



Cities Taking the Lead

NACTO Annual Report 2019



St. Louis

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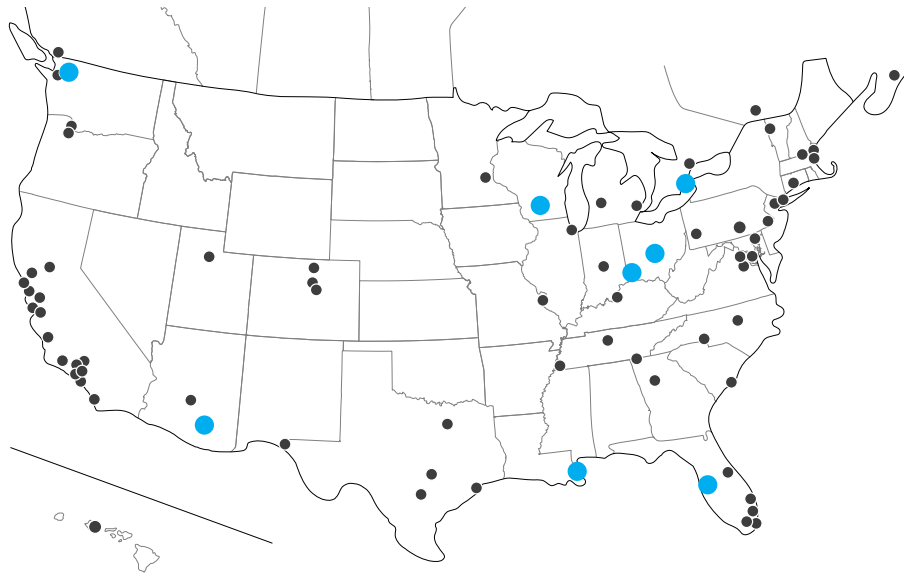
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Expanding Membership

NACTO membership grew to 71 cities and 10 transit agencies in 2019, as we welcomed 8 new cities:

- » [Columbus, OH](#) as a Full Member City
- » [Bellevue, WA](#); [Cincinnati, OH](#); [Hamilton, Ontario](#); [Madison, WI](#); [New Orleans, LA](#); [Tampa, FL](#); and [Tucson, AZ](#) as Affiliate Member Cities

NACTO cities' metropolitan areas now account for more than 50% of the total U.S. population, and more than 60% of the total U.S. GDP.



Sharing Knowledge Across the Network

NACTO and NACTO-GDCI hosted 13 webinars in 2019, including 4 open to the public that each had more than 350 attendees:

- » [Getting to Zero: Rethinking Large Vehicles on City Streets](#)
- » [They Didn't Give Up at the Intersection](#)
- » [Making the Case for Open Streets](#)
- » [Reviving Waterfront Streets](#)

NACTO's 9 members-only webinars, with over 600 total attendees, ranged in topic from mobility data and community engagement, to regulating shared micromobility providers and designing traffic signals to minimize speeding. All of NACTO's webinars expand the reach of the city transportation thought leaders who are an integral part of the NACTO network.

Fostering Strong Leaders

This marked the second year of Leadership NACTO, a professional development program dedicated to cultivating and empowering the next generation of strong, dynamic leaders in city transportation. The cohort of 12 outstanding individuals came together for three in-person events and six virtual mentoring sessions over the course of their nine-month fellowship.

The cohort tackled complex leadership challenges such as giving constructive feedback, cultivating emotional intelligence, motivating teams to achieve results, and managing conflict. At the conclusion of the program, every fellow graduated as a more confident and skilled transportation leader. These individuals have clear and fresh visions for the future of city transportation, and a strong cohort of peers to lean on throughout their careers.

“This program is excellent, incredibly thoughtful, and useful.”



“I’ve changed hugely over the course of the program. I give feedback more easily and directly. I am more demanding and, at the same time, more supportive. I have higher expectations of myself and my team, but also think I’ve now got some great tools to help everyone meet those expectations.”

Congratulations to this year’s cohort of NACTO Fellows!

