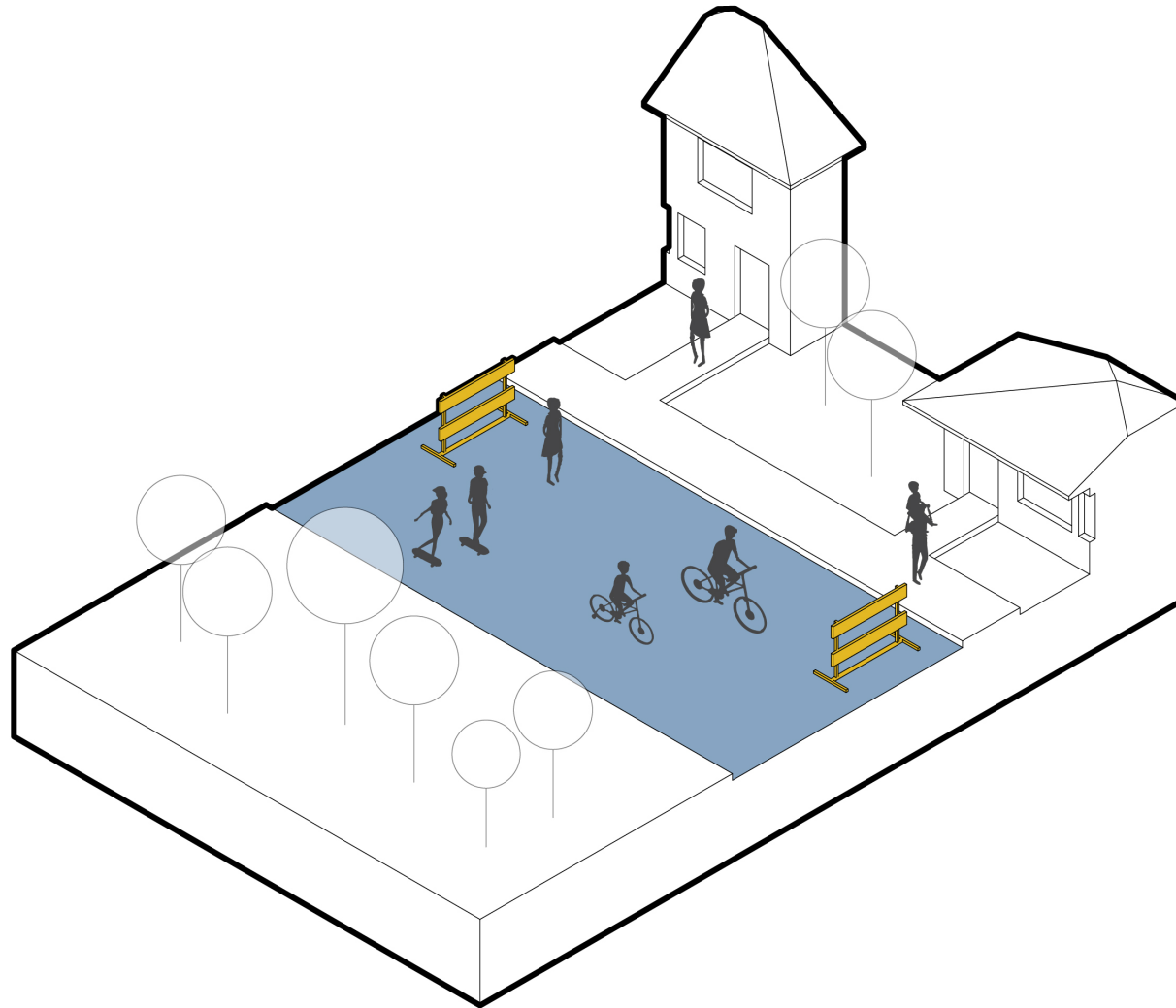


Tactical Urbanism

Project Delivery for Response + Recovery



@MikeLydon | @StreetPlans

APA Webcast | June 5th, 2020

STREETPLANS

MIAMI

NEW YORK

We Create Better **Streets**, Better **Places**

Tactical Urbanism + Placemaking

Transportation Planning + Design

Public Space Design + Development

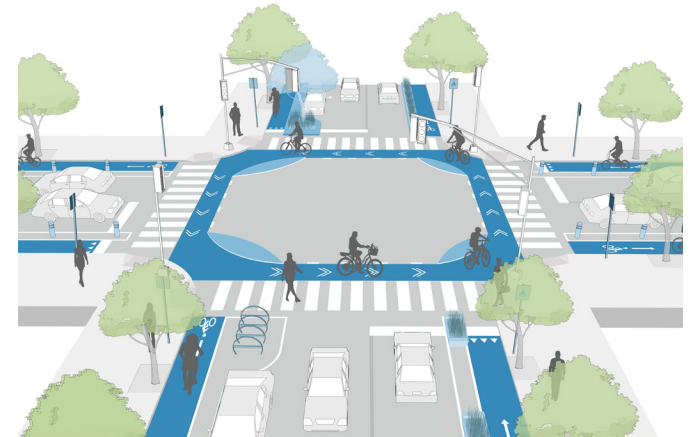
Urban + Architectural Design

Urban Policy Development

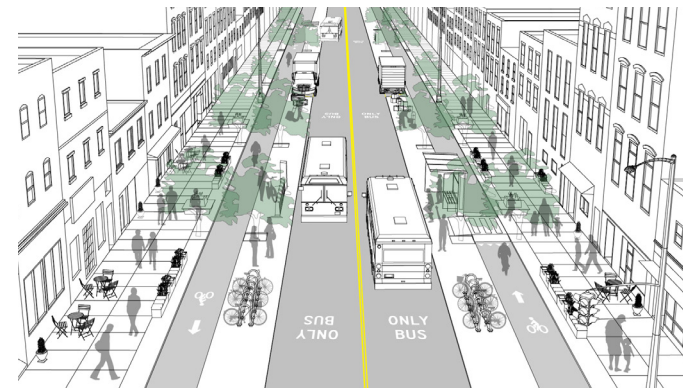
Public Outreach + Engagement

Education | Training | Workshops

Research-Advocacy



Let's Ride JC Bike Master Plan /
Bikeway Design Guide



'Streetopia' - NYC

1

Understand what Tactical Urbanism is and how it's used.

2

Comprehend how Tactical Urbanism is used to improve the project delivery process over three time intervals.

3

Learn how to empower citizens to lead the change.

4

Grasp how Tactical Urbanism programs and policies can enhance community resilience.

FEELS
GOOD
TO GET
SOME
STUFF
DONE

Conventional Project Delivery

- 1 Overly focused on large-scale projects;
- 2 Is very slow and expensive;
- 3 Public process lacks transparency and breeds mistrust.
- 4 Static and inflexible approach to design



MIAMI-DADE COUNTY

Miami's I-395 reconstruction project lambasted as traffic-generating boondoggle

BY LINDA ROBERTSON

JULY 01, 2019 07:15 AM , UPDATED JULY 01, 2019 08:26 PM



The mother of all highway construction projects starts on Jan. 14, 2019, with the initial stage of the \$800 million redesign of I-395.

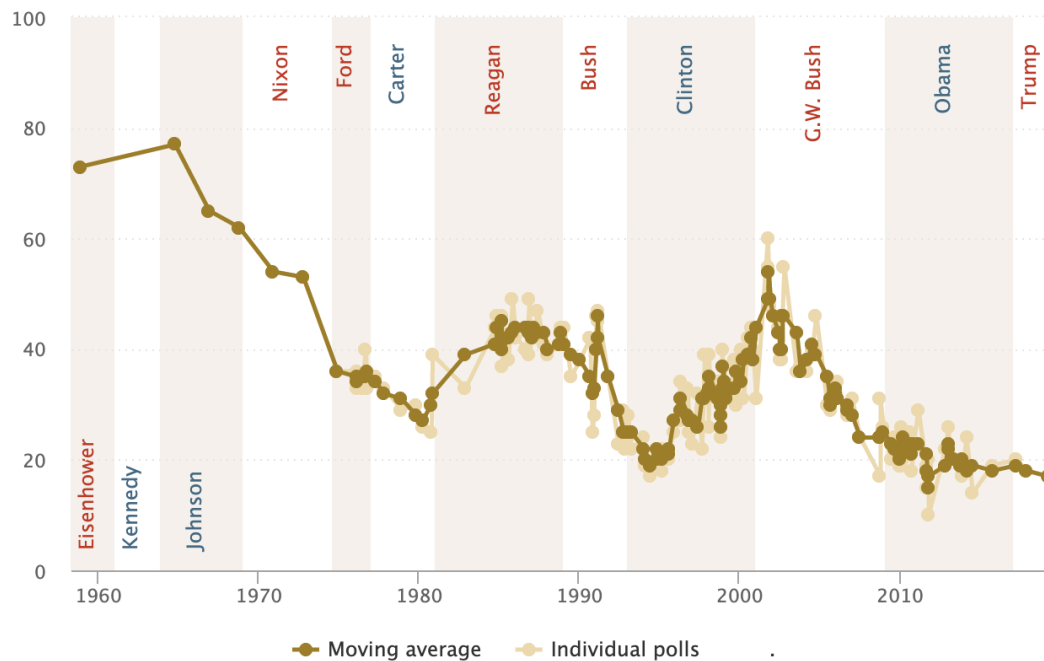
Historically Low Public Trust

Public trust in government near historic lows

Chart Data Share Embed

CLICK AND DRAG IN THE PLOT AREA TO ZOOM IN

% who trust the govt in Washington always or most of the time



CLICK LEGEND ITEMS TO REMOVE THEM FROM CHART



**80% of plans
are never
implemented.**

**- Kaplan et. al.
Harvard University (2005)**

**"...city planning lacks tactics
for building cities that work
like cities..."**

- Jane Jacobs

Bike Miami Days





Tactical Urbanism

An approach to community-building using short-term, low-cost, and scalable projects **intended** to catalyze long-term change.

