

Webinar: Open Streets Events



- You will be muted upon entering the webinar
- Use the Q&A function to ask questions
- Please complete the post-webinar survey
- The webinar will be recorded and posted to the ATRC website

General Overview

The Active Transportation Resource Center's (ATRC) mission is to provide resources, technical assistance, and training to transportation partners across California to increase opportunity for the success of Active Transportation Program projects.



**ACTIVE TRANSPORTATION
RESOURCE CENTER**

Objectives



1. TO LEARN ABOUT THE **OPPORTUNITIES** OF IMPLEMENTING AN OPEN STREETS PROGRAM
2. TO HIGHLIGHT **CHALLENGES** TO IMPLEMENTING AN OPEN STREETS PROGRAM
3. TO ADDRESS **CONTEXT-SPECIFIC CONSIDERATIONS** (URBAN VS. RURAL, ESTABLISHED ACTIVE TRANSPORTATION CULTURE VS. NO EXISTING ACTIVE TRANSPORTATION CULTURE, ETC.) TO IMPLEMENTING AN OPEN STREETS PROGRAM



Michael Lydon, Principal, **Street Plans**



Adonia E. Lugo, PhD, Equity Research
Manager, **UCLA Institute of
Transportation Studies &
Commissioner, California
Transportation Commission**



Jessica Tovar, Program Director,
Sunday Streets SF, Livable City



Peter Dzewaltowski, Principal
Transportation Planner, **City of Santa
Monica**



Open Streets | Open Cities

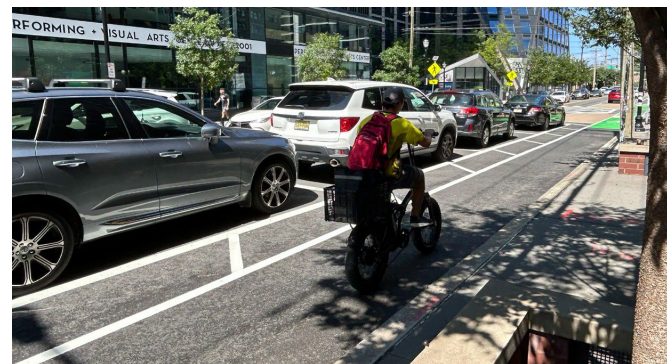
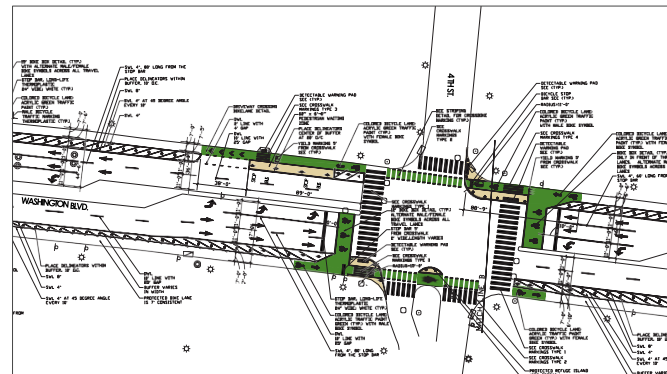
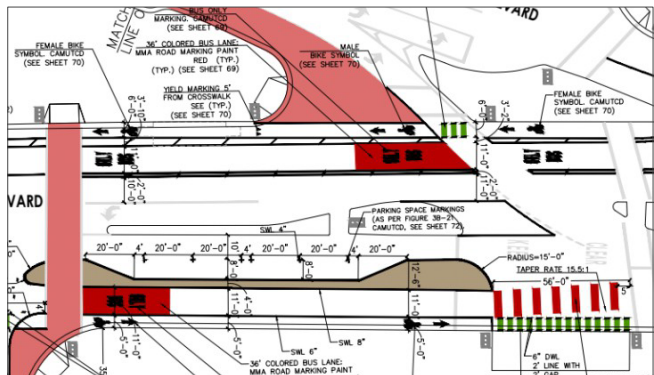
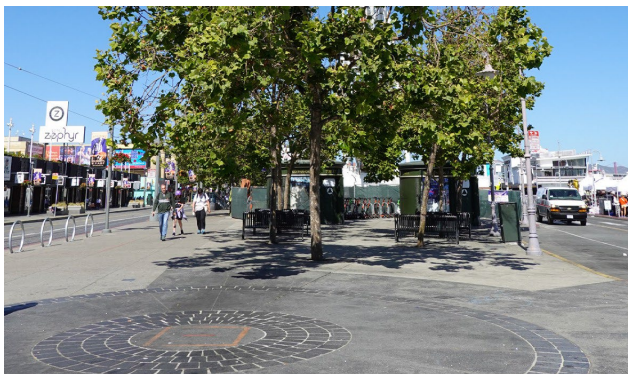
Mike Lydon | Co-Founder, StreetPlans

Active Transportation Resource Center | CalTrans | April 30th, 2025

Credit: Jon Endow

STREETPLANS

We Create Better Streets, Better Places

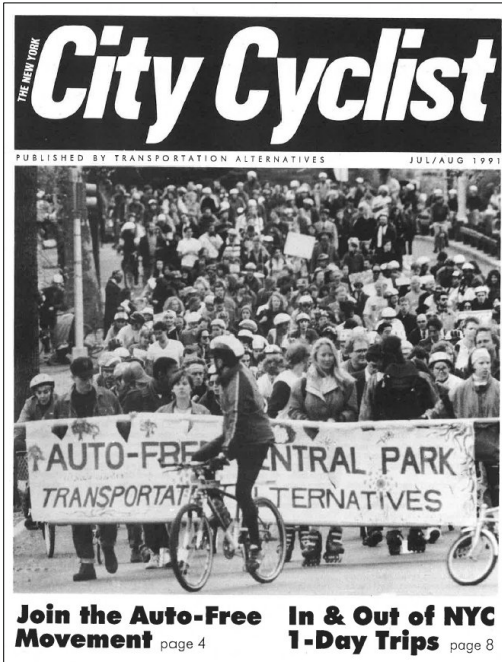


What Are Open Streets?