Ariel Espiritu Santo, Agency Administrator, Oakland Department of Transportation

Francie Stefan, Acting Chief Mobility Officer/Assistant Director, Planning & Community Development, City of Santa Monica

Hannah McIntosh, RapidRide Program Director, King County Metro Transit

Jamie Parks, Livable Streets Director, San Francisco Municipal Transportation Agency

Jessica Zenk, Interim Deputy Director, Planning & Project Delivery, San José Department of Transportation

Kathleen Mayell, Transportation Planning Manager, Minneapolis Department of Public Works

Keith Benjamin, Director, Charleston Department of Traffic and Transportation

Kim Lucas*, Assistant Director of Planning, Policy, and Permitting, Pittsburgh Department of Mobility and Infrastructure

Laura Dierenfield, Division Manager, Active Transportation and Street Design Division, Austin Transportation Department

Monique Earl, Assistant General Manager, Administrative & Field Services, Los Angeles Department of Transportation

Stefanie Seskin, Active Transportation Director, Boston Transportation Department

Suchitra Sanagavarapu, Chief of Staff, Traffic Operations, NYC Department of Transportation

*Kim Lucas completed Leadership NACTO as the Manager of the District Department of Transportation’s Sustainable Transportation Branch, and began a new role at the Pittsburgh Department of Mobility and Infrastructure in October 2019.

Bringing Cities Together: Designing Cities 2019, Toronto

Toronto hosted the 2019 Designing Cities conference, marking the first time that an international member city has hosted the event. Designing Cities remains the premier transportation conference in North America, reaching capacity for the fourth year in a row. City practitioners continue to form the core of the conference: more than 65% of NACTO19 attendees work for public agencies, and 95% of speakers work in the public sector.

This year's conference kicked off with nine skill-based trainings on topics ranging from transit street design to meeting facilitation. Additional highlights included a packed Meet the Cities session with presenters from over 40 NACTO member agencies, a thought-provoking keynote on power and equity by Desiree Williams-Rajee, and a one-of-a-kind opening reception in a highly imaginative public space in the underbelly of an overpass. Breakout sessions ventured into diverse and interactive formats, facilitating meaningful learning environments and centering tactical design, shared active transportation, transit ballot measures, data privacy, community outreach, setting safe speed limits, scaling up bike networks, and more.

Thank you Toronto for being an exceptional partner for our 8th annual conference!

1,000+ **participants** from 175 cities


40 **unique WalkShops** showcasing cutting-edge transportation projects in Toronto

35 **breakout sessions** centering peer-to-peer exchange that raises the bar for transportation in cities


250+ **speakers** from 60+ cities across the world leading sessions, trainings, plenaries, & WalkShops

95% **of speakers** representing government agencies

0 **Waste** - Designing Cities became a waste-free event this year!



“NACTO is therapy,
grad school, and
summer camp.”



“It is the only conference that
focuses on transportation for cities
with a balance of practitioners
from multiple disciplines.”



“It felt more like a
movement than a
conference.”

Leading the Conversation on Urban Streets

Don't Give Up at the Intersection



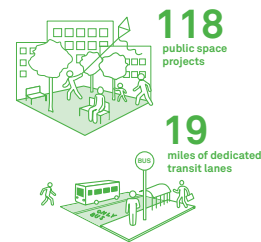
Most conflicts between cyclists and motor vehicles occur at intersections. So as cities work to make streets safer and more welcoming for bicyclists of all ages and abilities, intersection design is key. Developed with cities that are leading the way in bikeway design, *Don't Give Up at the Intersection* expands the NACTO *Urban Bikeway Design Guide*, adding detailed guidance on intersection designs that reduce vehicle-bike and vehicle-pedestrian conflicts. By focusing on strategies to reduce conflicts and increase comfort and safety, cities can unlock potential ridership growth for folks of all ages and abilities.

City Data Snapshot

Fifty-three cities completed NACTO's data snapshot, sharing accomplishments, activities, and organizational structure details from 2018. Collectively, they built 445 bikeway miles in 2018, bringing the total bikeway mileage across these cities to nearly 11,741. They also installed more than 19 miles of dedicated transit lanes, and built more than 2,600 projects designed to improve safety for all road users. We published these findings in NACTO's *City Data Snapshot*.

Making Space for People and Transit

In 2018, the 53 cities that completed the snapshot installed:



Managing Mobility Data

The widespread use of smartphones, ride-hailing services, and e-scooters has generated an unprecedented amount of data about how and where people are using city streets. For cities looking to make data-driven design and policy decisions, this information is invaluable, but comes with serious questions about user privacy. In the spring of this year, NACTO and the International Municipal Lawyers Association (IMLA) jointly released *Managing Mobility Data* to guide cities through the responsible use of mobility data. *Managing Mobility Data* reviews the key legal considerations for cities working with new data and lays out principles to balance the promise of mobility data with the responsibility to protect individual privacy.

