Mobility & COVID-19:
Reframing Priorities

Matthew Baldwin
European Commission

Nicolás Estupiñán
Bogota

Kim Foltz
Boston

Keroum Silmani
Lyon

Tricia Hackett
Moderator

Questions and Answers:

Question:
Do you think that the increase of bikes can cover the public transport services? A family with more than 2 kids… how can they face their daily routine with a bike?

Matthew Baldwin, European Commission
I hope there can be more combination of active (bike and pedestrians) mobility with public transport. But don't forget that cycling can be great for the entire family especially in COVID shutdown mode - and there are lots of e-cargo bikes which can carry LOTS of kids....

Question:
Hello! I have a question about mobility. During COVID-19 a lot of drive-in services have gained popularity, autocinema is even back as an option for safe cultural events. Some cities in Europe have made it easier to go around in the city with a car. This goes against all the work cities are doing for sustainable mobility. How can we manage between individual safety and promotion of sustainability?

Matthew Baldwin, European Commission
Provide new bike lanes. Widen pedestrian pavements / sidewalks. Work with community activists to make the case that we need to keep the roads clear for essential freight supplies, emergency vehicles. So take the bike, or take a walk!
Reply:
My fears are that bike and walk would not be enough for most of the trips, or for most of the people, and many European cities will go back to regular car commute. So, I'm just wondering if there is any need for more car restrictions.
Reply 2:
Also here in Italy I've seen some enthusiastic-nostalgic discourse on drive-in options, with my great disappointment. I think it won't be feasible with today's restrictions on car use and urban space, and it will remain a discourse (I hope). What about proposing a new model: the bike-in??

Question:
How can you clean a Bike after they are used?

> **Matthew Baldwin, European Commission**
> Sanitize handlebars. Or advise use of disposable gloves.

Question:
Which is the best moment to do tourism? This is an industry that is suffering a lot, many people haven´t got a job.

> **Matthew Baldwin, European Commission**
> The European Commission is coming forward with ideas on this hopefully next week (but don't hold me to the date). And don't forget sustainable urban tourism!

Question:
How have the temporary bikeways been executed? Do they use mobile elements? Have you had problems with the theft of temporary elements such as cones?

> **Nicolás Estupiñan, Bogotá:**
> We use mobile elements, test them for a couple of weeks, and if they are successful (volumes, connectivity and safety), then we move to more definitive signaling and segregation. Yes, we´ve had some thefts, but it's been minor… no other option than to replace it fast.

Question:
For Nico Estupiñan: What are the plans for the post-covid situation? Will the temporary bike lanes become permanent? In order to increase the space that guarantees an adequate level of income, will the shops and restaurants on the sidewalk expand?

> **Nicolás Estupiñan, Bogotá:**
> We are now defining which kms are going to be permanent, but yes, we are expecting at least 80 km of new lanes, most of which replicate TransMilenio most demanded routes.

Question:
Bluebikes - do you have more qualitative data about the usage of the service? how many people are using the service less because they do not move around the city anymore and how many are the ones that think it is not safe?

> **Kim Foltz, Boston:**
> We have heard some very vocal concerns about bike share being unsafe as a shared mobility system. But those have tended to come from residents who are generally very hostile to biking. We have not surveyed our users to get better qualitative data but based on how bike share usage follows typical commuting patterns, we believe the drop-in trips has almost everything to do with the fact that most people are not traveling to and from jobs and universities.

Question:
What about e-scooters? Has Boston promoted these as well? How often are the bikes sanitized? Also, where are the bulk of bikes located, do you have demographic data on who is using the bikes the most?

> **Kim Foltz, Boston:**
> We don't have e-scooters in Boston. Bluebikes are sanitized daily at the busiest stations, and at the two valets we are running near major hospitals. Bluebikes is a station-based bike share system, and we have worked hard to expand the footprint of the system. 83% of households in Boston are within a 10-minute walk of bike share. We have not analyzed demographic data on

users during COVID. Generally bike share users in Boston are disproportionately white, male and under 50. But we're working hard to improve that!

Question:
Covid19 outbreak obviously affects shared spaces. How to address the risk of shifting back from shared mobility to private mobility of individuals?

> **Matthew Baldwin, European Commission:**
> That is the 64000 gazillion dollar question. My advice would be to open the public debate and get people to think about how we use space in the city

Question:
A question to everyone - do you know of any initiatives for making the public transport free for all users as a result of the pandemic?

> **Matthew Baldwin, European Commission:**
> A number of cities such as Luxembourg and Tallinn already offer free public transport. Sure that they are sharing the lessons of that experience in the lockdown era. But remember that with new health rules, there may be a lot less capacity in the public transport system, and already local authorities are cash strapped, so it may make it difficult to see more free public transport during the crisis.

Question:
The observations in my city (Sofia) are that only few people are still using public transport, and they are the ones that really need to cross the city and do not have a private car, or money for a taxi. So, I was wondering if there is any city you know about that made the public transport free during the lockdown, as a measure to make it easier for the most vulnerable to make their trip.

> **Lisa Cavicchia, IUC Canada:**
> In some Canadian cities, because of back door boarding, they have dropped fares, or at least dropped monitoring of fare payment. In some cities this has led to more homeless riding the bus (winter city problem), so they have had to address distancing with vulnerabilities. It seems when fare is dropped it's a health issue, not equity.

Question:
A question for Keroum Slimari -
What kind of system is introduced to provide people the best possible route reflecting dynamic situation of road in Lyon?

> **Keroum Slimani, Lyon Metropole:**
> We used street data and GPS of mobile phone

Question:
Providing increased biking patterns is good but what is the alternative for the over 50 crowd that are not comfortable riding bikes. Do you have other options?

> **Matthew Baldwin, European Commission:**
> E-bikes! The market is growing exponentially and the bikes themselves are lighter and go much further. In a big city, e-bikes substantially increase potential commuting distances. The other idea is to build bike parks at metro stations so you don't have to cycle the whole way. Unless you want to...

Question:

In our city, of the 120,000 people who work in the city centre 33% travel less than 5km to work, 33% between 5 and 10km and 33% more than 10km. Do panelists have suggestions about how to plan for the longer trips in the short term which are difficult for people to cycle when we may struggle to accommodate them on public transport safely and there will also be a reluctance to use these services?

Matthew Baldwin, European Commission:

See my other answer on e-bikes and multimodal operations with public transport. But in your case, why not at least start with the 33% who travel less than 5km to work? That's the perfect short ride in the morning - nice little 20 minutes wake-up call

Reply:

A relevant issue is to integrate mobility policies with urban (and not only) time policies. The role of Mobility Management shall become pivotal in firm and public bodies, the figure of Mobility Manager is not enough widespread. What about pushing on MaaS systems thanks to the cooperation of all actors inside a Public Defined Framework/infrastructure?