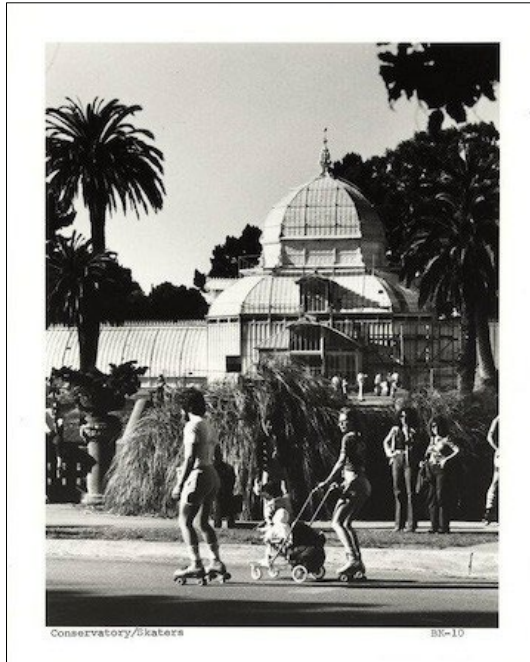
Open Streets temporarily close streets to motor vehicles so that people may use them for walking, cycling, skating, or any other physical and social activity.

North America: History Rooted in Parks + Activism

NYC: Car-Free Central Park (1966)



SF: Car-Free JFK Drive (1967)



Seattle: Bicycle Sundays (1968)



Ottawa: Sunday Bike Days (1970)



Open Streets History: Ciclovia, Bogota, 1974



Bogota's Ciclovía at 50!

Ciclovía50

International
Programme

14-16 December
2024

Learn more about mobility in
Bogotá and plan the global
Open Streets Movement 2.0!

Register [here!](#)



Saturday, 14th

9h00: Visit Transmicable with
Transport Department
(Secretaría de la Movilidad -
SDM)

12h00: Travel to San Felipe

13h00: Lunch and walk around
San Felipe

Ciclovía – What do we want for
the next 50 years?
Meet with SDM for a walk and
talk around the neighbourhood

15h00: ends

Monday, 16th

10h00: The Global Ciclovía/
Open Streets movement 2.0

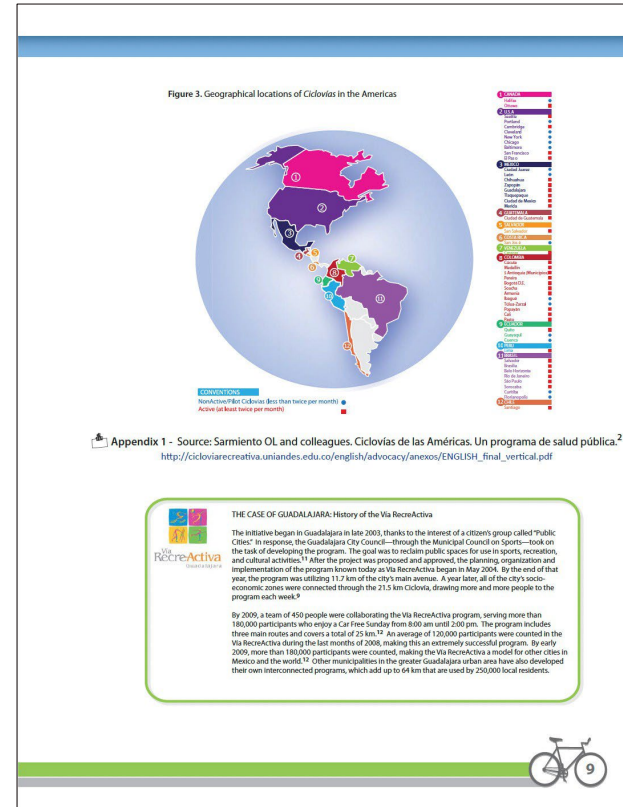
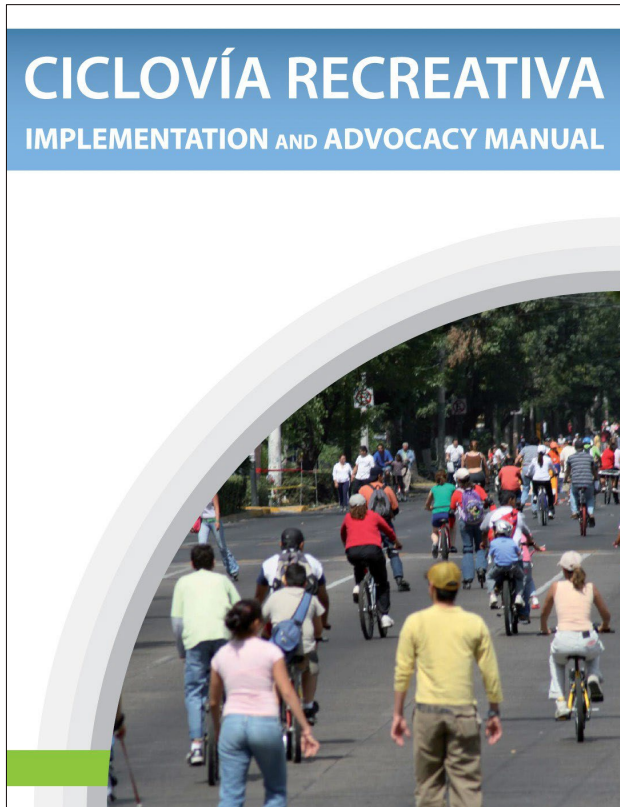
Workshop, brainstorm, and
general discussion facilitated by
Local South

12h30: ends

Location: Moovil, CL 71 #10 47
Casa 3



Best Practice Development (2008)



Bike Miami Days (2008 - 2009)

URBAN PLANNING

BY MIKE LYDON
urbanplanner45@hotmail.com

An increasing number of cities, large and small, welcome bicycling as an energy efficient, healthy and economically sustainable means of alternative transportation. Chicago, for example, is currently implementing its Bike 2015 Plan, which makes bicycling an integral part of the city's daily life through infrastructure projects, programs and policies. Likewise, a bicycle master plan underway in Portland is upholding and expanding its reputation as the most bicycle-friendly city in America.

Looking internationally, in just a few years Bogotá has implemented a highly integrated citywide bicycle system, and every Sunday it hosts Ciclovía, an event that closes 70 miles of the city's streets to traffic, allowing bicyclists and pedestrians to celebrate a car-free public realm.

Perhaps more dramatically, Paris executed a citywide bicycle sharing system that transformed it into one of Europe's most bicycle-friendly cities. Indeed, with well over one million rides logged on 20,000 low cost bicycles available at high-tech stations, the City of Light has repositioned itself to also become the city of bikes.