Guidelines for Regulating Shared Micromobility 2.0



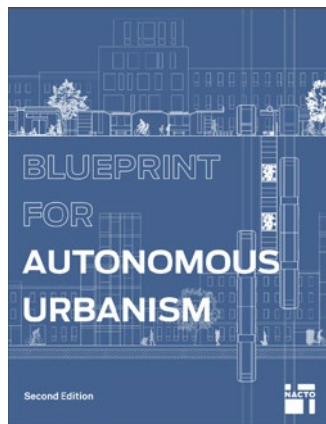
In April, more than 60 shared micromobility practitioners convened at a Roundtable in St. Louis to discuss opportunities and challenges in the quickly-evolving bike and scooter share (“shared micromobility”) space. While there, they rolled up their sleeves to discuss topics such as geofencing and deployment, and to participate in hands-on workshops about equitable pilot design. These conversations formed the basis for NACTO’s *Guidelines for Regulating Shared Micromobility 2.0*, published in September of this year. Developed with practitioners in attendance at the St. Louis Roundtable, the 2.0 publication expands upon guidance in the first edition, placing special emphasis on best practices in managing scooter share.

Shared Micromobility in the U.S.: 2018

In March, NACTO released the latest edition of the first and only comprehensive data snapshot on the state of shared micromobility in the U.S. With the widespread introduction of electric scooters, the number of total shared micromobility trips in 2018 more than doubled to 84 million nationwide. NACTO found that in addition to scooters, electric bikes were popular, averaging three times the ridership of non-electric bikes.



Blueprint for Autonomous Urbanism



In September, NACTO published the second edition of the *Blueprint for Autonomous Urbanism*. This *Blueprint* builds on the first edition’s vision for how automated vehicle technology can work in service of safe, sustainable, equitable, vibrant cities; a vision that puts people at the center of urban life and street design, prioritizing those who walk, bike, roll, and take transit, while leveraging technology to reduce carbon emissions, decrease traffic fatalities, and increase economic opportunities. The second edition dives deeper into how cities can take advantage of automated systems to improve transit service, price

the public right-of-way, leverage and protect mobility data, and rethink urban freight. Enacting forward-thinking policies in these key areas in the near future will position cities to ensure the autonomous future serves people first—the *Blueprint for Autonomous Urbanism* provides the direction to make this vision a reality.

Shaping the Public Discussion

NACTO's national voice became stronger than ever in 2019, with hundreds of mentions and placements in the most-read news outlets across North America, including *CNN*, *CBS*, *NPR*, *NBC*, *Global News*, *USA Today*, *The Associated Press (AP)*, *The New York Times*, *The Washington Post*, *The Wall Street Journal*, *Globe & Mail*, *The Guardian*, *Axios*, *Business Insider*, and *Bloomberg*.

Notably, hundreds of local news broadcasts - reaching hundreds of thousands of people - covered the April release of NACTO's report on shared micromobility ridership, which found that 84 million trips were taken on shared bikes and scooters in 2018.

NACTO remained a strong voice in policy and Beltway-focused outlets like *Politico*, *The Hill*, *Route Fifty*, and *GOVERNING*, and topically-focused outlets like *CityLab*, *Curbed*, *WIRED*, *The Verge*, *Smart Cities Dive*, *Streetsblog*, and *Fast Company*.

This year, major regional newspapers frequently mentioned NACTO, especially to explain street design issues or transportation policy in a national context. These outlets included most of the top 20 circulated newspapers in the U.S. (among them, *The Chicago Tribune*, *The Los Angeles Times*, *The Detroit Free Press*, and *The Seattle Times*).

NACTO and NACTO's Global Designing Cities Initiative likewise had featured coverage in some of the world's most-watched and most-read outlets, including *France 24*, *Evening Standard* (UK), *Mumbai Mirror* (India), *The Hindu* (India), *Times of India*, *Hindustan Times* (India), *Diário do Nordeste* (Brazil), and *Globo* (Brazil).

"Street design really does shift behavior, and by making those modes convenient – and eventually the default in many places – you can accelerate the adoption of low-carbon modes."

- Corinne Kisner in *Fast Company*

"As stewards of the public realm, it is vital that cities retain authority over their streets."

- Alex Engel in *Government Technology*

NACTO's earned media presence increased dramatically in 2019, with a nearly four-fold increase in Twitter impressions (to over 6 million views this year), and an engaging new presence on Instagram, which quickly reached 2,000 followers from a near-zero baseline.