Tactical Urbanism Is:



1

Inexpensive

2

Not permanent

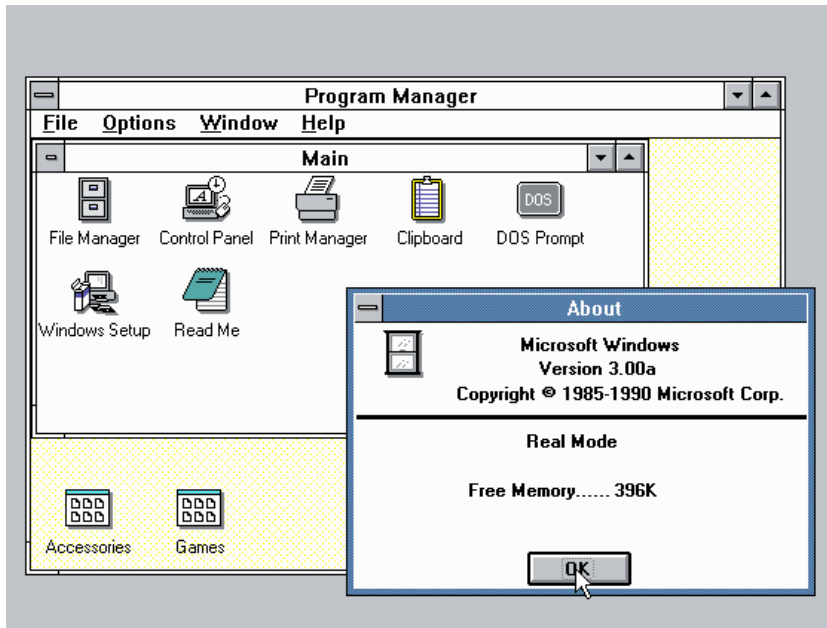
3

Often Based on Existing Plans

4

People-driven, people-centered

Society Expects Nimble 'Versioning'



Windows Version 3

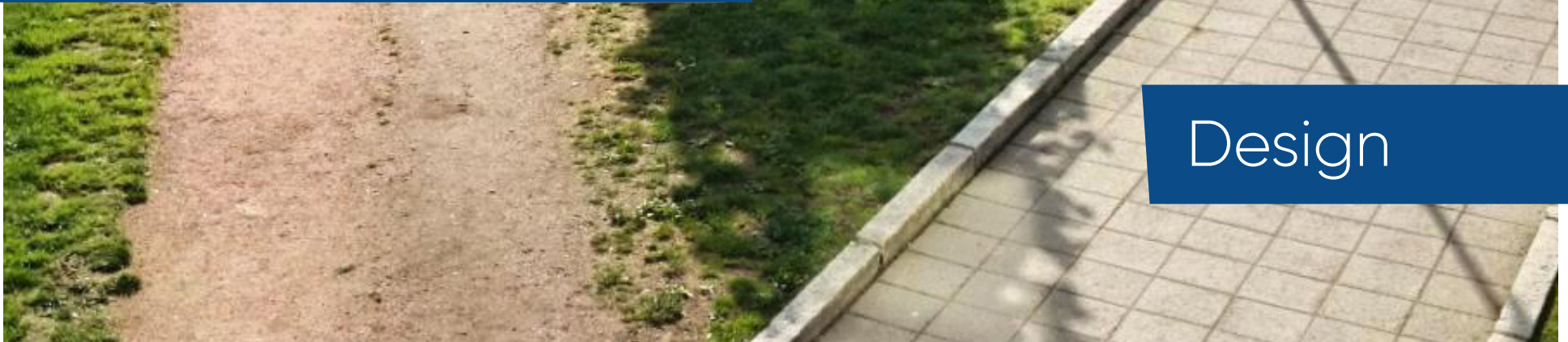


Windows Version 10

User Experience vs. Design

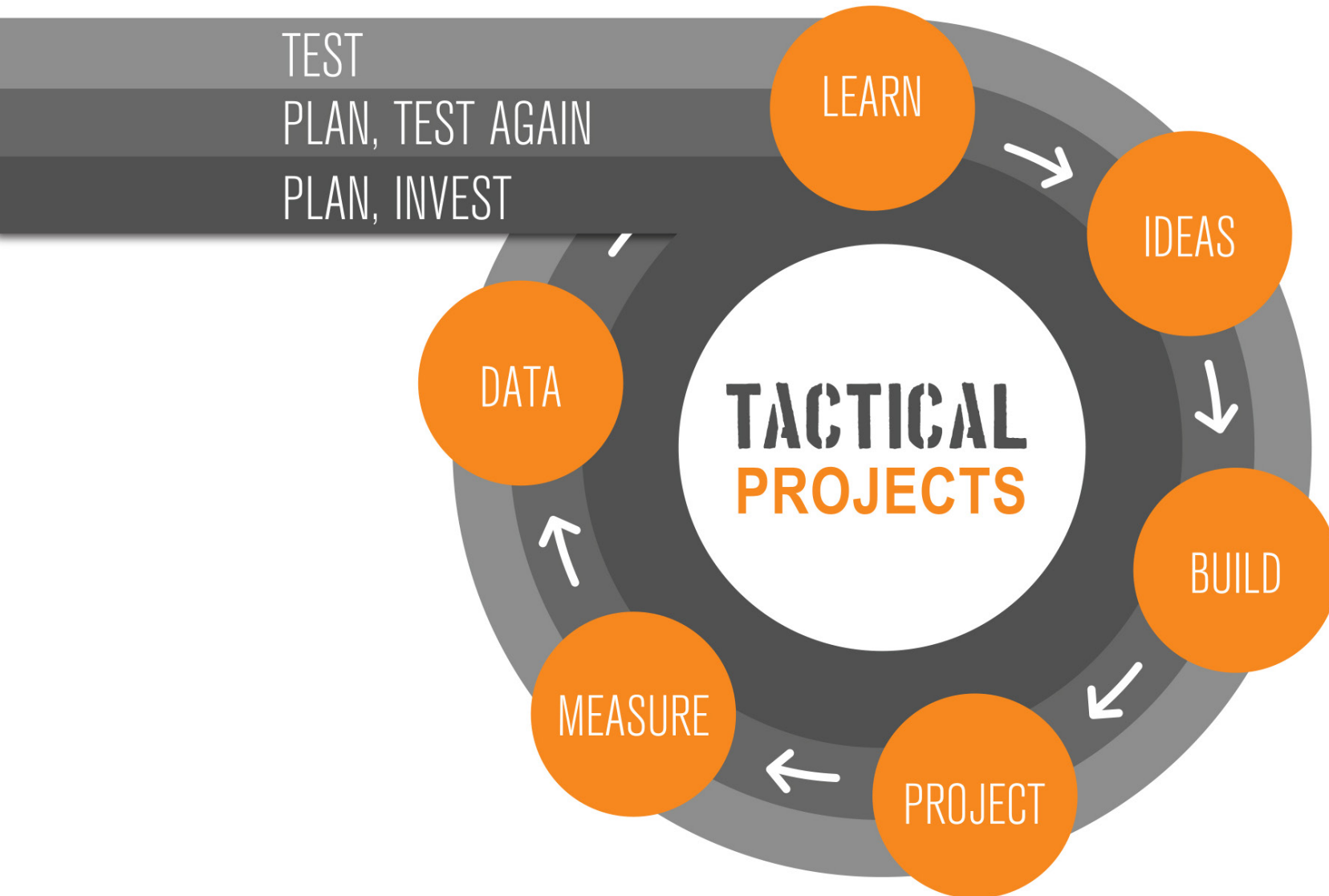


User Experience



Design

Build | Measure | Learn



TOP DOWN

Mayors | City Councilors | Municipal Departments



BOTTOM UP

Citizen Activists | Community Groups | Neighborhood Organizations

Common Applications



1. Public Engagement

Demonstrations projects as a tool / platform for engaging people in citymaking.



2. Pilot / Interim Design

Test before you invest, interim projects for defined time periods.



3. Policies + Programs

Embedding TU processes into the DNA of the city-making process.

Benefits

- 1 People work together in new ways – experiential engagement!
- 2 Helps uncover what works, and more importantly, **what doesn't!**
- 3 Builds political will and delivers public benefits faster!



Three Phases



1
Sharing the power of
unsanctioned action.
(2005 - 2011)



2
Testing the conventional
city-making process.
(2007 - 2015)



3
The Transformation of
Planning + Design Practice
(2015 - Present).

Tactical Urbanism in Practice

Three Examples



1. The Pilot is the Planning Process

Coxe Avenue, Asheville, NC



Pilot to Inform Capital Reconstruction



120+ Volunteers






⚠️ WHAT ARE ⚠️ WE MEASURING?