In contrast, Miami is choosing not to compete. To date, locating a sidewalk bike rack is more difficult than securing a Saturday night parking spot near Lincoln Road. On-street bike lanes simply do not exist. Nor do street signs directing motorists to share the road with their two-wheeled "subordinates."

Cyclists do not have a bicycle sharing program to look forward to, or even a simple bike map showing them the friendliest

Make Miami a bicycle friendly city

Brickell, Little Havana, Little Haiti and Coconut Grove, as well as the city's outlying neighborhoods.

If Miami is to unlock its great bicycling potential, it must consider hiring a bicycle planner (yes they do exist) to create an ambitious bicycle master plan, and one that supplements the provisions of the Miami 21 plan. The bicycle plan must be city-wide and address everything from safety and education to actual policy and infrastructure implementation. Moreover, the plan should set realistic benchmarks that are able to be realized in both the short and long term.

So what gives, Miami? Why don't we have an official bicycle planner on staff aiding the supposed urban renaissance proclaimed by DWTWN billboards? Why not be bold and make Miami a year-round cycling destination? The benefit received from creating a bicycle plan would do much to change the perception of the city, internally and externally. It would also improve the city's livability. Why should we settle as a perpetually pedestrian and bike unfriendly city? We know that sinking more money into auto-oriented infrastructure only makes congestion and pollution worse. We know our current modes of automobile transport are inadequate, frustrating and contribute to global warming, an issue that all South Floridians must take seriously.

It's time for the city to move in a new direction — one relying upon more pedestrian and bike friendly urban forms as a means to achieving a vibrant, sustainable city for the 21st century. However, without recognition from city officials, Miami's great potential has little chance of becoming a reality. A bike planner might just be the best place to start.

Mike Lydon is an urban planner and bicycle advocate in Miami.


Let's connect some of the city's up-and-coming destinations, too far to reach by foot, but too frustrating to reach by car — the Biscayne Corridor, Design District, Wynwood, Downtown, Brickell, Little Havana, Little Haiti and Coconut Grove.

LYDON




The Open Streets Project (2011 - 2019)

The Open Streets Guide

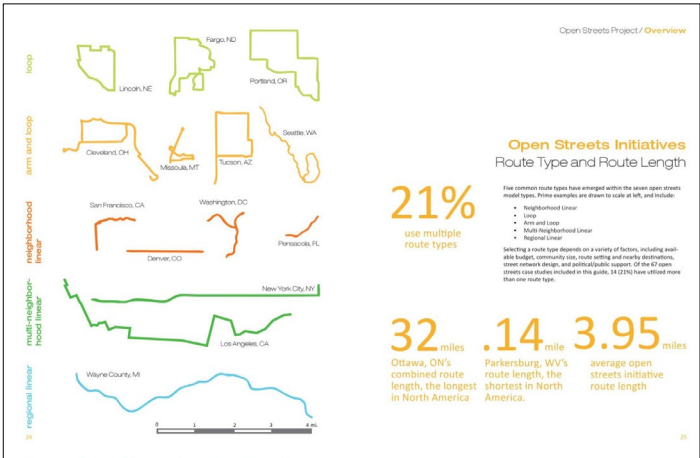
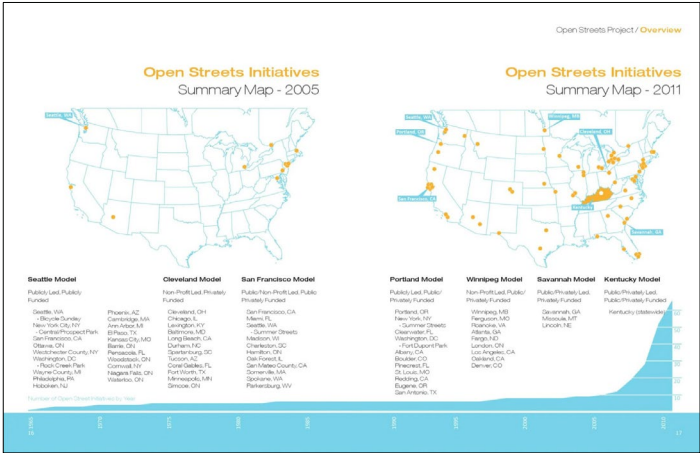


Opening Streets to People || Sharing Resources || Transforming Communities

**STREET
PLANS**
MIAMI NEW YORK


Alliance
for
Biking & Walking

Opening Streets to People || Sharing Resources || Transforming Communities



Open Streets: Defining Characteristics

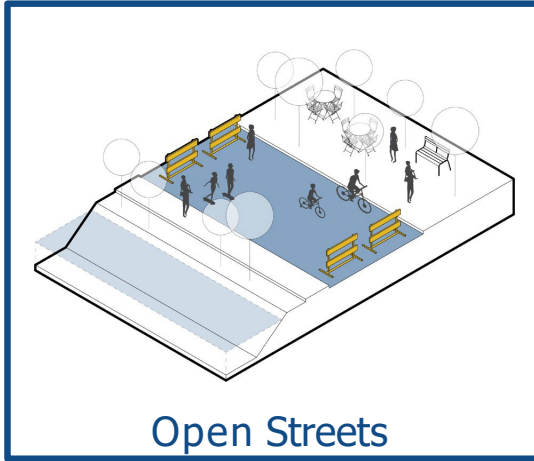
- ① **Location:** Iconic Streets or Large Parks
- ② **Route Length:** 3 - 10 miles (US)
- ③ **Supportive Programming:** Yes (Activity Hubs)
- ④ **Frequency:** 2x - 12x per year
- ⑤ **Purpose:** Healthy, Active Lifestyles
- ⑤ **Cost:** Medium | High