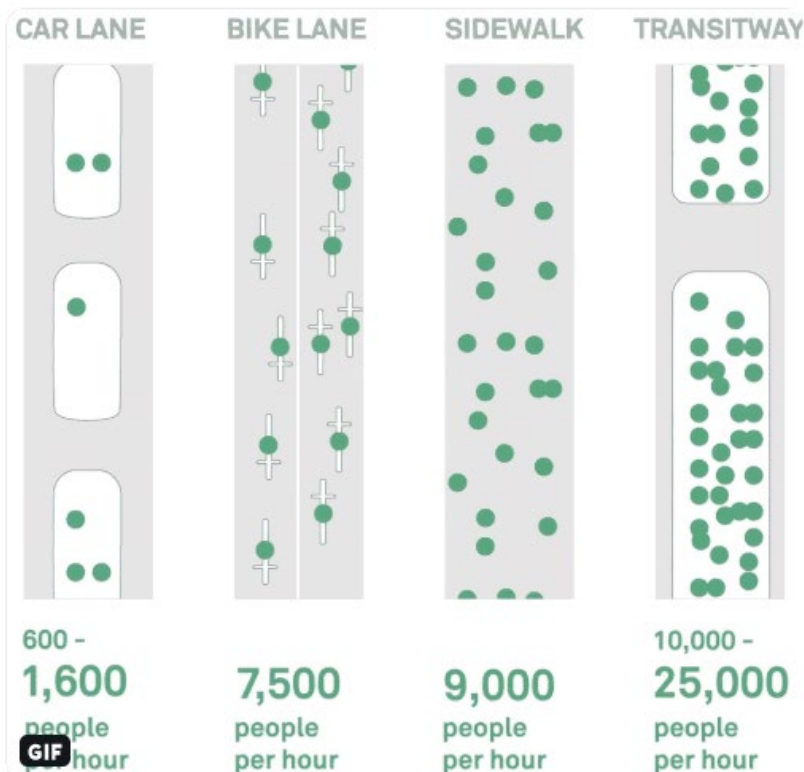
NACTO's website had over 1.5 million visits in 2019 (a 13% increase from 2018) by more than 400,000 people (a 31% increase from 2018).



NACTO
@NACTO

Follow

Street space in cities is limited. Here's what we can do with it.



11:17 AM - 25 Sep 2019

7,099 Retweets 12,072 Likes



164 7.1K 12K



nactocities



Liked by [tdotbikeped](#) and 610 others

nactocities Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians (and making more space for street furniture, plantings, trees, and *people*). We call that a win-win! 1st image is NACTO guidance, real-world examples this way ➡



Accelerating Change

As part of the Accelerator suite of work, NACTO provides intensive technical assistance in cities and regions that are poised for transformative change. In time, staff in these cities expand their knowledge and become the next generation of experts, sharing their experience back with the rest of the NACTO network.

Training the Next Generation of Transportation Experts

NACTO's Certified Trainings program continued to spread best practices to cities both within the network and beyond, hosting eight in-city design trainings in 2019. From transit streets in Dallas-Ft. Worth to bikeways in Oregon, NACTO's Certified Trainings program partners with private-sector practitioners to expand the reach of NACTO design guides to more jurisdictions and give practitioners the tools they need to transform their streets.

