Released:

➢ Gender

Upcoming:

➢ Young children and caregivers
➢ Persons with disabilities
➢ Safety
Agenda

- Place and Well-being
- Babies, Toddlers, and their Caregivers
- What is a 15-minute Neighborhood
- Policies and Processes
Your environment affects your health and well-being

Investment in the public realm

Buenos Aires, Argentina

Nairobi, Kenya
And many of these reflect years of systemic injustice and discrimination.

Redlining for example

Source:
NPR, “In the US, the health effects of past housing discrimination are plain to see” using data from National Community Reinvestment Coalition.

Richmond, VA
Left shows redlined neighborhoods from the 1930s and right shows degree of social vulnerability as of mid 2010s.
And then the pandemic hit...

Lack of public space

Overcrowded public spaces in Jakarta, Indonesia
Jakarta is repurposing streets to create open space.

Open Street for pedestrians and cyclists

Utilizing street spaces for public activity
Jakarta’s pop-up bike lanes
Provides more than just a service to its passengers….it kept our cities running.

TransJakarta bus takes nurses and doctors to hospital.

https://twitter.com/aniesbaswedan
Affecting the most marginalized and vulnerable

Low-Wage Workers Have Higher Pandemic Job Losses
Change in U.S. employment levels by income group, relative to February 1, 2020

Source: Becker Friedman Institute for Economics, University of Chicago, July 2020
Revealing what and who we value

Covid-19 Death Rates are Higher for Black and Indigenous People
U.S. deaths of Covid-19 per 100,000 people by race, through November 10, 2020

Source: APM Research Lab
And how much we undervalue the care economy

### Domestic Workers are Under Immense Stress During the Pandemic

*Percentage of U.S. domestic workers reporting various issues, April 2020*

- **Have food insecurity**: 80%
- **Are primary breadwinners**: 70%
- **Have no domestic work jobs**: 60%
- **Lack access to medical care**: 40%

*Source: National Domestic Workers Alliance*
Childcare is the **bare minimum** for the economy to function & for society to return to normal.

Affordable daycare services nearby is a **crisis for working families**.

Caregivers from **poorer households & communities of color** tend to work more face-to-face services, low-wage jobs, & have less remote working options.
Sustainable mobility must encompass low- and no-carbon options that have minimal environmental impact, while also providing equitable access to these modes.
Transportation is what connects people to their lives

Access to:
- Healthcare
- Jobs
- Education
- Green spaces
- Healthcare
- Recreation
- Culture

Access is the result of the integration of transportation and land use
It is the your main experience in the city

And it can determine whether you have good day or a bad day
Transportation systems mirror existing power structures
And if mobility is planned for the able-bodied male, what experiences are missing?

(attributable to Gina Porter, Durham University)
An inclusive approach that focuses on access for babies & toddlers
...which also includes their caregivers.
Caregivers have different travel needs & mobility patterns

In part because of socio-cultural norms

So this results in:

- Different trip purposes
- Different trip characteristics
- Different needs for access
Caregivers and Trip Characteristics

- Trip chaining
- Shorter trips, more often
- Slower walking speeds
- Frequent stopping
- Limited time
- Off peak travel
- Travel with dependents
- Travel with goods
- Care specific destinations
47% of all trips in Santiago are for caregiving activities
(source: Lake Sagaris, Pontificia Universidad Católica de Chile)

16% of all trips in the US are commuting trips
(source: Steven E. Polzin and Alan E. Pisarski, Commuting in America 2013)
How do babies, toddlers, & their caregivers experience cities differently?
Early experiences shape the brain
Average height of a toddler is 95 cm

Sensitive to immediate surroundings

Play as a building block for learning and brain development
Environmental risks

Air Quality  Noise Pollution  Road Safety
One of the most decisive factors in a child’s development is the quality of care from a parent or other loving caregiver.
Role of the caregiver

Provides **unpaid or paid physical and/or emotional care** for the household.

Household members can include **babies and toddlers, other children, the elderly, and the infirmed**.