We want to know what street changes benefit you most. To help figure this out, we're measuring:

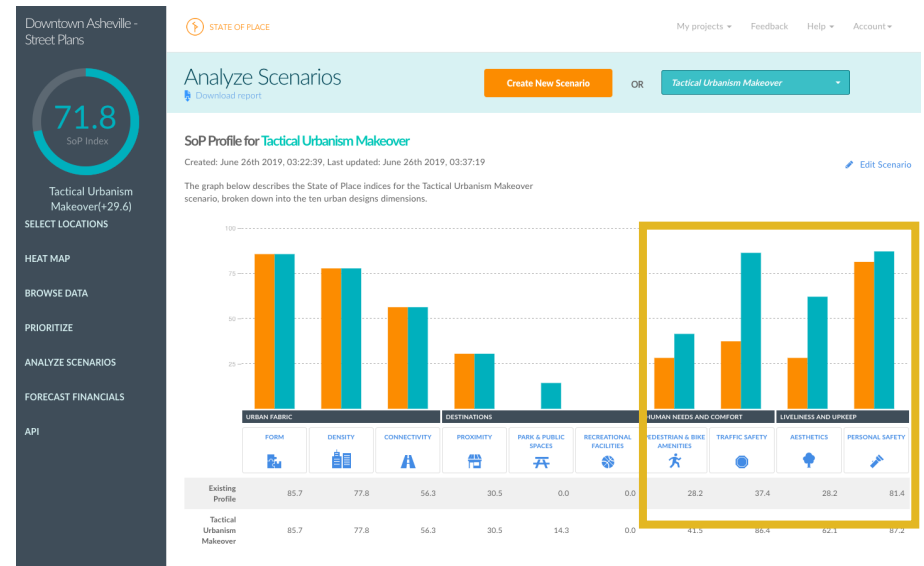
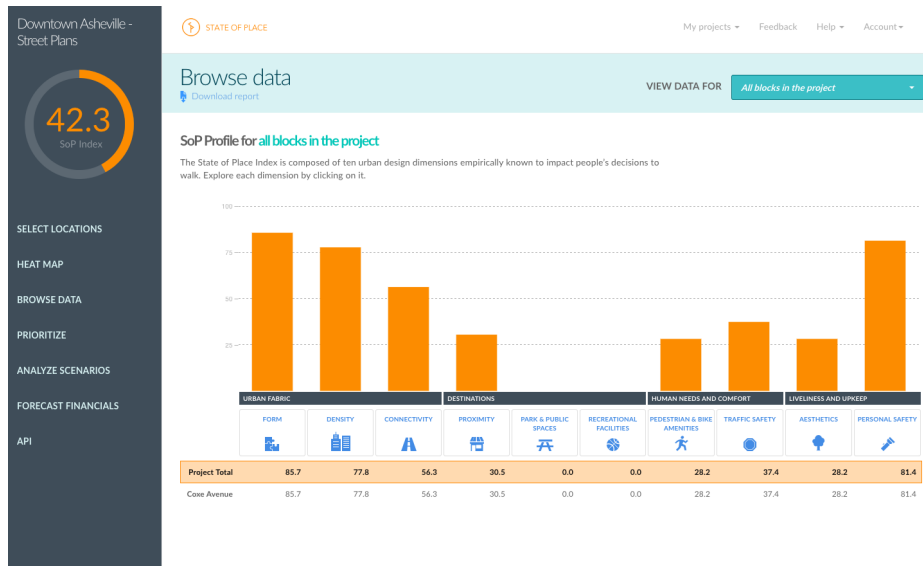
- Bike, pedestrian & car counts to see who uses the street and how.
- Email surveys to learn how our Tweaks have changed community members' experiences using the street.
- Your direct feedback!

Text "streetsurvey" to
555888 to share
your thoughts



- 
- An aerial photograph of a city street. A vibrant, multi-colored mural featuring stylized birds and floral patterns is painted on the pavement of a street that runs diagonally from the bottom left towards the top center. The street is lined with various buildings, including multi-story brick structures and smaller commercial buildings. Trees with autumn foliage are visible along the sidewalks. In the background, a city skyline with several tall buildings is visible against a clear blue sky. A dark blue semi-transparent box is overlaid on the right side of the image, containing a list of bullet points in white text.
- Average speed reduced by 28%
 - Incidents of speeding reduced from 66% to 21%
 - Highest speed before: 89mph
 - Highest speed after: 41mph
 - Vehicular counts: No change

Value Capture



1 State of Place Index Score **42.3 to 71.8**

2 Primary Benefits: Human Needs and Comfort + Liveliness and Upkeep

3 Value Capture Forecast:

- **Economic Benefit:** \$3,510,323.52
- **ROI:** \$23.40 per dollar spent

Isn't This All the Data We Need?