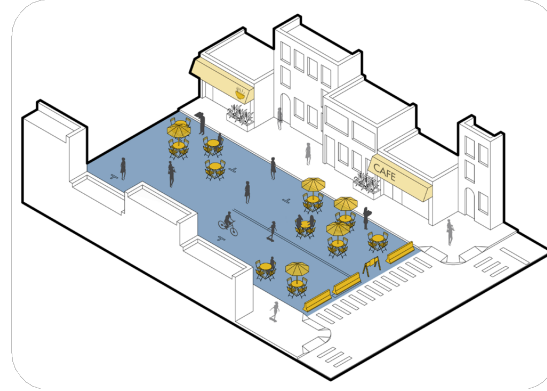
March 2020



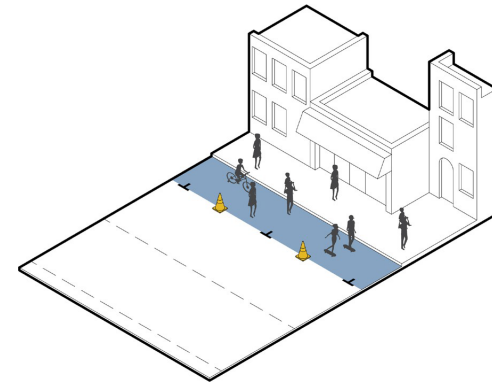
Pandemic Response



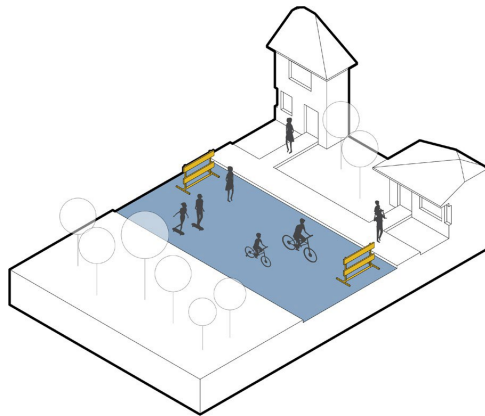
Open Streets



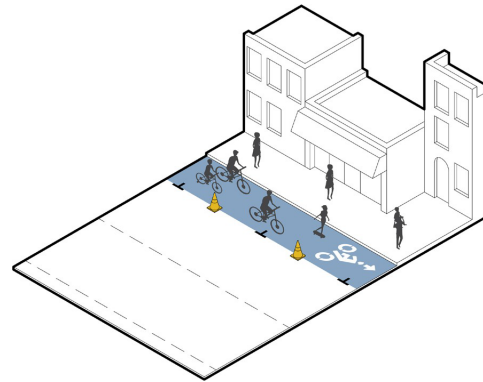
"Streateries"



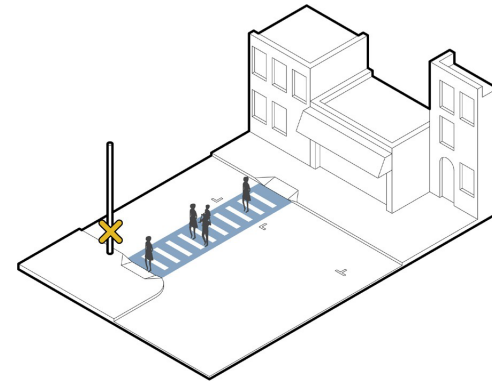
Open Curbs



Shared Streets

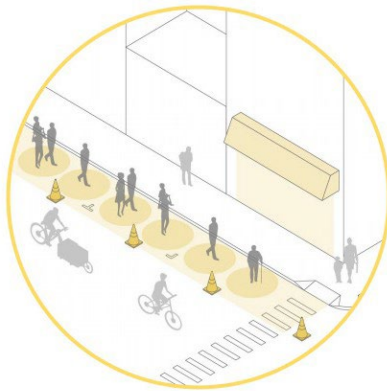


Temporary Bike Lane



Pedestrian Signal Recall

Pandemic Response Guidance

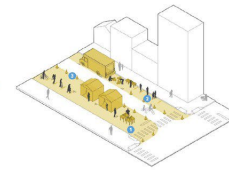


Streets for Pandemic Response & Recovery

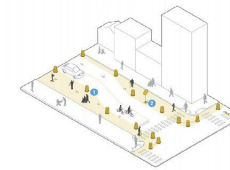


Streets for Pandemic Response & Recovery

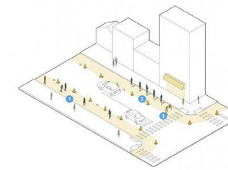
Critical Services



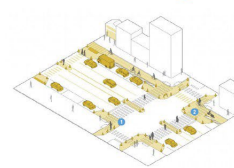
Managing Speeds



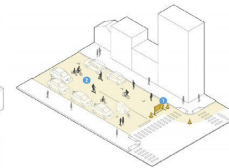
Sidewalk Extensions



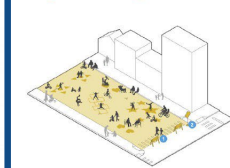
Safe Crossings



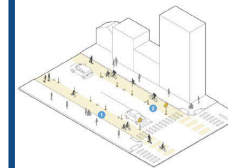
Slow Streets



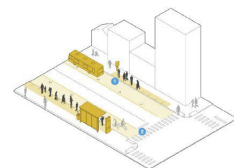
Open/Play Streets



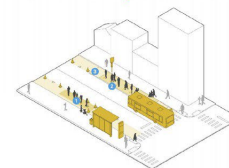
Bike & Roll Lanes



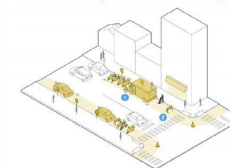
Transit Lanes



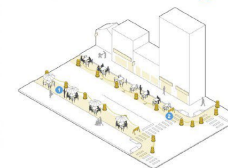
Transit Stops & Access



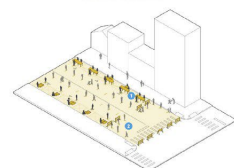
Pick-up & Delivery



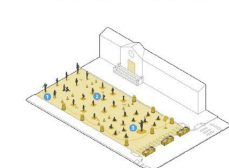
Outdoor Dining



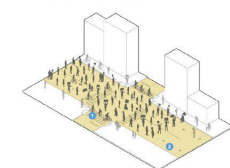
Markets



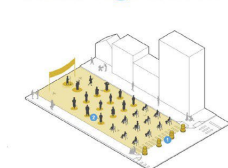
School Streets



Streets for Protest



Gatherings & Events



Open Streets For...