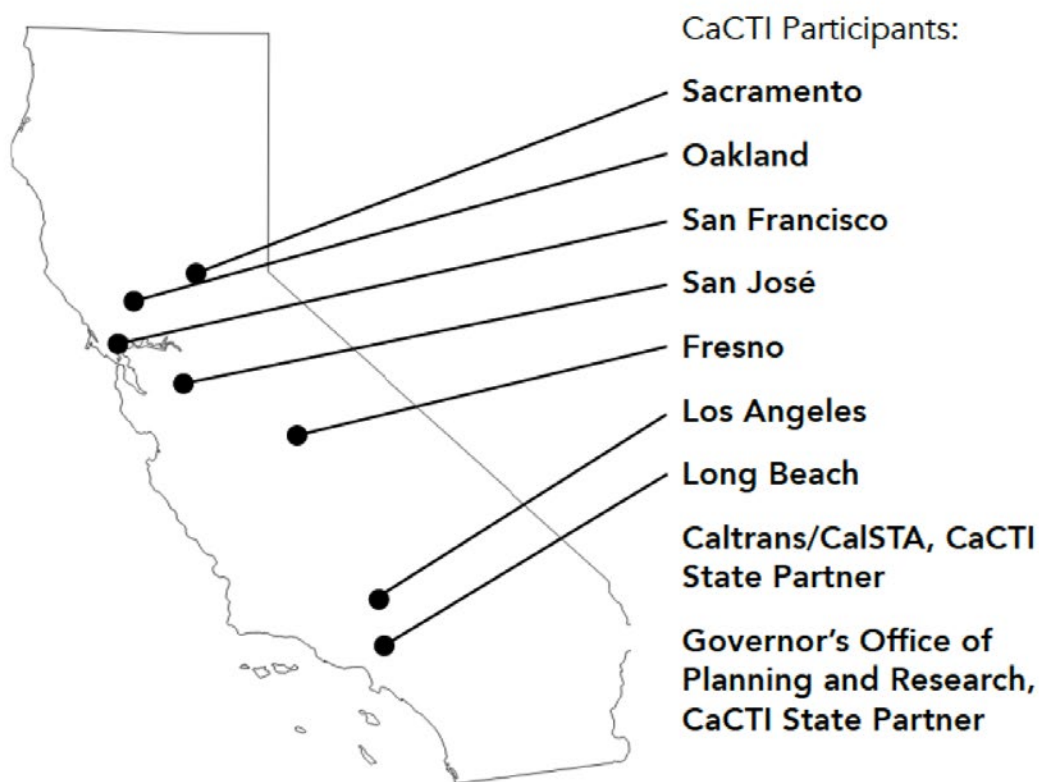


Honolulu

Advancing Initiatives in California Cities

NACTO continued to support work with the California City Transportation Initiative (CaCTI) this year, shining a light specifically on emerging mobility and safe streets. In February, CaCTI hosted a briefing for state legislators in Sacramento on the quickly-evolving field of emerging mobility technologies - from e-scooters and ride-hailing apps to the data these devices generate. Presentations from State Senator Scott Wiener, Seleta Reynolds (LADOT), Jessica Zenk (San José DOT), Ed Reiskin (SFMTA), and Ryan Russo (Oakland DOT) highlighted how cities can shape policy to leverage new technology for the public good. The year culminated with a major legislative win for these and other CaCTI cities: the defeat of a bill that threatened local control over shared micromobility operators.

Eliminating traffic fatalities was also top of mind for CaCTI cities this year. In June, CaCTI and the City of Sacramento co-hosted a Vision Zero workshop to tour street safety solutions at work in the capital city. With a group of 20 state legislative and administrative staff in attendance, this WalkShop demonstrated how state officials can scale up local safety efforts and make Vision Zero a reality throughout California. Later in the year, NACTO staff joined NACTO members LADOT, San José DOT, SFMTA, and Sacramento on the state Zero Traffic Fatalities Task Force to make recommendations on how to end traffic fatalities across California.



Bike Networks in Motion: Cities for Cycling Roundtable, San José

In May 2019, more than 60 staff and partners from 21 member cities converged for three days in San José to share lessons with one another on emerging topics in bicycle infrastructure planning and design. While there, they celebrated the city's Better Bikeways project, the rapid implementation of more than 10 miles of all ages & abilities bikeways in downtown San José.

San José Mayor Sam Liccardo joined NACTO at a press event to publicly release *Don't Give Up at the Intersection*, which showcases many intersection design innovations applied in San José's Better Bikeways network.



