious question is can infectious disease be the end of the movement of the food supply?

From jrhodes to Everyone: 10:40 AM

@John Taylor - if it is in favour of walking and cycling, is that necessarily a bad thing? Obviously, if it was in favour of private car use - that would be of huge detriment.

Paris has announced a 650 km cycle network including temporary measures from next month to react to COVID <https://twitter.com/yfreemark/status/1252941344424763392>

From Alex King to Everyone: 10:43 AM

@John and @ Leslie - I think there is a difference between mass transit and other forms of public transit. How can smaller systems pivot to increased demand -response to address social distancing. vs. for areas that rely on mass transit - how can we improve bike/ped networks? Maybe we need to look at different approaches for the different sizes of transit systems

From John Taylor to Everyone: 10:44 AM

In UK where children were entitled to free school meals these are now delivered in weekly form to home

From Nancy's iPad (2) to Everyone: 10:44 AM

I attended a webinar by microtransit RideCo where they said they could reduce per-ride operating cost well below levels during the pandemic (San Antonio TX and Calgary area).

From Karyn M. Warsow to Everyone: 10:47 AM

I would like to formally invite anyone on this call interested in serving as a co-author on the Transport and Health Performance Metric Guidebook (THPMG) to contact me directly (kwarsow@tphlink.com). The THPMG has over 20 different chapter topics.

This project deliverable is meant to provide a user friendly 'Go To' guidebook for professionals in need of quantitative and qualitative tools to measure the health impacts of a transport infrastructure project at the community level. Please visit the IPATH website for further information: <https://www.ipathinc.org/transport--health-performance-metric-guidebook.html>

From Marianne Richards to Everyone: 10:48 AM

Couple of points from Australia. Public transit services (Rail, tram' buses and ferries) have been maintained to enable those persons who need to travel (medical, shopping and employment where working from home is not practical). Vehicle kilometres travelled - greatest reductions seem to coincide with higher income suburbs. Freight and logistics considered essential nationwide. Several states have closed borders to non-residents. Airports all open, although air travel is reduced to 3-5% of previous levels. Virgin Australia has suspended all passenger services and is currently in voluntary administration. Use of shared pedestrian/bicycle paths is creating conflicts.

From Dara Baldwin to Everyone: 10:51 AM

Hi Almost all bike-share and scooter programs are NOT ACCESSIBLE to persons with disabilities.

And Bio-Share programs are using public both state and federal funds and they are NOT FOLLOWING the ADA - Americans with Disabilities Act - which is against the law.

Hi these robots - are also NOT ACCESSIBLE - to people with disabilities - as they are not able to open the top due to dexterity issues with their hands - also they are too low to the ground for them to bend over and open

From Dara Baldwin to Everyone: 10:52 AM

***And Bike-share programs are using public both state and federal funds and they are NOT FOLLOWING the ADA - Americans with Disabilities Act - which is against the law.

From Andrew Dannenberg to Everyone: 10:54 AM

how would you design an accessible bike share program?

From Dara Baldwin to Everyone: 10:54 AM

Is the system in Paris accessible to the disabled?

From Etienne to Everyone: 10:54 AM

@ Dara: I Don't think so.

From Christos Xenophontos to Everyone: 10:55 AM

Most of Paris is not accessible

From Heidi A Corcoran to Everyone: 10:55 AM

Here's something in MN, but I recently moved to TX. I haven't checked in on how COVID has impacted them.

<https://www.tcacycling.org/>

From Laura Sandt to Everyone: 10:55 AM

A while back, San Francisco banned robot delivery vehicles on sidewalks (due to concerns for pedestrians and those with disabilities) but then was beginning a permitting program to allow testing:

<https://sf.curbed.com/2018/3/14/17120628/san-francisco-robot-ban-fees-yee-tech>. Is anyone aware of how cities are approaching these types of robot delivery programs on sidewalks now, or in other cities?

From Christos Xenophontos to Everyone: 10:56 AM

Thank you for the invitation and the information shared.

From Dara Baldwin to Everyone: 10:58 AM

In reference to public transportation and infectious diseases: Transit Center has been doing webinars with the Transit Union - <https://transitcenter.org/> - they have been full of great information and sad stories

From Jerom Theunissen to Everyone: 10:58 AM

Adaptive and reclining bikes have been implemented in some cities that allow for some people with disabilities to use bikeshare programs... the National Center for Mobility Management and the Shared Use Mobility Center issued a joint report about accessible shared use mobility policies and programs, check it out:

https://nationalcenterformobilitymanagement.org/wp-content/uploads/2020/02/FINAL-NCMM_SUMC-Examples-of-Mobility-on-Demand-Policies-and-Public-Private-Partnerships-to-Increase-Accessibility.pdf

From Nancy's iPad (2) to Everyone: 10:58 AM

Also, what about universal broadband as a “transportation” investment - as it is an alternative to taking trips?

From Jerom Theunissen to Everyone: 10:59 AM

<https://www.smartcitiesdive.com/news/oakland-ca-bike-share-pilot-caters-to-people-with-disabilities/555263/>

From Dara Baldwin to Everyone: 11:04 AM

Hi everyone - Transportation Equity Caucus - please join us - <https://equitycaucus.org/>

My email: dara.baldwin@ncdr.us

From jrhodes to Everyone: 11:10 AM

My email address is jrhodes@systra.com if anyone would like to discuss the UK perspective more.

and LinkedIn: <https://www.linkedin.com/in/jamesrhodes92/>

From Etienne to Everyone: 11:13 AM

i think something that's need to be taken into account is that for several people (meaning everyone), it will be to construct a new culture to acquire for mobility (what the swiss sociologist Vincent Kauffman call Motility: capital of mobility): such as using micro-mobility; changing his way to go to work, etc.
we have to construct it the smoothest way we can

From Dara Baldwin to Everyone: 11:14 AM

Thank you to the cities who are doing accessible bike shares - after 10yrs of our advocacy this is happening.
Now let's make the bike lanes accessible - there is only one city Queens NY where this is done.