Outdoor Dining



Social Gathering



Health Services



Cultural Programs



Pedestrianization

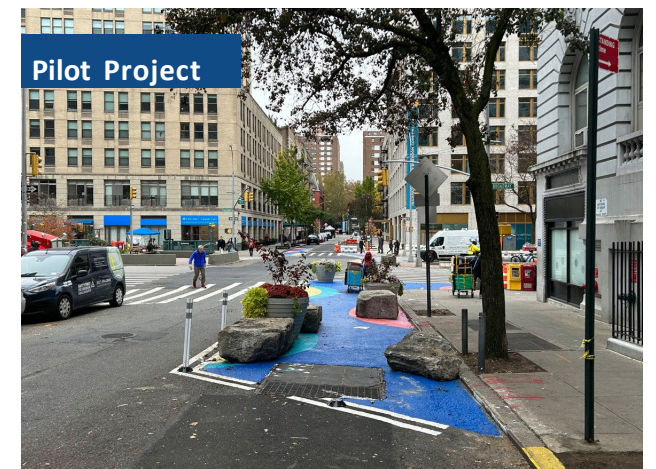
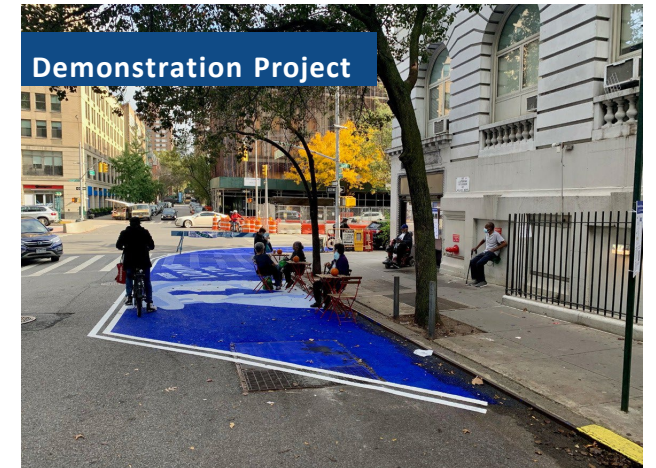


Schools



New Defining Characteristics

- 1 **Location:** Commercial Districts | School Streets | Residential
- 2 **Route Length:** 1block - ~1mile (US)
- 3 **Supportive Programming:** Sometimes
- 4 **Frequency:** 24/7 | Seasona | Opportunistic
- 5 **Purpose:** Pandemic Response, Safe Schools, Traffic-Calming, Business Districts, Outdoor dining etc.
- 6 **Cost:** Low | Medium |High



Open Streets As Gateway to Permanent Infrastructure



A man and a woman are dancing on a blue and yellow painted street area. The man is wearing a red t-shirt, dark jeans, and a straw hat. The woman is wearing a red t-shirt, a black skirt, and a straw hat. They are both smiling and holding hands. In the background, there are houses, a yellow boat on a trailer, a green and white striped umbrella, and a yellow diamond-shaped sign that says "CHILDREN". There are also water cannons on the street.

What is the Future of Open Streets?
We Can Decide!

Thanks!

Mike Lydon
Co-Founder
street-plans.com



A series of white diagonal lines on a dark blue background, located in the top left corner of the slide.

Culture Change & Open Streets

Adonia E. Lugo, PhD

April 30, 2025

A series of white diagonal lines on a dark blue background, located in the bottom right corner of the slide.

Land Acknowledgment

I am presenting from Tovaangar, the unceded land of the Tongva/Kizh/Gabrieliño peoples, using digital resources from UCLA that leave significant carbon footprints, contributing to changing climates that disproportionately affect Indigenous peoples worldwide. I acknowledge my responsibility and role in reconciliation and re-Indigenizing this place.

*Adapted from Adrienne Wong's
digital land acknowledgment*

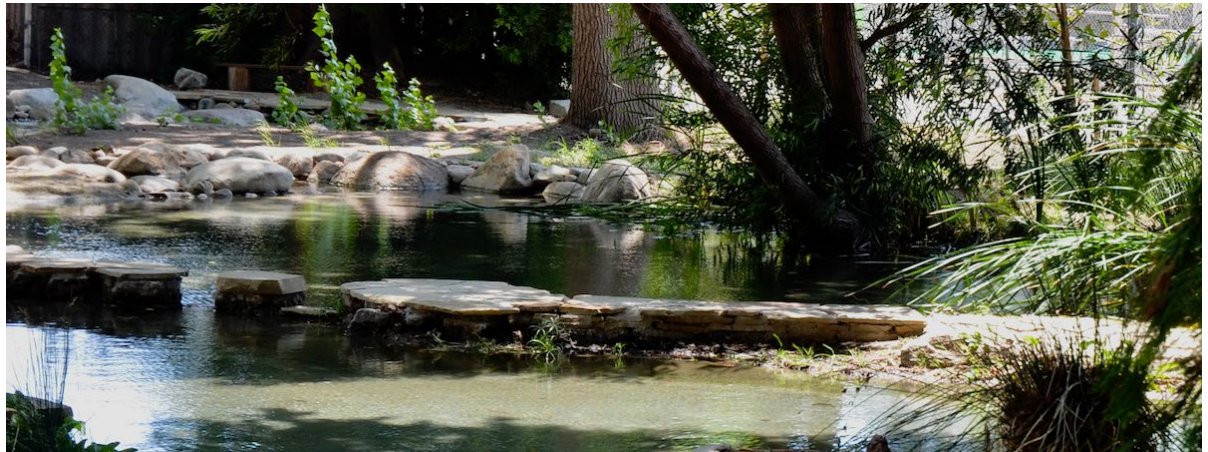
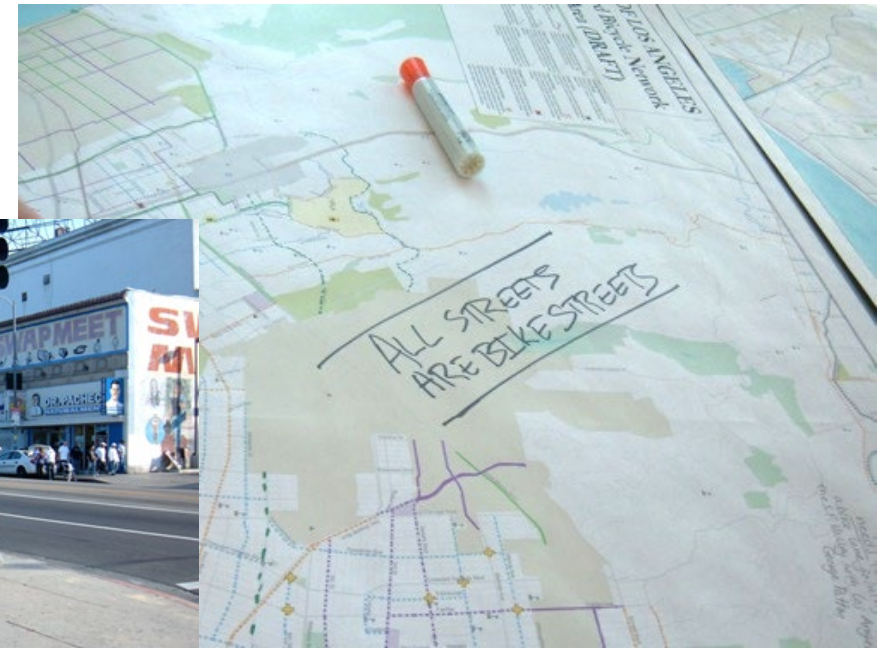
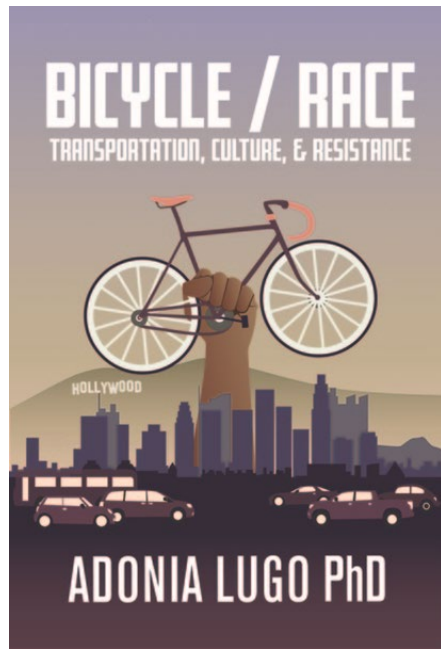