San José



American Cities Climate Challenge

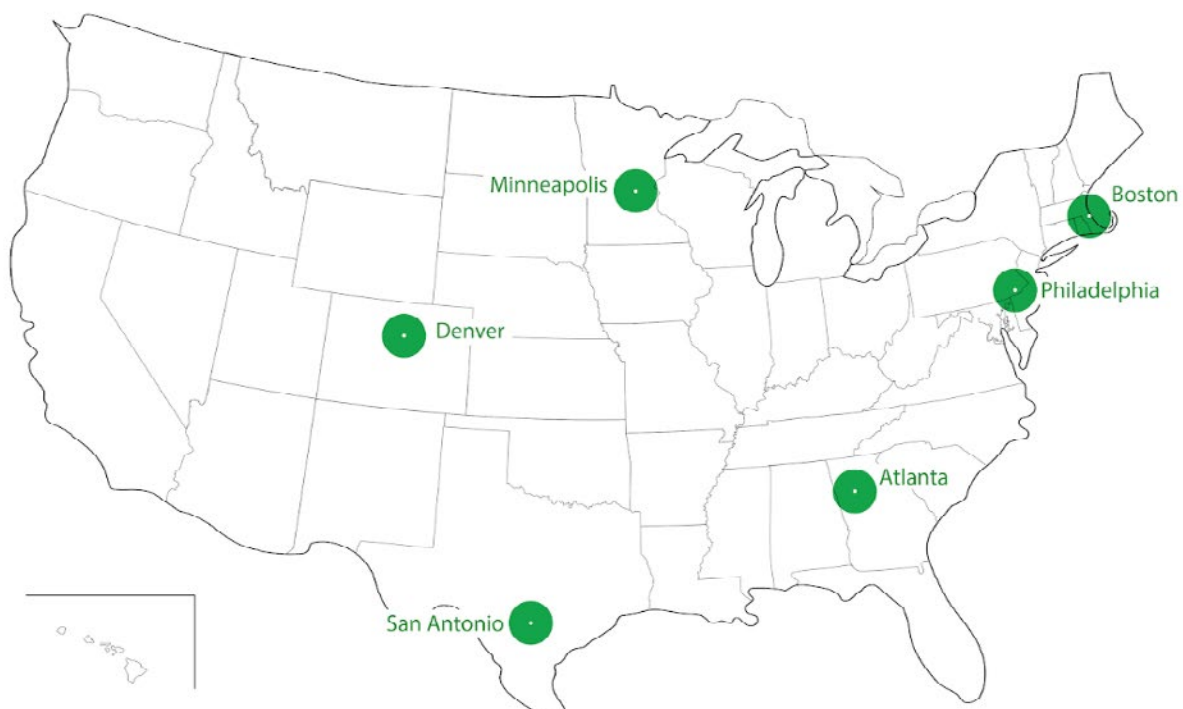
Reducing Transportation Emissions in Cities Across the U.S.

NACTO is helping cities ramp up their rapid implementation of bus and bikeway projects - all in the name of combating climate change. This year, NACTO joined a team of over 20 partner organizations in the Bloomberg American Cities Climate Challenge to reduce emissions in 25 of America's largest cities, 21 of which are NACTO members. As a leading transportation partner, NACTO is elevating the state of practice in street design by connecting cities that have similar challenges, and highlighting best practices across the Climate Challenge cities and the rest of NACTO's membership.

In 2019, NACTO's Climate Challenge team hosted 4 digital design charrettes and 6 webinars about everything from bikeway design, complete streets, and signal coordination to case-making and shared micromobility. Through the digital design charrettes, peer practitioners in cities across the NACTO network gave staff in San Diego, Honolulu, Saint Paul and San José tangible recommendations to help make specific projects in those cities a reality.

Accelerating People First Streets in Six Member Cities

NACTO is partnering with six "Accelerator" cities – NACTO members that are also Climate Challenge cities – to accelerate implementation of high-quality bike and transit corridors.



In 2019, the Climate Challenge team visited all six of the Accelerator cities and rolled up their sleeves to better understand design challenges and opportunities and work towards consensus on project priorities.

Each site visit involved walking, biking or driving project corridors to get a better understanding of the street characteristics and adjacent communities. NACTO staff paired field visits with workshops in five of the six cities, sharing best practices and peer examples of transit and bikeway design. These efforts equipped city staff to share ideas and develop initial design concepts for their own transit and bikeway projects.

Site visits also informed the development of several technical NACTO resources, including:

- » Transit lane implementation guidance and a Center City transit toolkit for Philadelphia
- » A data collection plan for the 10th St. pop-up bike lane in Atlanta
- » A design toolkit for the Nicollet Ave. pilot in Minneapolis
- » Design concepts for contextual bikeway design guidance in Boston

In addition to technical design support, the NACTO team worked with Accelerator cities to identify process improvements for design review, community engagement, and project delivery. In Boston, NACTO staff facilitated a discussion with the project team and signals group to streamline and gain more consensus on design decisions. NACTO also hosted a knowledge sharing webinar so that the Oakland DOT Bike Plan Community Engagement Team could share their work with city staff from Atlanta and Boston.

In less than a year, Accelerator cities are already implementing projects to reach their ambitious goals:

- » Minneapolis built 3 transit pilots:
 - One-mile interim bus-only lane on Hennepin Avenue
 - Transit approach lane on Chicago Avenue to improve access
 - Orange cone pilot on three blocks of Nicollet Avenue
- » Denver installed rubber curbs to make bike lanes on 15th Street safer
- » Atlanta installed a 0.2 mile pop-up bike lane on 10th Street

Photo credit: NRDC, *Hennepin Ave Bus-Only Lane, Minneapolis*



These and other quick wins are getting a lot of positive local press, helping to build the case for great work in the Accelerator cities, the rest of the Climate Challenge cities, and the entire NACTO network.