Completes **essential tasks** like childcare, household maintenance, medical visits, and grocery shopping.
- Local fresh food sources
- Variety of small spaces of rest, green areas, and playgrounds
- Basic healthcare and pharmacies
- Daycares, kindergartens and primary schools
- Employment options
- Cultural and community centers
- More specialized services and shopping
Growth in land has outpaced growth in population by 3 to 2.

Spatial inequality increases distances between home & services.

Sprawl and inequality increasing.
Car-oriented infrastructure

Less space for walking, cycling & public transit

Poor air quality

Unsafe street design

Leaves little to no room for play in built environment
Travel modes differ for young children & their caregivers

- Walk
- Cycling
- Public Transport

The main levers for decision-making:
- Traveling with young children
- Distance
- Affordability
- Safety
Walking is fundamental

Relatively reliable & predictable

Interactions between caregiver & young child, & the environment

Not always a choice
Cycling is underutilized

- Allows greater flexibility
- Interactions with the environment
- Gender gap
- Risk aversion
Public transit as a public good

Services outside the immediate neighborhood (e.g.: employment)

Types includes high capacity modes like buses, rail, & informal transit like matatus, dala-dalas, minibuses, among others.
Intermediate modes

Public transit includes lower capacity vehicles, like shared two and three wheelers, auto rickshaws, cycle rickshaws, vans, tempos, jeeps, and jitneys.
So what is the solution?
A direct response to:

- Covid
- Centering care
- Climate change
- The needs of caregivers, babies, and toddlers

where every person can access daily and essential needs
15 minutes for whom...

...and in what conditions and by what means
15 minutes for whom?
Local Destinations

Fine Grain Street Grid

Grounded in walking and cycling
Connected by transit
Example in Dar es Salaam: The network is unconnected and insufficient, and the neighborhood lacks basic services.
South Boston

Mattapan

Two neighborhoods in Boston at the same scale and totally different street grids = connectivity and access
#1: The Basics (contd)

Short blocks and sufficient public right of way for streets and open space
#2: Local Mobility

- Universally accessible
- Connected, dedicated, unobstructed space
- Comfortable and easy to use
- Activated and safe
- In places that foster health and well-being
Walking

At least 2 m of clear width for walking
Dedicated, safe, easy to use

Buenos Aires, Argentina

Quito, Ecuador
Prioritizing pedestrians over cars

Fortaleza, Brazil
Cycling: Mexico City’s Insurgentes Ave.

From “Emergent” Bike Lane to Complete and Healthy Street for All
Access to local destinations

#3: Local Destinations

Guangzhou, China
Daily and essential needs

- Grocery
- Child care
- Retail
- Services

Buenos Aires, Argentina
Preserve informal, pop-ups, small business

# 4: Local Play

Recife - source: BVLF

Tel Aviv - source: BVL, Keren Raz
...even for adults

#4: Local play
• Socialization
• Rest
• Nature
• Play

Open space
Opportunities for play along the street

Amsterdam
#5: Local environment
Spaces that foster health and well-being

No cars means less air and noise pollution, less danger from vehicles
Reduce air and noise pollution
Reclaim space for people; slow down cars

Top left and right: This temporary reduced speed zone became permanent in 2018.

Bottom left: Children playing at the São Miguel Paulista tactical urbanism intervention in 2016.

Sao Paulo tactical urbanism efforts to reclaim space for people have resulted in them becoming permanent and replication.
#6: Connected by frequent and reliable transit
The Key Elements of Public Transit

**Infrastructure**
- Dedicated space for transit

**Network Design**
- Well-designed networks

**Service Design & Quality**
- Affordability, reliability, safety, comfort
10-Minute Transit

Reliability
Predictability
Proximity

Montreal's Max system example

Local and 10 minutes max service (10 to 249)

Choose line direction to see stops:

- 19 Die Lormier: NORTH > SOUTH
- 11 Parc-ville/Royal/Robeson: EAST > WEST
- 12 Île-des-Soeurs: SOUTH > NORTH
- 13 Christine-Cadioli: NORTH > SOUTH
- 14 Amherst: SOUTH > NORTH
- 15 Sainte-Catherine: WEST > EAST
- 16 Gramercy: EAST > WEST
- 17 Decarie: NORTH > SOUTH
- 18 De la Wanton: EAST > WEST
- 19 Chambly/Nord-Nord Central: EAST > WEST

This pictogram identifies 10-min MAX bus lines.
Walking environment to transit is key

Table top crossing in Dar es Salaam, Tanzania
Level boarding helps caregivers traveling with children
Transparency, Shade, Seating

Quito, Ecuador
Shade and seating

Dedicated space

Buenos Aires, Argentina
Overcrowding and safety / ease
Make it easy to use
Seattle, Washington
Access is the happy marriage of transport and land use.

**WALK**
- **DEVELOPING NEIGHBORHOODS THAT PROMOTE WALKING**
  - **OBJECTIVE A.** The pedestrian route is safe, dense, and accessible.
  - **OBJECTIVE B.** The pedestrian route is active and integral.
  - **OBJECTIVE C.** The pedestrian route is greenway and carving out.

**CYCLE**
- **PRIORITY NON-MOTORIZED TRANSPORT NETWORKS**
  - **OBJECTIVE A.** The cycling network is safe and complete.
  - **OBJECTIVE B.** Cyclo-paths are safe and complete.

**CONNECT**
- **CREATE DENSE NETWORKS OF STREETS AND PATHS**
  - **OBJECTIVE A.** Mix: a regional cycling network, a walking, and a cycling.
  - **OBJECTIVE B.** Mix: a regional cycling network, and a walking from motor vehicle emission.

**TRANSIT**
- **LOCATE DEVELOPMENT NEAR HIGH QUALITY PUBLIC TRANSPORT**
  - **OBJECTIVE A.** High station transit accessibility by foot.

**MIX**
- **PLAN FOR MIXED USES, INCOME, AND DEMOGRAPHICS**
  - **OBJECTIVE A.** To create and encourage multi-modal walking, and to ensure accessibility.
  - **OBJECTIVE B.** Ensure demographics and income classes are included among local residents.

**DENSIFY**
- **OPTIMIZE DENSITY AND MATCH TRANSIT CAPACITY**
  - **OBJECTIVE A.** High residential and job centers support high quality transit.

**COMPACT**
- **CREATE REGIONS WITH SHORT TRANSIT COMMUTES**
  - **OBJECTIVE A.** The development is within a walkable area.

**SHIFT**
- **INCOREMOBILITY BY REGULATING PARKING AND ROAD USE**
  - **OBJECTIVE A.** The road occupied by motor vehicles is minimized.
The Grow Cycling Toolkit

Overview
City Assessment
Action Plan

Take Action to Improve Cycling

Cycling is a powerful tool to improve transportation, increase access, and enhance the quality of life in cities around the world.

1) City assessment tool
2) Action plan
3) Metrics
4) Resources

growcycling.itdp.org
Pedestrians First: How to plan, measure, and design cities for people

Pedestrians First measures walkability for babies, toddlers, their caregivers, and everyone in cities.

https://pedsfirst.itdp.org/
Neighborhood Assessment and Street Level Checklists

Centro, Rio de Janeiro, Brazil

Indicator 1: Walkways

The most basic feature of urban mobility is a network of walkways that is complete, continuous, and safe. Walkways aren’t just for transportation—they are also public spaces where people can relax, socialize, and even buy and sell goods. These walkways can take many forms, but they must provide protection from motor vehicles and be accessible to all people, including babies, toddlers, their caregivers, and people with disabilities. More Info

1. Acknowledge these characteristics of complete walkways.

   Complete walkways:
   
   - Are easily accessible from all buildings and properties on the block frontage.
   - Have adequate and reliable lighting at night.
   - Are unobstructed and include physical and visual accessibility, according to local regulations or international standards.
   - Are connected in all possible directions to the adjacent pedestrian network.
   - Enable universal access to transit stops, including for users with strollers, wheelchairs, and low vision.