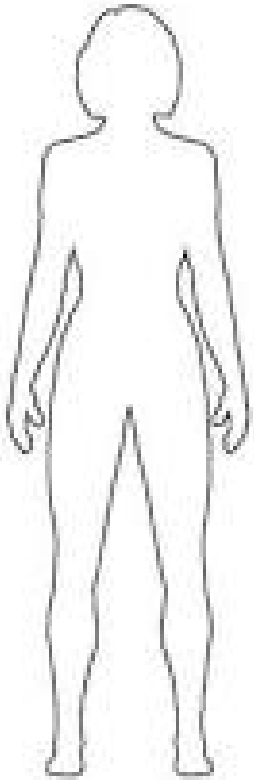
Photo of Kuruvungna Village Springs from Gabrieliño-Tongva Springs Foundation

Ethnography of Sustainable Transportation



Physical infrastructure alone does not explain how we move - **Human infrastructures** also shape street life through *bodily movements* and *social movements*

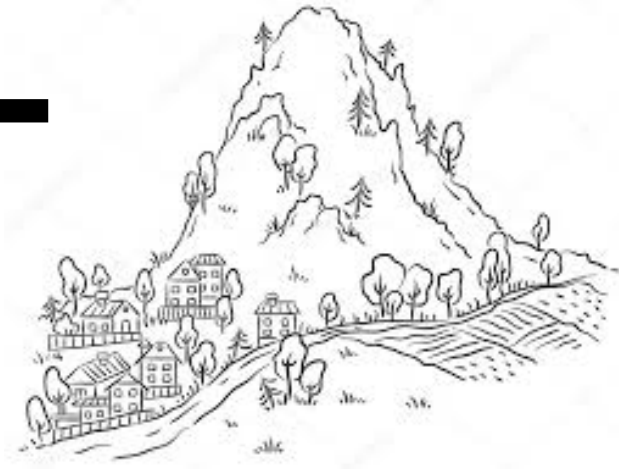
Bodily Movements in Shared Streets



+



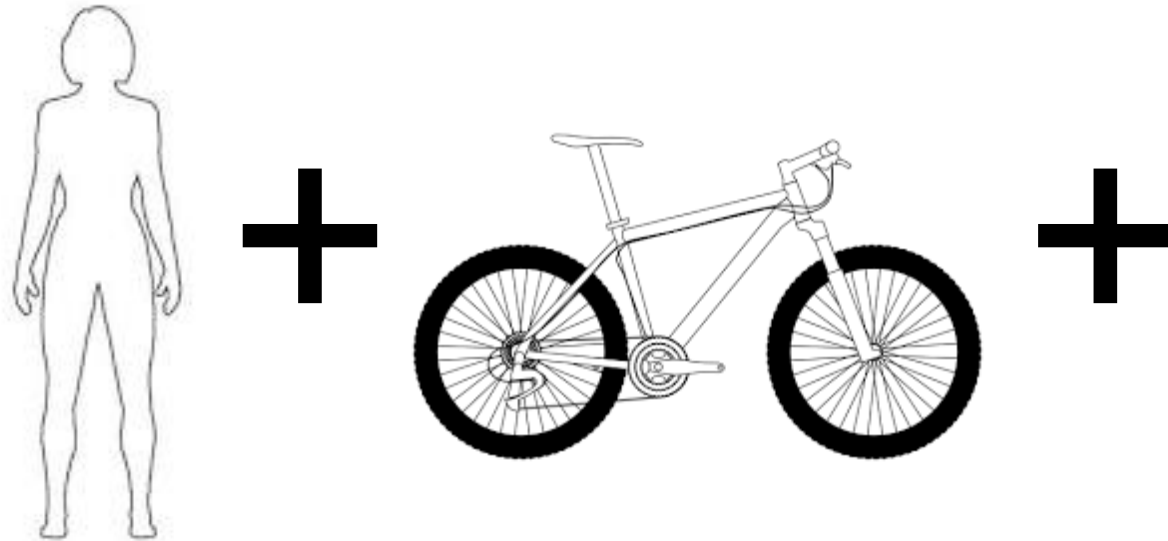
+



= ?

How could we facilitate more people building bodily relationships with streets outside of cars?

Every Day in LA



CicLAvia



But How Do We Fund It?

Culture change projects are essential to meeting state climate goals - Without cultures that value multimodal transportation the fancy new infrastructure goes unused.

But how do we get there when decision makers see open streets as a “nice to have”?



But How Do We Fund It?

What if we had an ambitious vision for programming projects that included high road jobs and significant material costs?

It's worked for some people...