2. Anyone Can Be A Tactician!

Kalihi Intersections, Honolulu, HI

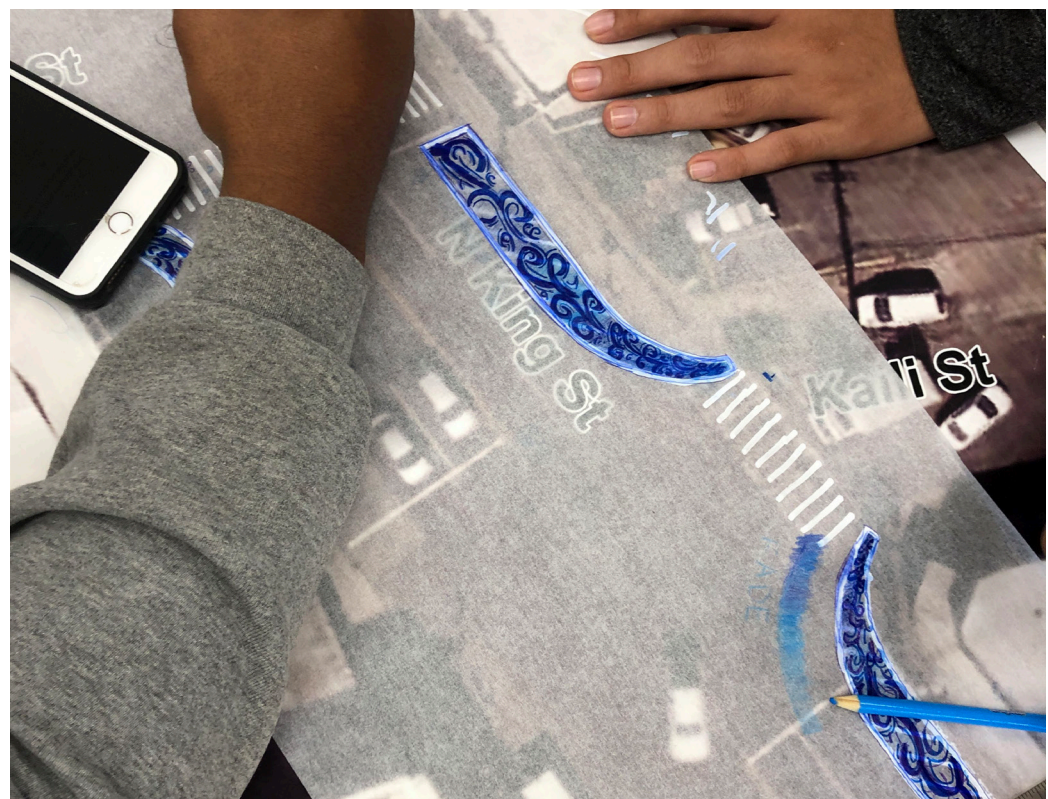


Farrington High School Students



Design Workshop



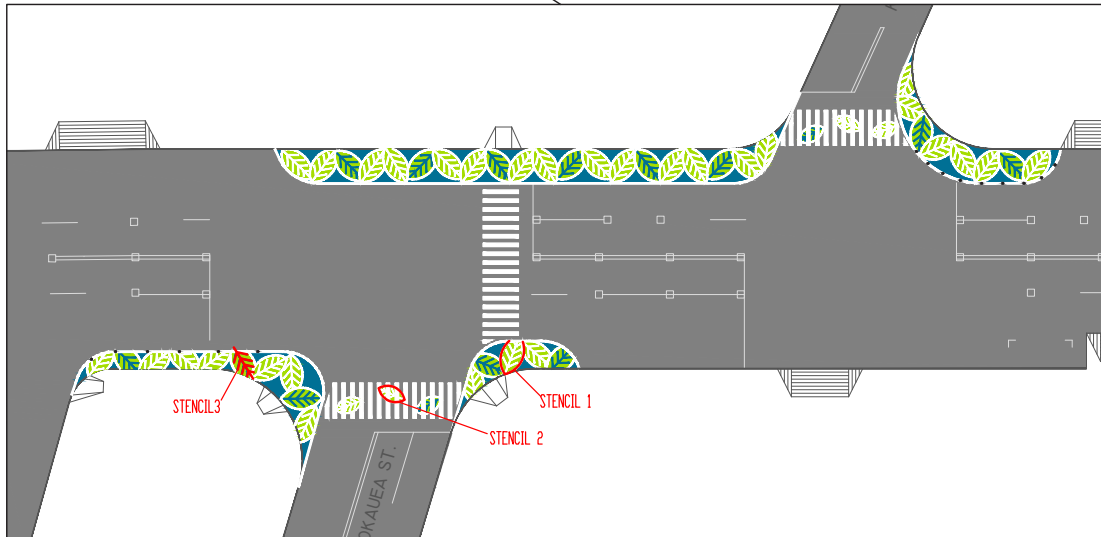




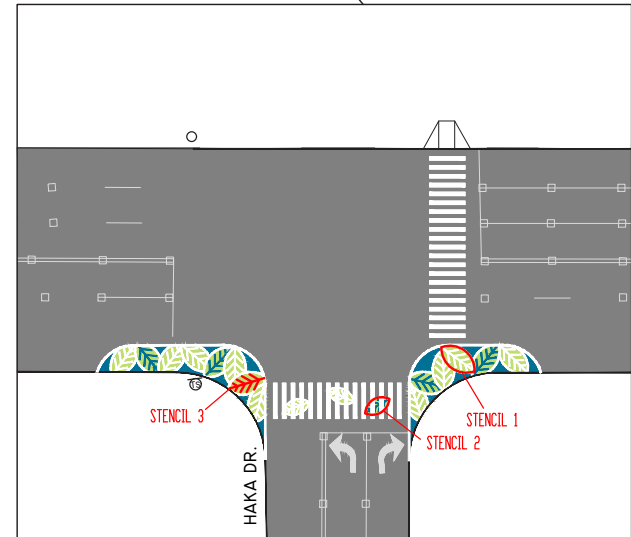
Translating Vision to Action



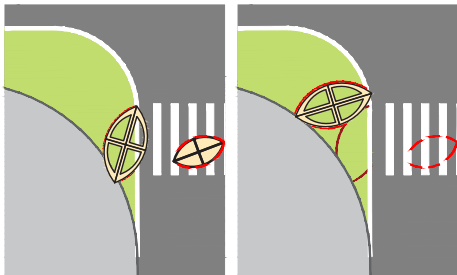
SEGMENT 1



SEGMENT 2



1- PRIMER GREEN / 2-LEAF OUTLINE



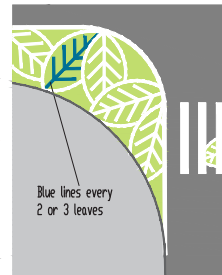
3- 4" WHITE OUTLINE



4- VEIN OUTLINE



5-PAINT VEINS



6-BLUE BACKGROUND/ 8-SEALER



STREETPLANS
HAWAII

Anthony Garcia Architect
Registration No. 979977

CREATING
PLANS AND SPECIFICATIONS FOR PUBLIC WORKS
PROJECTS AND INFRASTRUCTURE
CONSTRUCTION AND MAINTENANCE

PROJECT

HONOLULU, HAWAII
N KING STREET & KALI ST/MOKUAEA ST

SCALE

$\frac{1}{4}" = 1'-0"$

ISSUANCES

No.	Description	Date

DRAWING TITLE

Implementation













Castle GOLD

PAWNShop

We Buy &
LEASE
Homes

ONE TECH
WIRELESS

SAMSUNG
galaxy
FREE
When you switch & trade in

iPhone's
starting at only \$199

Get yourself
an iPhone
49.99

OPEN

UNLIMITED
\$25
SOLD HERE



Castle GOLD

PAWNShop

OP

We Buy &
LEASE
Homes

ONE TECH
WIRELESS

OPEN

SAMSUNG
Galaxy

iPhone's
starting at only \$150

Get yourself
an iPhone
\$49.99







3. You Can't Scale What You Don't Permit



Guarded: Vicki Offedal-Leary, at right, alerts motorists to a school-bound bicyclist's passage across South Union Street at Maple Street on Thursday morning in Burlington.

JOEL BANNER BAIRD/FREE PRESS

ONE-DAY BIKE LANE PROPOSED

'Pop-up' event would grant bicyclists more space on South Union Street



"We're hoping it would give people — bicyclists as well as drivers — a chance to feel what it's like."

PEGGY O'NEILL
SOUTH END RESIDENT



JOEL BANNER BAIRD
FREE PRESS STAFF WRITER

Could a one-day traffic switcheroo nudge Burlington motorists, bicyclists and pedestrians into behavior that is more civil, efficient and safe?

That notion is behind a "pop-up" bike lane on South Union Street proposed for May 29. The idea will undergo a final city review Tuesday.

The proposed event would afford bicyclists a high-visibility, two-way passage from Shelburne Street to Edmunds Middle School — a protected "cycletrack." Motorists would be restricted to a single, northbound lane for the day, separated from bicycles by caution cones, from 5:30 a.m. to 8:30 p.m. The street typically allows vehicle drivers north- and south-bound passage.

"We're hoping it would give people — bicyclists as well as drivers — a chance to feel what it's like," South End resident Peggy O'Neill said.

O'Neill, a key organizer for the demonstration, has for the past month lobbied city officials and dozens of neighbors to give the pop-up a try.

The mother of three children, O'Neill is an avid cyclist, a frequent walker and a

See BIKES, Page 3C



Sharing the road: A school-bound bicyclist negotiates the intersection of South Union and Maple streets Thursday morning in Burlington.

JOEL BANNER BAIRD/FREE PRESS





Leary, at right, alerts motorists to a school-bound bicyclist's passage across South Union Street at Maple Street on Thursday morning in Burlington.

JOEL BANNER

DAY BIKE LANE PROPOSED

'P
wo
bicy
space
Union S



JOEL BANNER BAIRD
FREE PRESS STAFF WRITER

Could a one-day traffic switcheroo nudge Burlington motorists, bicyclists and pedestrians into behavior that is more civil, efficient and safe?

That notion is behind a "pop-up" bike lane on South Union Street proposed for Tuesday, May 29. The idea will undergo a final city council vote Wednesday.

The proposed event would afford bicyclists a two-way passage from South Union Street to Edmunds Middle Street, a restricted "cycletrack."

On the day, separate lanes for bicyclists, from motorists, from pedestrians, from city officials and dozens of other people will give the pop-up a try.

The mother of three children, Leary is an avid cyclist, a frequent walker and



"We're going to give people — people — a chance to feel what it's like."

PEGGY O'NEILL
SOUTH END RESIDENT

See BIKES, Page 3C



Make Good Things Easier.

COMMUNITY-LED DEMONSTRATION PROJECT POLICY + GUIDE

City of Burlington, VT | April 2016





Kilburn St

5 PINE STREET
TO GARAGE

HURTTIS
LUMBER



SPEEDING ON N. WINOOSKI AVE.

NORMAL CONDITIONS

■ ~1 in 4 vehicles (28%) did not observe the speed limit



WITH THE DEMO IN PLACE

■ Speeding dropped to 6% of vehicles counted



SPEEDING ON N. UNION ST.

NORMAL CONDITIONS

■ ~1 in 4 vehicles (23%) did not observe the speed limit



WITH THE DEMO IN PLACE

■ Speeding dropped to 6% of vehicles counted





Image: Julie Campoli

SPECIAL SERIES

boundbreakers: people who make a difference



3:25

+ Queue

Download

Embed



With Citizens' Help, Cities Can Build A Better Bike Lane — And More

September 15, 2016 · 4:47 AM ET

Heard on [Morning Edition](#)

LAUREL WAMSLEY



Pilot Projects



Interim Design + Materials Standards



SAFER PLACES TO WALK

CURB EXTENSIONS

Curb extensions improve site lines and increase pedestrian visibility at intersections. Decrease pedestrian exposure to vehicles by shortening the crossing distance. Reduce vehicle turn speeds by physically and visually narrowing the roadway. Increase pedestrian walking/running space. Create additional space for street furnishings, plantings, and other amenities. Help reduce illegal parking at crosswalks and bus stops, and facilitate ability to provide two curb ramps per corner. Curb extensions may be designed as gateways for neighborhood greenways and neighborhood slow zones; community art murals or color patterns may be used for such purposes or where there is a strong desire for aesthetic enhancements.

DETAILS

Vertical barrier element to be centered within double white line
5 min. - 10 max.
Planters to abut interior line edge
STANDARD DOUBLE RETROREFLECTIVE WHITE LINE
4" retroreflective double white line, with 4" spacing between lines. See detail. (required)
Parking stop (optional)
Delineator post, or other (See Quick Build Barrier Elements Guide)
Truncated dome curb ramps (required)
Crosswalk entrance to be clear of vertical elements

IN CONTEXT

90 degree parking entrance shown. (see mid block neckdowns drawing for other angles)
Planter (optional)
15' Min.
Parking stop (optional)
Truncated domes (required)
Bike corral (optional)
Street mural art (optional)

APPLICATION GUIDANCE

Applications
Neighborhood Greenways | Neighborhood | Corridor | Downtown Slow Zones | High-crash intersections

Components

- 4" double white line (required)
- Surface material: traffic paint, methyl methacrylate, epoxy gravel, or Ruby Lake Glass (recommended)
- Vertical delineators or other barrier element (See Quick Build Barrier Elements section on page 27 (recommended))

Dimensions
Will vary, but 8' maximum width; curb radius to be determined by design vehicle; curb extension should run at least 5' past beyond the corner lot.

Design Guidance

- Use 4" retroreflective double white stripes to demarcate curb extension area.
- The use of surface material(s) to define curb extension area will increase cost, but also increase clarity of design intent.
- Select barrier elements, such as vertical delineators, circular planters etc. to clearly define the area and protect people walking; vertical barriers should be placed a minimum of 5' and a maximum of 10' apart, and not cross the interior white retroreflective line.
- Curb extension width should be 1' less than width of adjacent parking stalls; Length will vary and may include site triangle visibility zones (see page 13).
- Curb extensions designed for streets with bikeways must be designed carefully so as not to infringe upon the cycling space. Protected intersections may be appropriate along streets with protected bikeways.
- Curb radii should comply with anticipated design vehicle, but wherever possible not exceed 15'.
- For more detailed guidance, see NACTO's Urban Street Design Guide; ITE's Designing Walkable Urban Thoroughfares: A Context Sensitive Approach; or city-specific guides like San Francisco's Better Streets Design Guide.

PLANTER - CONCRETE, RECTANGULAR

IN CONTEXT

DesignLine concrete planter
15' min.
Surface material: Traffic paint, MMA, Ruby Lake Glass, etc.
DesignLine concrete planter w/ hand + foot rest
Concrete, plastic, or rubber curb stop

APPLICATION GUIDANCE

Applications
Protected Bike Lane | Bicycle Refuge Island

Components

- Concrete Planter
- Soil
- Plant Matter
- Cyclist foot/handle (optional)

Dimensions
(See Diagrams at left)

General Design Guidance

- Identify a maintenance/stewardship partner who will be able to water and maintain the plant matter.
- Ensure placement does not obstruct accessibility / ADA compliance.
- For all applications below, add a retroreflective strip for night-time visibility.

Specific Design Guidance

Protected Bike Lane | Bicycle Refuge Island

- For protected bike lanes, use Tuff Curb to create a barrier along bikeway edge, centered within any buffer zone that may exist. Place curb segments end to end for desired distance. In some locations, may need a 2' gap between segments to maintain stormwater flow / facilitate mid-block exit / entrance for cyclists. May be limited to intersection approach where legal parking or turn movements interfere with bikeway use.
- To increase visibility / protection, use tuff curb and delineator posts to define Bicycle Refuge Island, use 28" posts where visibility is a concern.
- Use 28" posts along protected bikeways or wherever application may conflict with bicycle handlebars.