2. Measure complete walkways in Centro

   Percentage of blocks and buildings in your neighborhood that have continuous walkways that meet the above criteria in all directions:

   0  10  20  30  40  50  60  70  80  90  100

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Addis Ababa, Ethiopia

Indicator 4: Crossings

16. Curb gaps make the intersection slow enough for an elderly person or young child to feel safe crossing the street.

17. Pedestrians never have to cross more than two lanes of traffic at once. (Pedestrian bridges over roads do not count as they increase the distance traveled and physical effort exerted by pedestrians.)

18. Corners are sharp enough to discourage cars from making fast turns.

19. Curb cuts are not more than 15cm high.

20. There are pedestrian ramps at every crossing so that people who use wheelchairs can cross the street.

21. If there are crosswalk shadows, they are broad so that the pedestrian can see them clearly.

https://pedsfirst.itdp.org/
How to move from pilot to permanent:

- Establish clear goals and vision
- Build early collaboration between stakeholders
- Anticipate resistance
- Generate buy-in and excitement
- Demonstrate impact with data
Policies & Processes for Implementation
#1: Plan for Babies, Toddlers & Their Caregivers

- Define the public to include young children & caregivers

- Participatory planning, especially including the perspectives of families living in the local community

- Ensure equitable outreach by engaging stakeholders that work with low-income households & communities of color
Mini-bicicletar, Fortaleza
#2: Collect data for care trips

- Disaggregated data for care trips, and by gender
- Household surveys beyond head of household
- Set specific targets and benchmarks
MetroLA: Understanding How Women Travel

Monthly Spending on Transportation

AVERAGE MONTHLY SPENDING ON TRANSIT FOR SELF
WOMEN RIDERS SURVEYED

WOMEN WITH HH INCOME < $25K
$67

WOMEN WITH HH INCOME $25K+
$52

AVERAGE MONTHLY SPENDING ON TRANSIT FOR OTHERS
WOMEN RIDERS SURVEYED

WOMEN WITH HH INCOME < $25K
$57

WOMEN WITH HH INCOME $25K+
$30

AVERAGE MONTHLY SPENDING ON RIDE-HAILING
ALL WOMEN SURVEYED

WOMEN WITH HH INCOME < $25K
$45

WOMEN WITH HH INCOME $25K+
$32

Source: Metro Understanding How Women Travel Survey (2015)
#3: Provide capacity building for transport, city agencies, operators

- Incorporate education and awareness around early childhood
- Ensure cross sectoral approaches, like public health & early childhood development
- Transform the way planners see cities, from 95cm
Flone Initiative: Creating safe spaces in public places

* Usalama wa Uma, a public safety certificate program. As of March 2018, 554 operators had been trained.
* Report it, Stop it – an online crowd sourcing platform to track sexual harassment and violence.
• Implement low cost, high impact pilots to produce quick wins and build consensus
• Pop-up play areas, providing street furniture and instituting temporary street closings.
• Set targets & document change
Community planning in Kampungs
#5: Implement sustainable urban development & mobility frameworks

- Walking and cycling are connected, convenient, safe, protected, prioritized, and comfortable

- Public transit is reliable, frequent, affordable, safe, and accessible

- Ensure a mix of uses and activities. Make sure local, basic services are near and co-located near transit
In Santiago, Chile, fare integration allows up to two transfers in a two-hour period without additional payments.
DART, Dar es Salaam: BRT elements, such as off board fare collection, all door boarding, & level boarding, improve caregiver experiences with buses because it can increase ease of use, decrease wait times, and provide more space as one travels with children.
#6: Institutionalize policies

- Define working linkages between transport and early childhood services
- Ensure funding for these activities
- Babies and toddlers are a unifying theme, like #VisionZero and #BreatheLife campaigns
Join us for tomorrow’s webinar!

“How walkable is your city?”

December 10

9h-10h EST

Pedestrians First measures walkability for babies, toddlers, their caregivers, and everyone in cities.
Thank You Jessie & Meeting of the Minds!