From jrhodes to Everyone: 11:15 AM

Same for UK, services are running but on reduced timetables, for use by essential / key workers only. London Underground patronage has dropped by 95%, and bus use in London by 85%.

From Etienne to Everyone: 11:16 AM

in France: politics is about helping PT lowering the number

Private email correspondence included with permission

RHODES James

Apr 27, 2020, 7:20 AM (8 days ago)

Hi Karyn,

Thank you for organising the webinar on Friday afternoon – it was very interesting and nice to get a better understanding of what is being done from a US perspective.

I thought it might be of interest to you / some members that SYSTRA has published a piece on the impacts of public transport use after the pandemic:

<https://www.systra.co.uk/en/newsroom-37/latest-news/article/public-transport-passengers-say-they-could-make-fewer-trips-after-pandemic> which has also been detailed by the BBC:
<https://www.bbc.co.uk/news/business-52414376>

Kind Regards,
James

On Fri, Apr 24, 2020 at 1:43 PM John Taylor <john.taylor@taspartnership.com> wrote:

Karyn,

Apologies for my lack of sound during the session. My (Microsoft) microphone is integrated into my (Microsoft) camera and happily worked earlier today on (Microsoft) Teams and (Microsoft) Skype – and is working now without me touching anything.

Firstly – thanks very much for organising and thanks also to the excellent presenters. Even with the limited time available, a lot was covered, and the chat was active in exchanging information. This has helped people.

The fact that we cover across countries and indeed continents, forces us to open out to different ways of thinking about social organisation – generally, and specifically of transportation and health.

My specific points were:

- A concern that the post-COVID behavioural change will impact negatively on public transit. I take James' point that if people stop taking the bus and all of them start walking and cycling then that would be positive for them and for others. However, as he said himself, James is seeing things from a London perspective. Outside our main metropolitan areas, there are fewer disadvantages to using private cars, and the loss of public transit patronage will fatally undermine the sustainability of bus networks. I suspect that rural bus networks in the USA are even more fragile than ours. So, I see further polarisation of the rural-urban access and accessibility issues which raises some serious equity and effectiveness problems – particularly around access to healthcare.

· I'm OK with Zoom etc. for long-distance conference calls, and I really hope that academics continue to sign up to the no-flying pledge, but I still want to chat to my next door neighbour and I still want to engage with shopkeepers. I have a general concern about promoting fear to control behaviour because it does nothing for mental health. Our tabloid press seems unable to report on anything else than infection and death rates at the moment, and actually this is echoed in our 'quality' press and the BBC and other public TV. Combined with the worst aspects of social media, this does seem to me to create unhealthy bubbles of isolation. I am watching for statistics of suicide rates as one measure of impact. The need for human interaction is perhaps why I don't react positively to the greater transport automation that Zahra described. This adds to the sense of a lack of personal control which is a key factor in mental health problems.

· A story to illustrate how passenger transport is a social issue not just a personal issue. I am a trustee of a community transport non-profit in Preston. In normal times we operate an accessible DRT service targeted at elderly and disabled people in the Greater Preston area, as well as an extended range lift-giving scheme using cars across most of rural Lancashire. We also operate Shopmobility in Preston – a hire service for powered wheelchairs and seated scooters sited at the boundary point between parking for disabled drivers and the pedestrianised area of the City Centre (hopefully meeting at least some of Dara's concerns). A very significant proportion of our passengers fell in the group advised by government to stay at home for 12 weeks, so stopped using our DRT. So rather than take passengers to shopping, we reversed the process and are now doing the shopping and taking it to them. But, at least as importantly, we have given our drivers a rota of all our regular passengers and they are now phoning them on a systematic basis simply to provide continuing human contact, as well as to make clear how valued they are, opportunity for a good chat and also to ensure that they are OK – and to give us the opportunity to do something if they aren't. My thought experiment from this is to ask whether, when Uber finally rolls out driverless taxis, they will redeploy the redundant drivers as social interaction staff?

· People deferring doing anything about their personal non-COVID health issues, especially CHD and cancer. This is partly because we have managed to create the impression that hospitals are the most dangerous places on the planet right now. But it also reflects people not wanting to use collective transport to access health facilities. UK is now seeing significant growth in non-COVID deaths which reflects this.

· Inadequate consideration given to transit staff. We have now seen ca. 40 bus drivers confirmed deaths from COVID. It is proving very difficult to have a balanced discussion about actual and perceived risks around this issue. You may know that there is significant cultural resistance to mask-wearing in UK. Masks are a visible symbol of crisis and fear, and in some sense selfish i.e. the wearer is not willing to share the collective risk. My understanding of the notably different approach in our Asian community is that mask-wearing is evidence of community responsibility i.e. it is being done to protect others. We have some way to go to get to a 'new normal' on this issue. Meanwhile our bus drivers complain that they haven't been provided with masks and visors (having been told they are front line workers like health and care staff), whereas their health would be better served by transit passengers wearing masks.

If any of the above would be of interest, I could expand for sharing.

Best wishes,

John

John Taylor, Director

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