**STATE BUILDING AND CONSTRUCTION
TRADES COUNCIL OF CALIFORNIA**

Thank You



Dr. Adonia Lugo

alugo@ucla.edu

(323) 379-5627

Equity Research Manager

Institute of Transportation Studies

UCLA Luskin School of Public Affairs

Find research reports and policy briefs at

its.ucla.edu

Research That Moves Us



Fostering Community While Producing Events

By Jessica Tovar



Sunday Streets is San Francisco's open streets program

Sunday Streets mission is to transform streets into **car-free spaces** that are filled with **resources, health-focused activities**, and **recreation**

What is Sunday Streets SF?

Why Community Building Matters



Creates
Connection



Strengthen
Support Systems



Empowers
Collective Action



Promotes Equity
and Inclusion



Start with Listening: Surveys & Outreach

Distribute a Community Survey

- Share info about your organization and mission
- Outline your goals and proposed event plans (route, date(s), and timing)
- Provide space for feedback

How to Share Survey

- Digitally: Email, newsletter, website, social media
- Ask community organizations to share through their networks
- Go beyond just emails or social media through door-to-door outreach

The Goal

- Make sure the community welcomes the event
- Show the neighborhood their voice matters
- Real community building means listening first



Host Community Planning Meetings

Why Community Meetings Matter:

- Understand community assets and needs
- Create space for ideas to grow
- Build stronger connections with residents, businesses, and local organizations
- Shape event programming with direct community input
- Put faces to names and build trust for event day
- Share important information and answer questions

Who to invite:

- Residents
- Local organizations
- Local businesses

Key tip:

Listen carefully, take notes, support ideas when possible, and connect people to resources when needed!



Include Businesses

Build Relationships with Merchants:

- Meet with businesses along the event route ahead of time
- Inform them about your event and get them excited!
- Merchants are key partners; with the right approach, your event can boost their business, not burden it

How to Engage & Support Local Businesses:

- Encourage them to stay open or adjust their hours to match the event
- Suggest offering special discounts to event attendees
- Promote store activations:
 - Restaurants: outdoor tables and seating
 - Retailers: racks or displays out front
- Feature businesses in event guides, social media posts, or create highlight reels (Instagram, TikTok, etc.)

Collaborate with Community Organizations

- Bring programming to your event
- Spread the word through local channels
- Strengthen credibility & relationships





Communicate with Transparency

Event Planning = Navigating Rules + Building Trust

- Community building includes *relationships with both the community **and** city departments*
- Balancing both sides can be challenging – transparency is your best tool

Key Tips for Transparent Communication:


- **Don't outright shutdown ideas.** Redirect them with context
- **Explain rules and regulations** clearly and respectfully
- **Educate partners** who may not be familiar with event permitting processes

Example:

➡ Community group wants on-site cooking

Instead of saying "No," say

"Yes, and here's what it takes to make that happen safely and legally."



★ Transparency builds trust, with the community **and** the city



Communicate with Honesty

Be Honest About What You Can Support

- Transparency isn't just about rules, it's also about your organization's capacity
- Before committing to an activation, ask internally:

Who's paying for it?

Is there funding specifically for programming?


If funding is limited:

- Communicate your budget honestly
- Offer what you *can* support and clearly state your limitations

Example:

→ "We can cover the cost, but we'll need your team to host the activity"

Remember:

- Don't make promises you can't keep
 - Focus on what's possible, even if it's small
 - Communities appreciate honesty, they want to feel respected and included
- 

+

•

○

Adaptability is Key to Community Building

Change is Part of Growth

- As you produce your events, remember that things will change *and* that's a good thing!
- Flexibility and adaptability are vital to true community building
- Changes in footprint, event hours, or programming reflect responsiveness, not failure

Adaptation = Listening and Applying Feedback

- Your community's need will evolve, your events should too
- Adapting means you're listening and valuing community input

The Mission Remains, the Format Evolves

- Stay rooted in your mission
- Be flexible in your methods
- Let community voice help shape your event

★ **True community building happens when you evolve together**

In Conclusion

- Community building is the hardest and most rewarding part of event planning
- Listen, adapt, and uphold your mission
- Events should be by the community, for the community