Scaling The Methodology



Why We Do This Work

“ The brain tends to remember 10% of what it reads, 20% of what it hears, **but 90% of what it does or simulates.** ”

– Edgar Dale

Tactical Resilience



TU: A Method For Project Delivery

Quick-Build



DEMONSTRATION
(1 day - 1 month · \$)



PILOT
(1 month- 1+ year · \$\$)



INTERIM DESIGN
(1 year - 5+ years · \$\$\$)



LONG-TERM/CAPITAL
(20 years - 50+ years · \$\$\$\$)

From Emergency Response to Recovery

Response

Recovery



EMERGENCY RESPONSE
(1 week to 3 months • \$)



SLOW RE-OPENING
(3 months - 1 year) • \$\$



NEW NORMAL
(6 months - 10 years) • \$\$\$



LONG-TERM/CAPITAL
(20 years - 50+ years • \$\$\$\$)

Two Initial Responses

Chicago



Ashleigh Rezin Garcia / Sun Times

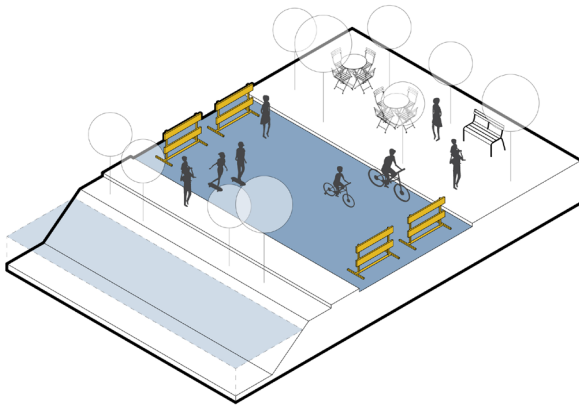
vs.

Denver

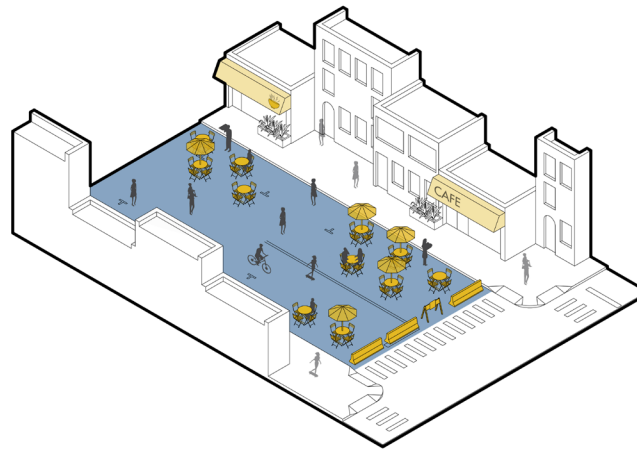


Kevin Sloosh via Twitter

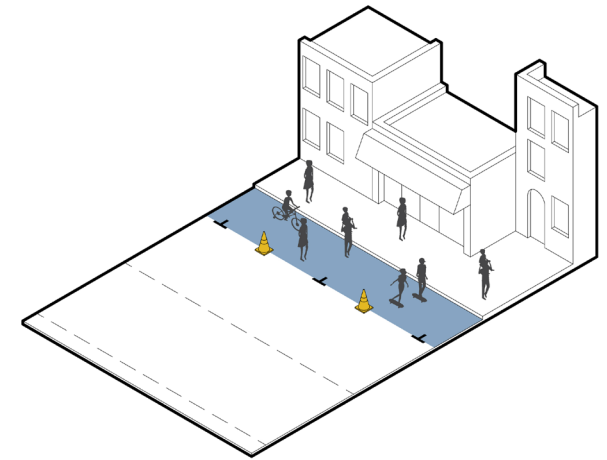
#COVID19Streets Response Typology



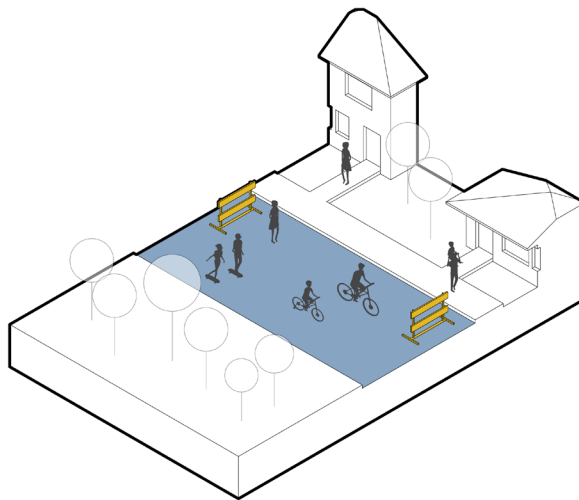
Open Streets



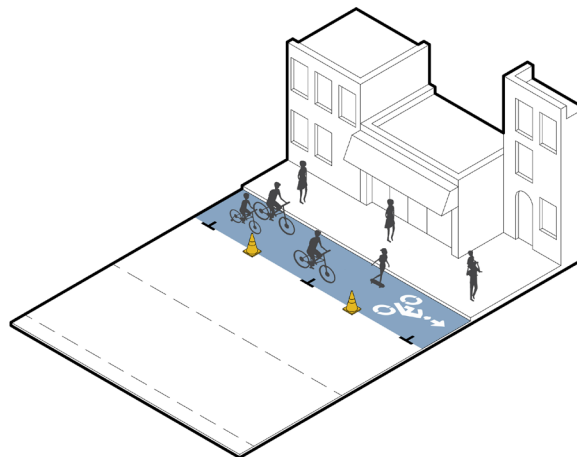
Open Streets - "Streateries"



