

Across the country, local governments are making either temporary or permanent changes to streets, roads, sidewalks and parking lots in response to the COVID-19 pandemic. These measures reflect the reality that much of the existing transportation infrastructure does not provide adequate space for social distancing, and that many current policies restrict the ability of people and businesses to safely and healthily resume regular activities. The County should consider whether to adopt some of these measures as part of its ongoing re-opening plans.

Some measures which may be particularly helpful for local businesses and residents include:

- Relax parking standards, reallocate street space, and/or modify encroachment permit procedures to allow restaurants to easily set up tables in parking lots or on-street parking areas. Without such outdoor seating arrangements, it is expected that many restaurants will not be able to sustain a sufficient customer count with safe social distancing to continue operating at a profit. Communities which have adopted some version of this measure include: Berkeley, CA; Chattanooga, TN; Cincinnati, OH; Hampton, VA; Long Beach, CA; Jersey City, NJ; Rockland, ME; Pittsburgh, PA; Portland, ME; Tampa, FL; and West Hartford, CT.
- Temporarily widen sidewalks, change traffic rules to allow shared streets, and/or reallocate street or parking lot space to allow safe social distancing for pedestrians, bicyclists and people waiting to enter businesses with customer count limits. Communities which have adopted some version of this measure include: Alameda, CA; Austin, TX; Bellevue, WA; Bend, OR; Birmingham, AL; Brookline, MA; Burlington, VT; Carrboro, NC; Charlotte, NC; Denver, CO; Des Moines, IA; Duluth, MN; Emeryville, CA; Greensboro, NC; Greenville, SC; Kansas City, MO; Madison, WI; Miami Beach, FL; Milton, MA; Milwaukee, WI; Minneapolis, MN; Montgomery County, MD; Nashville, TN; New York, NY; Oakland, CA; Palo Alto, CA; Portland, OR; Providence, RI; Redwood City, CA; Quincy, MA; Salt Lake City, UT; San Diego, CA; San Francisco, CA; Seattle, WA; Somerville, MA; St. Paul, MN; Tucson, AZ; Ventura, CA; and Washington, DC.
- Ensure that local traffic signals produce a pedestrian walk signal without the need to press a button and expose the user to a high-touch surface. Communities which have adopted some version of this measure include: Arlington, VA; Beverly Hills, CA; Boston, MA; Brookline, MA; Burbank, CA; Cambridge, MA; Chapel Hill, NC; Charleston, SC; Durham, NC; Fort Lauderdale, FL; Hartford, CT; Kansas City, MO; Los Angeles, CA; Minneapolis, MN; Providence, RI; Salt Lake City, UT; San Jose, CA; Somerville, MA; and Syracuse, NY.

There are many other measures the County may wish to consider. Several national organizations are documenting the measures taken by local governments to adapt their rights of way and transportation policies to the pandemic, including the following:

- The National League of Cities has a comprehensive list of measures at <https://covid19.nlc.org/resources/covid-19-local-action-tracker/>.
- The National Association of City Transportation Officials has a list of measures, as well as summaries and recommendations, at <https://nacto.org/program/covid19/>.
- Smart Growth America has a list and map tool at <https://smartgrowthamerica.org/program/national-complete-streets-coalition/covid-19-how-is-your-community-responding/>.