Aligning Visions: Active Aging and the Goals of Open Streets

ATRC Open Streets Webinar

April 30, 2025



City of
**Santa
Monica**

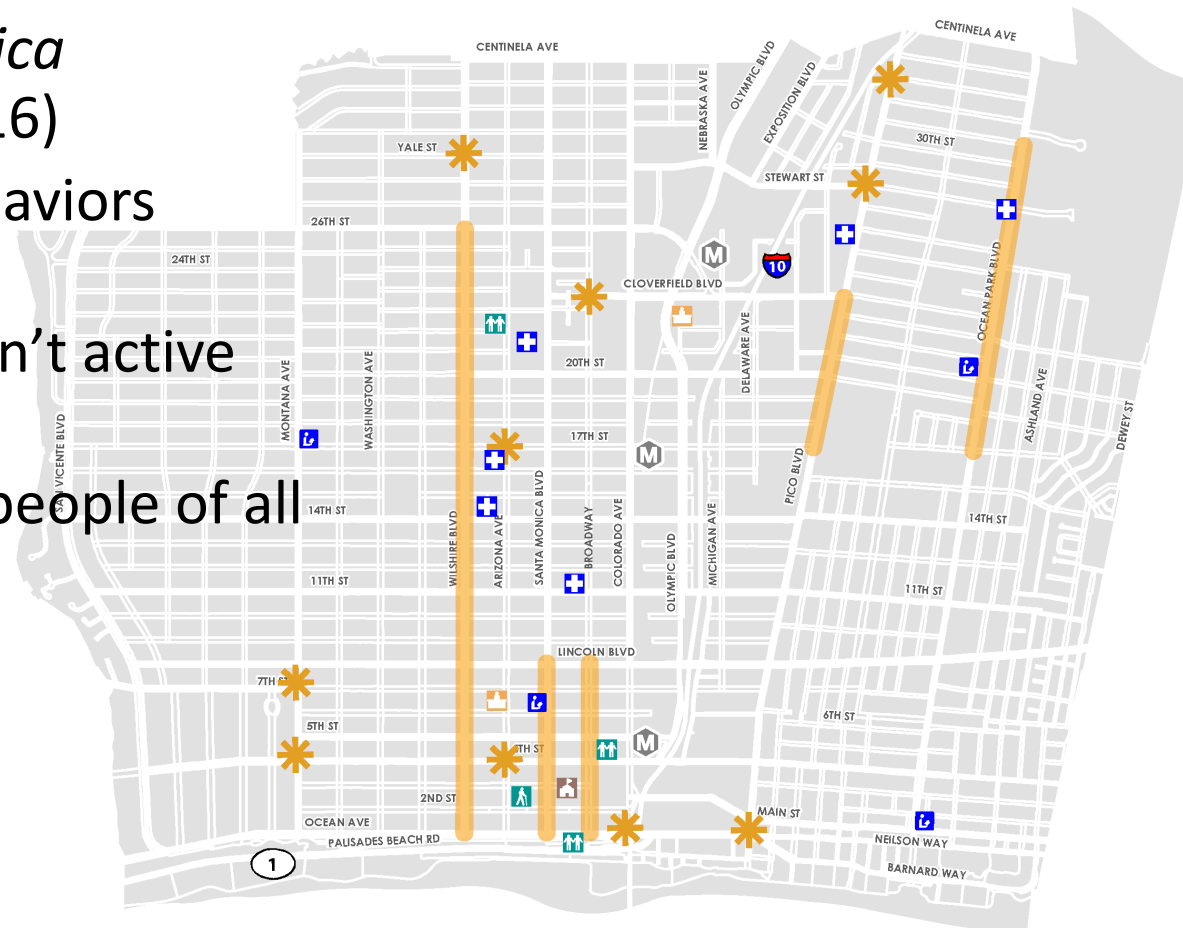
alta



Project Purpose

Background

- Stems from the *Santa Monica Pedestrian Action Plan* (2016)
- Engagement in healthy behaviors decline with age
- 52% of Santa Monicans aren't active daily
- Promoting safe streets for people of all ages is a priority



Previously Identified Hazard Locations

City of Santa Monica
Safe Routes for Seniors

- High Collision Intersection
- High Priority Location

High Collision Intersections and High Priority corridors were identified for the Santa Monica Pedestrian Action Plan based on collision frequency. These locations experience higher collision rates than the City overall.

Destinations

- Senior Center
- Library
- Health Care
- Disability Services
- Meals
- Emeritus College



Project Background & Purpose

Goals

- **Mobility:** Increase senior access to goods, services and recreation through more walking, transit, and biking trips.
- **Safety and Healthy Aging:** Improve the safety and health of seniors, and the design of streets for use by seniors.
- **Education:** Increase the number of seniors who are confident using active transportation, transit, and trip planning tools.
- **Equity:** Engage the diverse population that makes up “seniors,” especially seniors living on limited income and/or with disabilities.
- **Impact:** Identify effective strategies to achieve these goals in Santa Monica, and build momentum for a sustainable program once the pilot is complete.



Project Background & Purpose

Timeline



Program Activities

Social & Experiential

- Group Walks + Transit Outings





Program Activities

Social & Experiential

- Group Bike Rides



Program Activities

Social & Experiential

- Multimodal Outings



Program Activities

Social & Experiential

- Older Adult Mobility Expo
 - 15 local vendors & 140 participants



santa monica
active aging
california

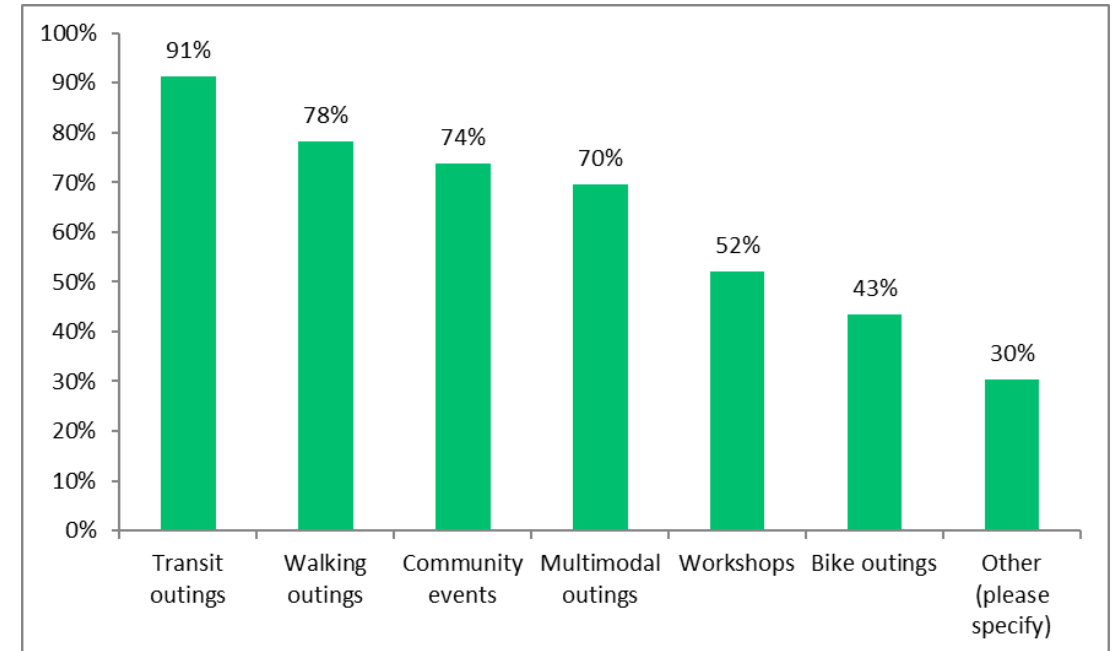


Looking Toward the Future

Key Results

- **69% agree or strongly agree** that they use transportation options more often now
- **78% agree or strongly agree** that they are better able to access goods, services, and/or recreational activities
- **83% agree or strongly agree** that the program helped them connect with people

Which activities would you like to see continue?



Integration with Open Streets

santa monica
active aging
california

Ideas

- **Senior-focused walks:** lead slow-paced, senior-friendly walks through the event.
- **Rest stations:** Shaded areas with benches and water provide comfort and signal that seniors are welcome at these events.
- **Intergenerational Activities:** games, dance, storytelling booths, or music.
- **Transit & Mobility Training Pop-Ups:** mobile help desks teaching seniors how to use nearby transit, shared scooters (if feasible), or pedestrian wayfinding tools
- **Orientation & Navigation Support:** printed maps or volunteers who offer one-on-one guidance



santa monica
active aging
california

THANK YOU!

City of Santa Monica:
Peter Dzewaltowski, peter.dzewaltowski@santamonica.gov

Contact

Active Transportation
Resource Center

ATRC@dot.ca.gov