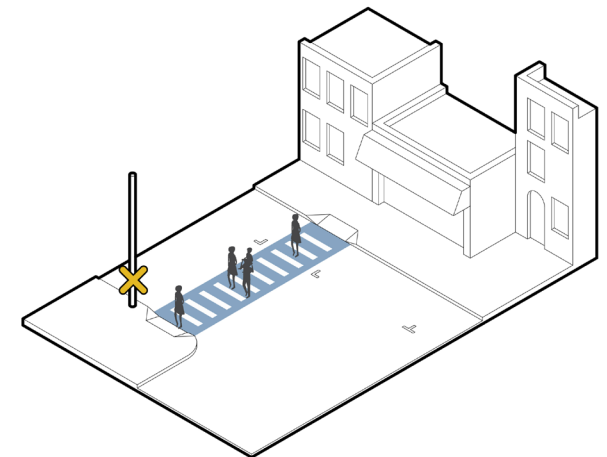
Open Curbs



Shared Streets

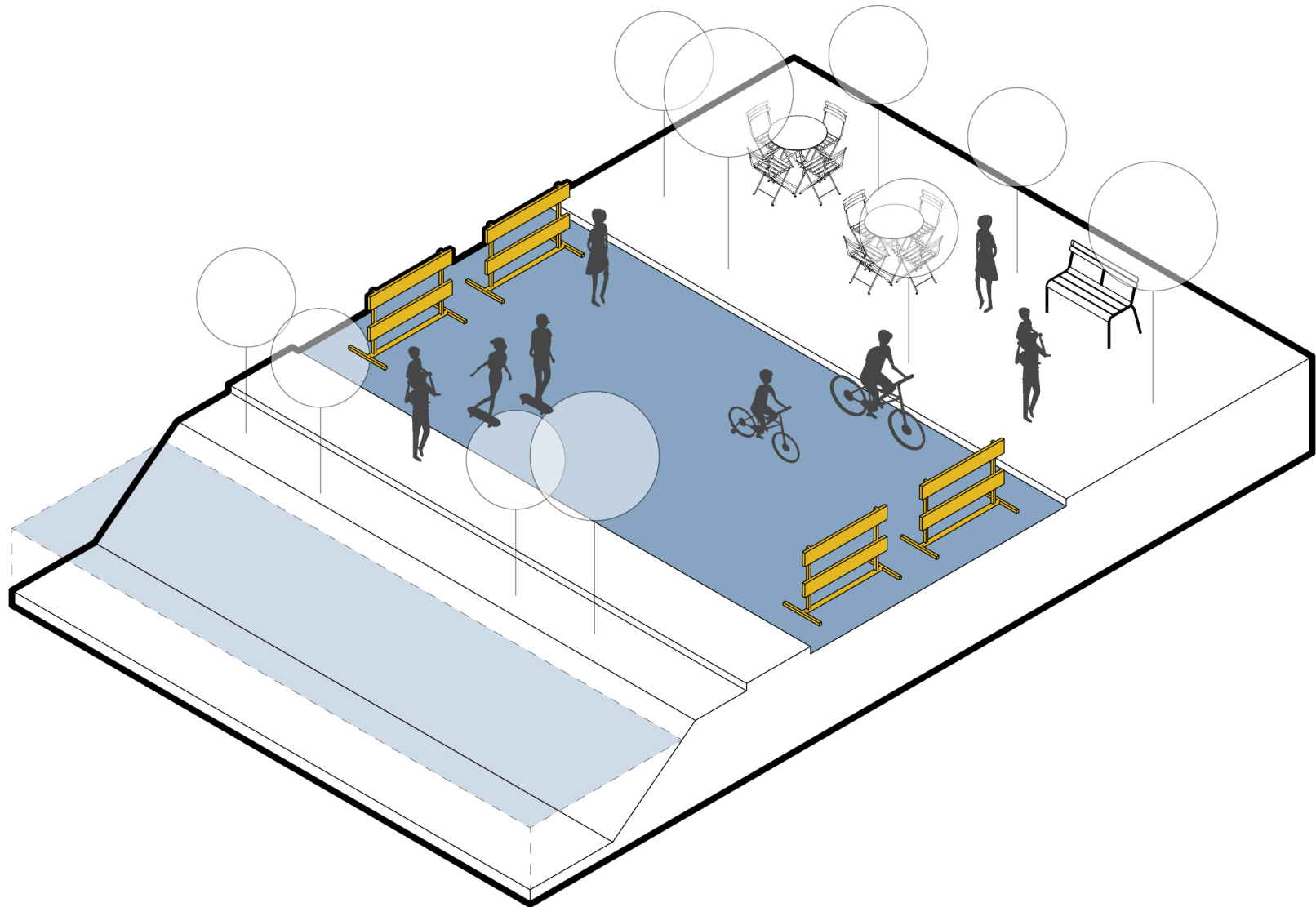


Temporary Bike Lane

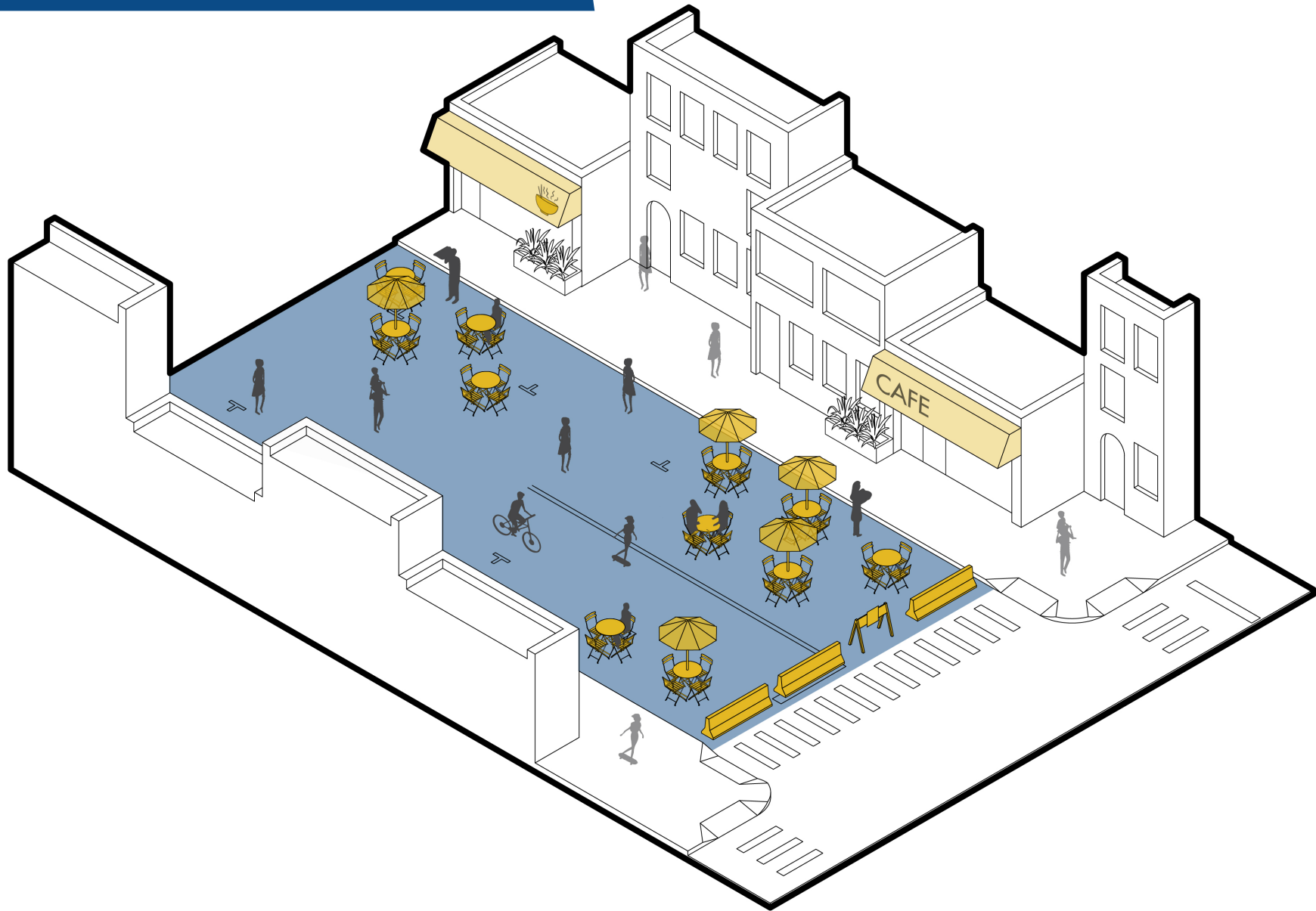


Pedestrian Signal Recall

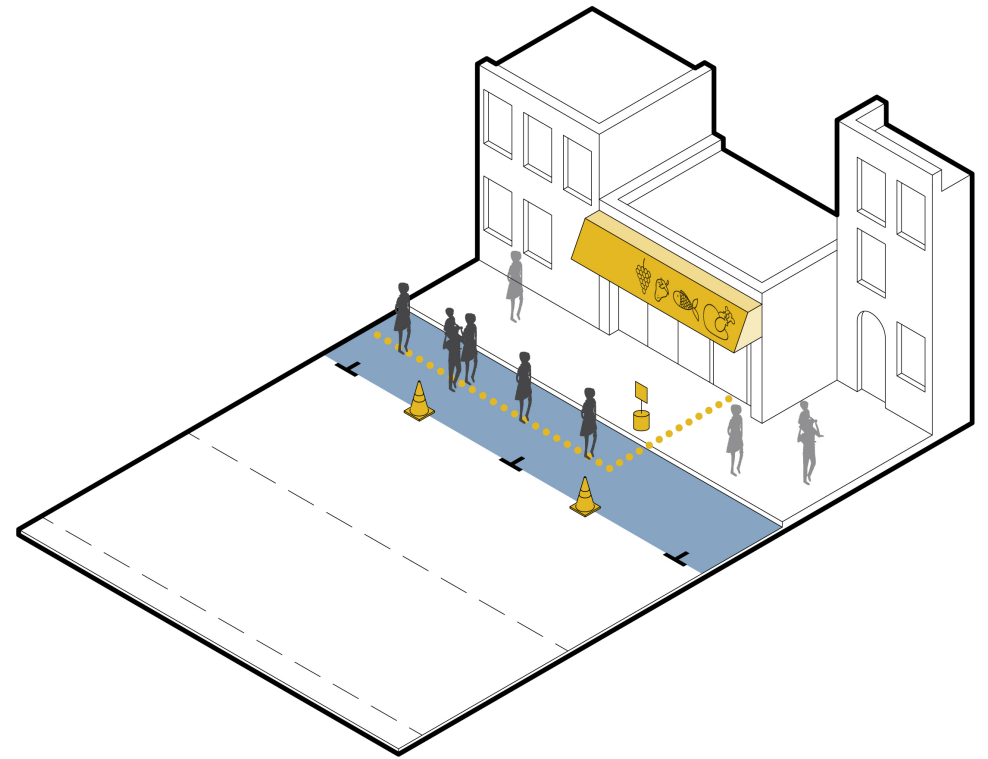
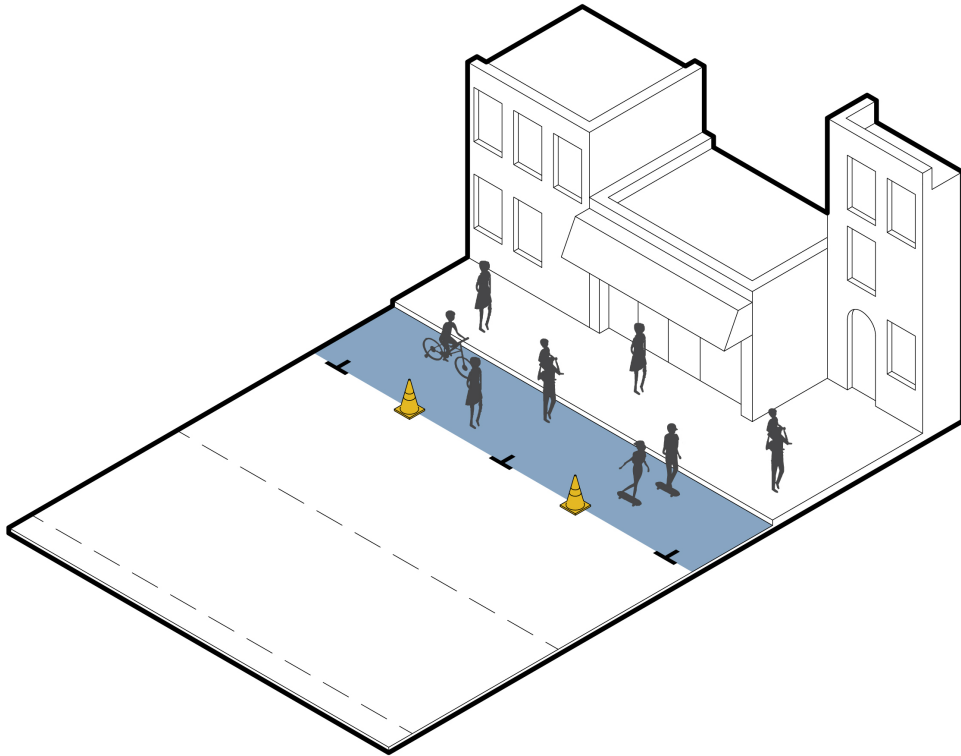
Open Streets