Zarzamora Street to Become Testing Ground for Transit, Safety Projects

Building it Better Together: SEPTA giving Center City buses a head start to help with traffic

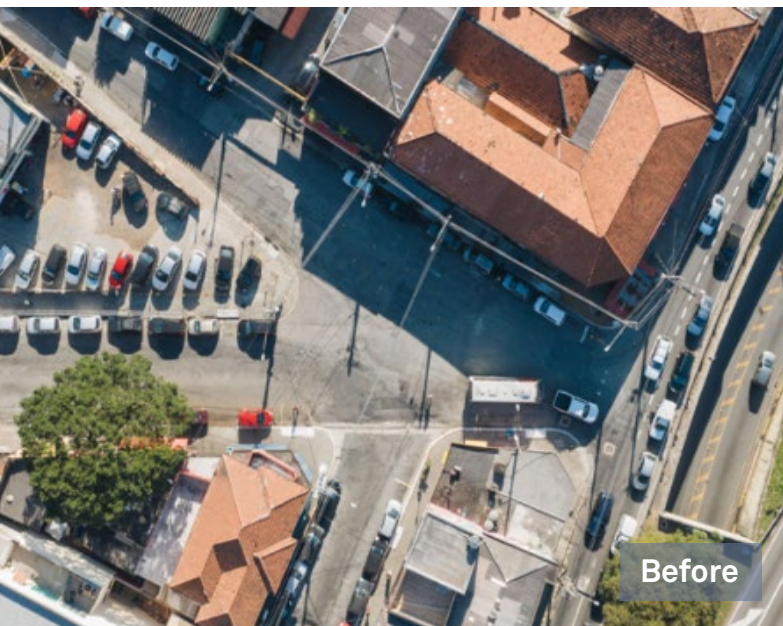
Atlanta mayor unveils \$5M plan to create safer streets, triple protected bike lane network

Atlanta, Boston, Denver, Minneapolis, and Philadelphia are about to jump-start their bike infrastructure

Bus lanes coming to parts of Hennepin, Nicollet and Chicago avenues in Minneapolis

Global Designing Cities Initiative

NACTO's Global Designing Cities Initiative (GDCI) continues to offer technical assistance and guidance based on the Global Street Design Guide to help cities around the world shape safe and sustainable urban streets. Throughout the year, GDCI staff conducted 18 capacity-building workshops for 549 practitioners and supported 23 site transformation projects across the globe. Most of this work was concentrated in five cities that are part of the Bloomberg Initiative for Global Road Safety (BIGRS): Addis Ababa, Ethiopia; Bogotá, Colombia; Mumbai, India; and São Paulo and Fortaleza, Brazil. GDCI also supported street transformations in Milan, Italy in partnership with Bloomberg Associates, and in Istanbul, Turkey with the support of the Bernard Van Leer Foundation.



São Paulo, Brazil

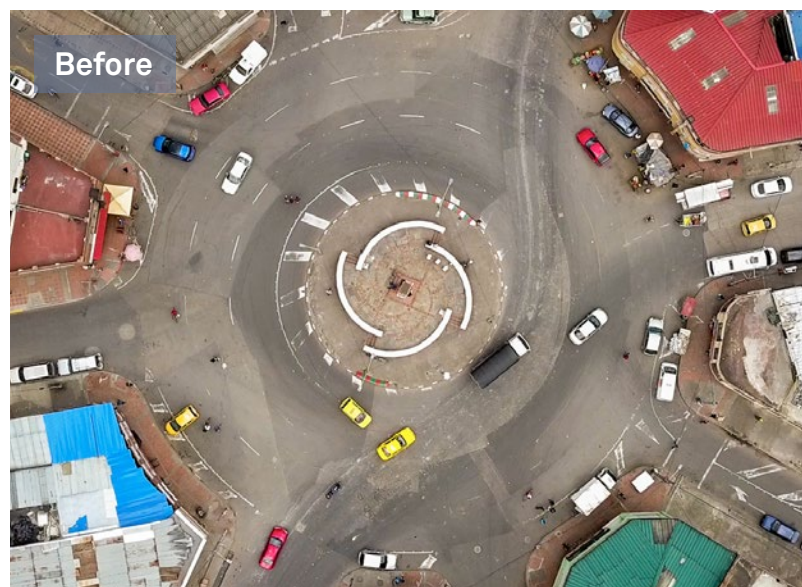
GDCI supported an interim implementation in the borough of Penha that reclaimed 2,000 sqm of pedestrian space, added nine new crosswalks, and created a new public plaza on Dr. Campos Moura Street. The GDCI team also conducted six trainings and supported the early development of the city's Street Design Manual. This included the organization of a live webinar between the cities of São Paulo, Seattle, New York City and Bogotá to share knowledge on developing their cities' manuals.