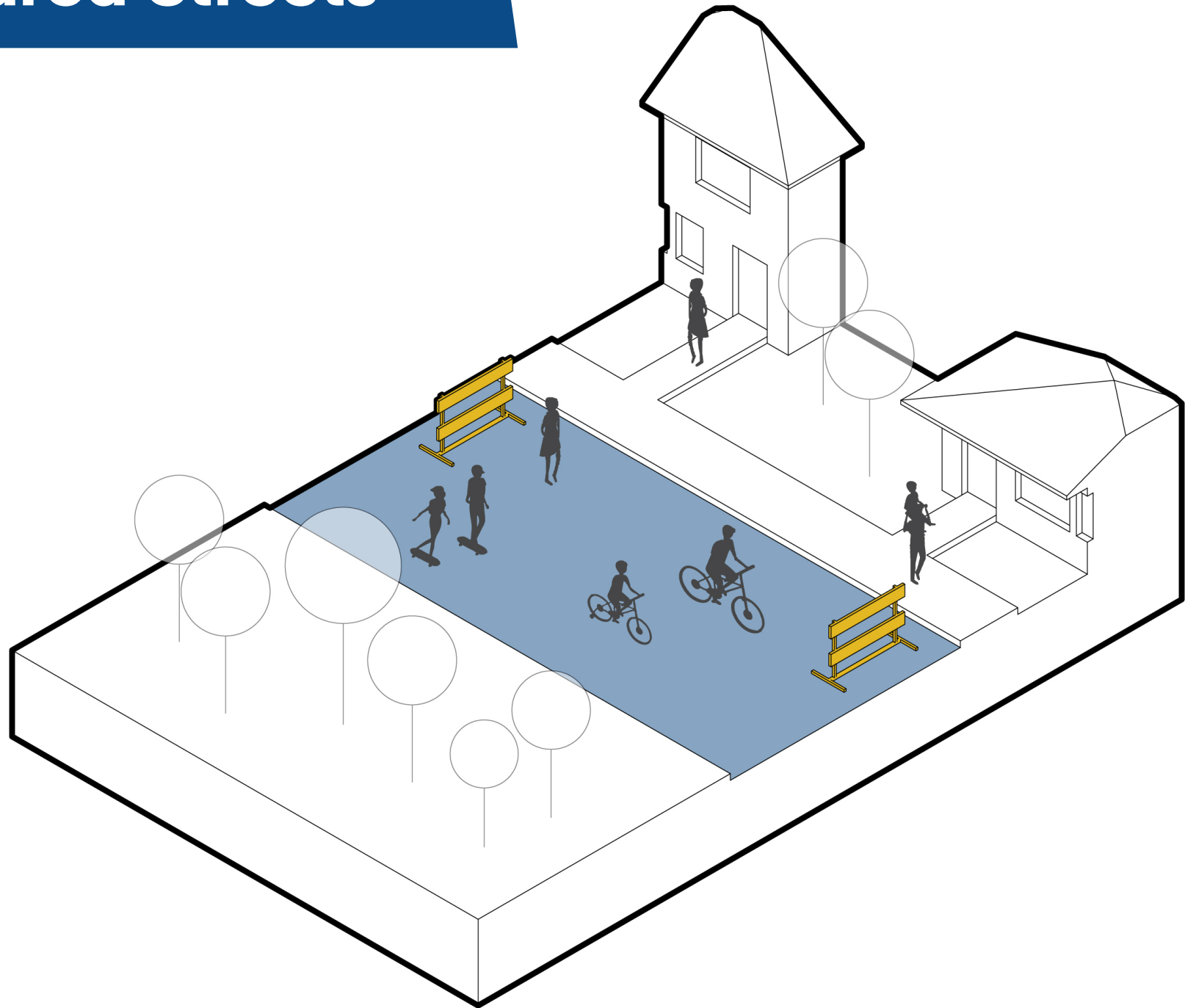
DIY Open Streets



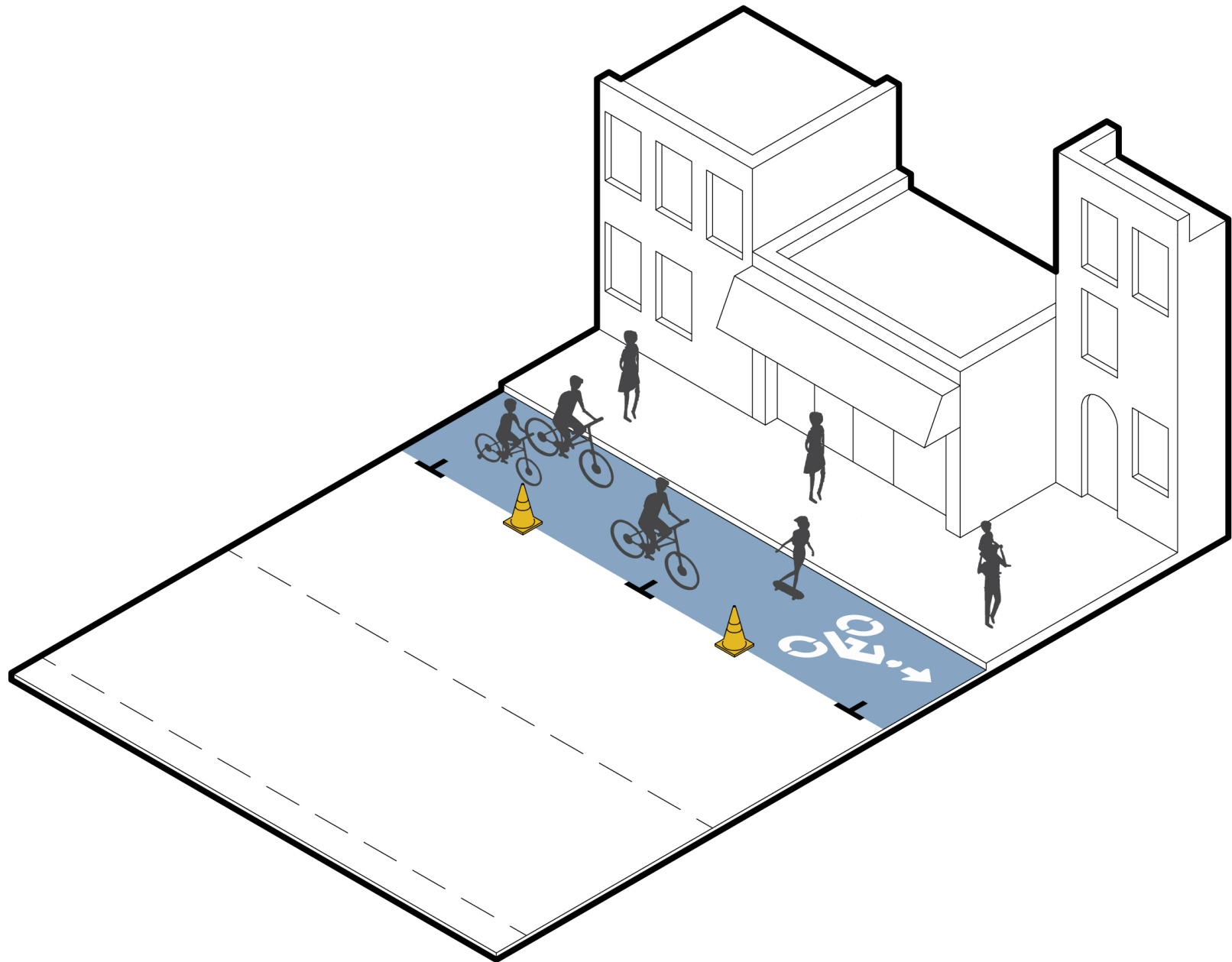
Open Curbs



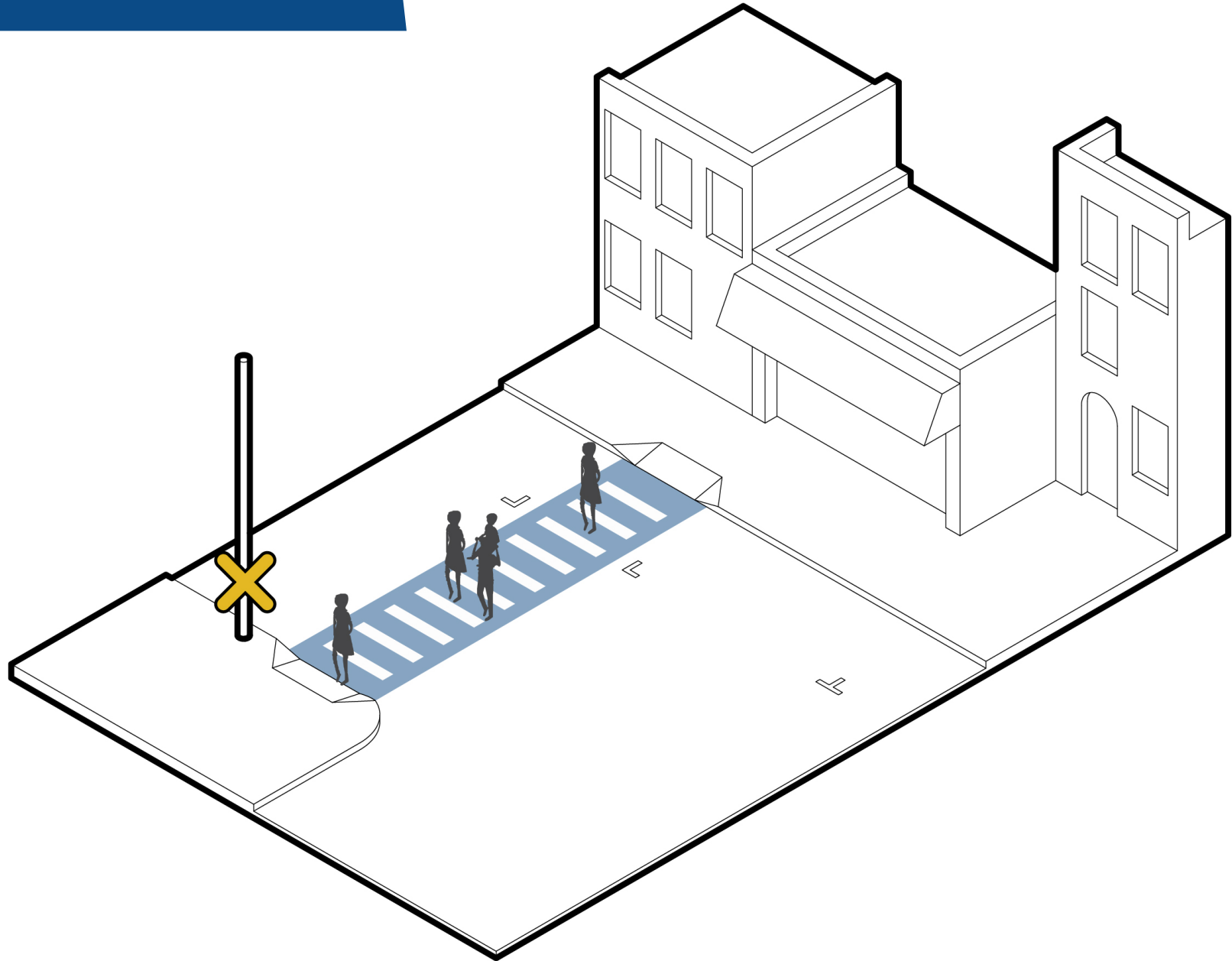
Shared Streets



Temporary Bikeways



Signal Recall



Summary Data

225+
Cities

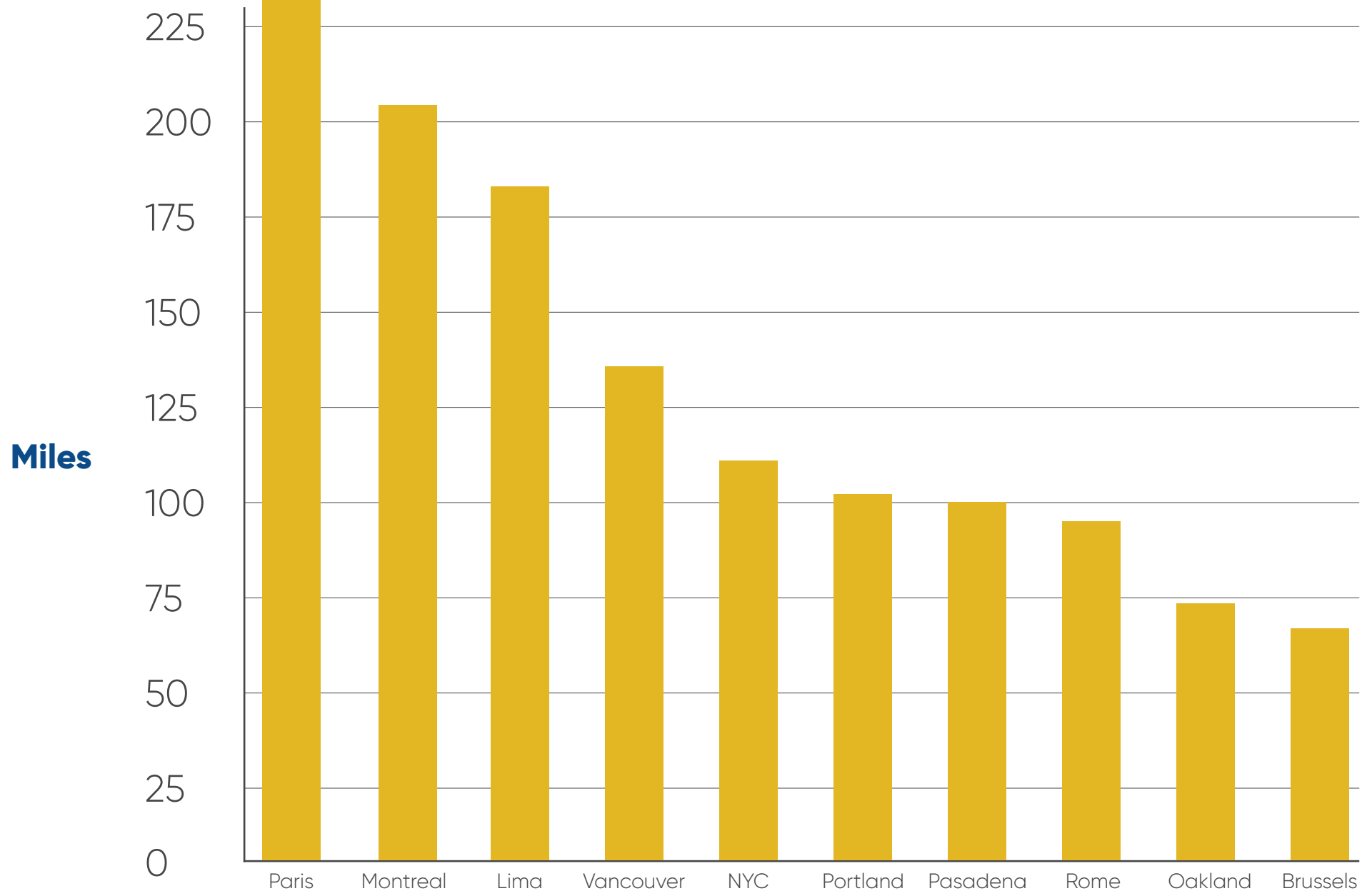
25+
Countries

6
Core Tactics

300+
Applications



Top 10 Cities (Miles)



Applied in Cities with < 100,000 Population

Alameda, CA
Asheville, NC
Belfast, ME
Bend, OR
Bentonville, AR
Beverly Hills, CA
Boulder, CO
Brookline, MA
Burlington, VT
Carrboro, NC
Culver City, CA
Duluth, MN
Drummondville, QC
Edmonds, WA
Emeryville, CA
Exeter, NH
Greenville, SC
Hampton, NH

Hoboken, NJ
Kamloops, BC
Malden, MA
Metuchen, NJ
Miami Beach, FL
Nelson, NZ
New Westminster, BC
North Vancouver, BC
Palo Alto, CA
Portland, ME
Redwood City, CA
Rockland, ME
Rueil-Malmaison, FR
Somerville, MA
Victoria, BC
Winter Park, FL
West Hartford, CT

12 Lessons To Date

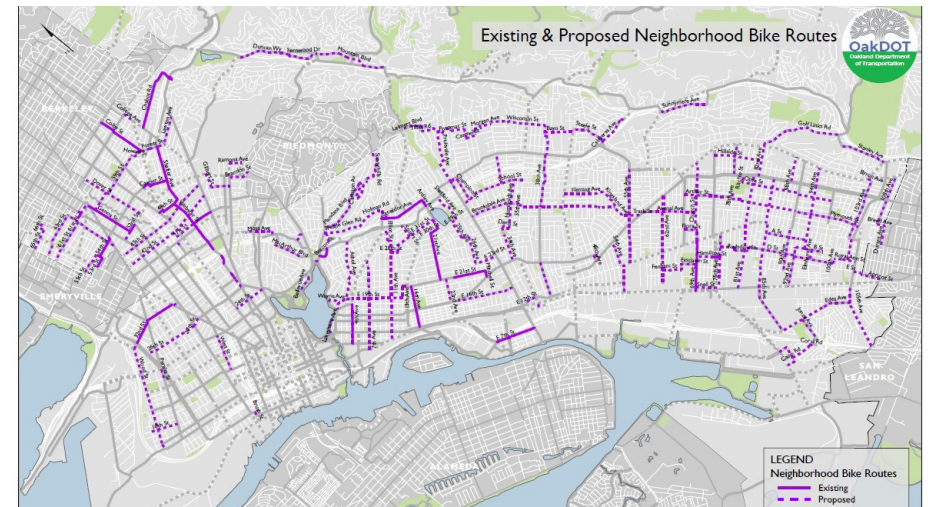