Bogotá, Colombia

GDCI supported the implementation of a Vision Zero Zone in the El Inglés neighborhood and the Plazoleta Bogotá in the Antonio José de Sucre Plazoleta. In total, the GDCI team helped Bogotá reclaim over 16,000 sqm of pedestrian space and over 40 intersections through more than a dozen pop-up, interim, and permanent projects during 2019. The team also provided guidance on Bogotá's street design manual and conducted five trainings for a total of 155 city officials.



Milan, Italy

In Milan, the Piazze Aperte program has transformed three spaces formerly dominated by cars into spaces for people to interact, play, and enjoy. The three interim transformations are the result of a collaboration between GDCI, Bloomberg Associates, and the City of Milan. The city is now planning to expand this program to other parts of the city and make the interim piazze permanent.

Fortaleza, Brazil

GDCI visited and reviewed designs for 12 project sites, covering more than ten kilometers of streets. With a focus on improving street safety, especially for cyclists and pedestrians, the projects all include designs that will calm motor vehicle speeds. GDCI supported the implementation of two street transformation projects, reclaiming over 3,000 sqm of pedestrian space.



Istanbul, Turkey

GDCI is also providing technical assistance to Bernard van Leer Foundation's Urban 95 cities, beginning with Istanbul, Turkey. There, GDCI supported an interim street intervention with the objective of creating a safe, comfortable space for children and caregivers.

Mumbai, India

GDCI supported and provided technical assistance to one of the largest and most congested intersections of Mumbai, Chhatrapati Shivaji Terminus. This implementation reclaimed over 5,000 sqm of pedestrian space.

Addis Ababa, Ethiopia

As part of the Safe Intersections Program, GDCI supported Addis Ababa to transform eight intersections using temporary materials. The GDCI team also provided technical assistance and support to the permanent implementation of the LeGare Intersection.





The *Global Street Design Guide* (GSDG) now has more than 100 endorsements from cities, regions, countries, and organizations across the world. The GSDG's reach will continue to expand with the early 2020 release of a Spanish translation, which will broaden the audience to more than 400 million new readers. The GSDG is now available in English, Portuguese, Chinese, and Spanish.

GDCl continued its publication work on *Designing Streets for Kids*, the *Global Street Design Guide* supplement that focuses specifically on the interactions that children and their caregivers have with their streets. This guide will be published in early 2020, and the team will train or provide technical assistance to 12 cities around the world next year.

NACTO Staff

In February, NACTO Executive Director Linda Bailey embarked on her next adventure as the Director of the District Department of Transportation's Vision Zero Office. With her departure, NACTO welcomed Corinne Kisner, former Deputy Director, as Executive Director. This year, under Corinne's leadership, NACTO kicked off work on the Climate Challenge, released 6 publications, added 8 new member cities, and welcomed 11 new staff!

Early in the year, **Yadira Cabrera** joined the team to manage logistics for the Designing Cities Conference and other events. In March, **Becca Freer** joined as a Communications Associate to elevate and celebrate NACTO's work and members' successes. In April, NACTO welcomed **Kate Elliott** to lead NACTO's engagement in the Bloomberg American Cities Climate Challenge. And in July, **Dana Jacks** joined the team to manage logistics for all online and in-person Climate Challenge events.

The Global Designing Cities Initiative also welcomed new staff in 2019. **Najwa Doughman** and **Lucia de la Mora Colunga** joined the team early in the year to support GDCl's ongoing work in São Paulo and Bogotá. Later in the year, GDCl welcomed **Hayrettin Günc** to manage an upcoming Designing for Safe Speeds publication and support cross-cutting BIGRS initiatives. **Eduarda Aun** and **Solomon Green-Eames** joined the team to work on the Designing for Safe Speeds publication and provide broad support for all BIGRS projects.

In September, NACTO expanded its leadership team, welcoming **Zabe Bent** as NACTO's Director of Design and **Brianna Williams** as NACTO-GDCl's Associate Director of Operations.





December 2019