1 Leadership, responsiveness, and creativity matters most.

Example: London, UK

"COVID-19 will fundamentally change the way we travel around our city. Central London will become one of the largest car-free zones in any capital city in the world, increasing walking and cycling and improving our air quality." – Mayor Sadiq Khan

2 Many communities are meeting the moment by leveraging related programs, fast-tracking plans and/or policies.

Example: Oakland, CA



3 Creating “Open Streets” in parks + along waterfronts was most common initial response.

Example: Philadelphia, PA



4 Don't overcomplicate things. You can apply your maintenance of traffic plan protocols for typical roadway construction or special events (festivals, road races etc.)

Example: Cities everywhere



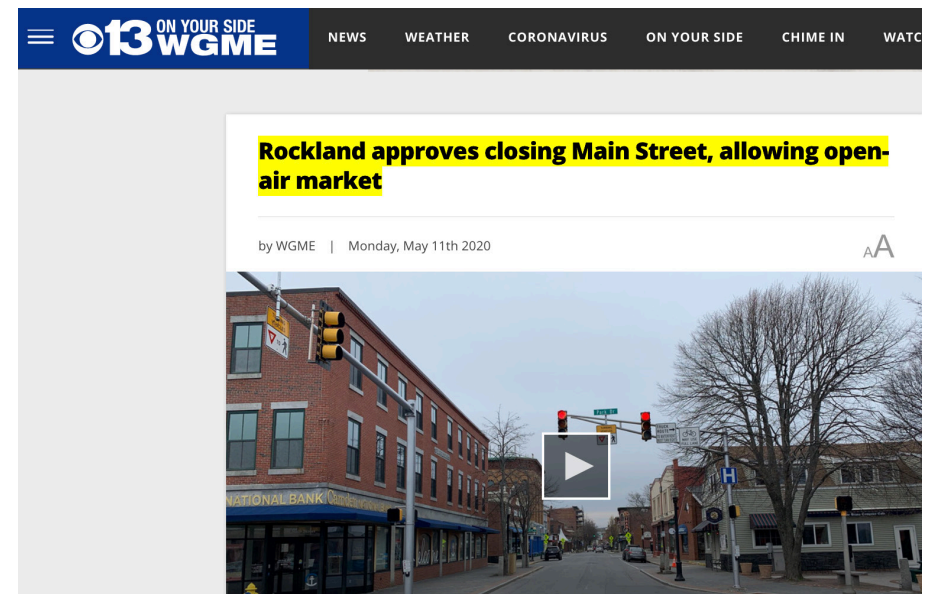
- 5 Materials: Traffic cones, barricades, Official + bespoke signs, free-standing delineators, variable message boards. Light. Quick. Cheap.**

Example: New York City



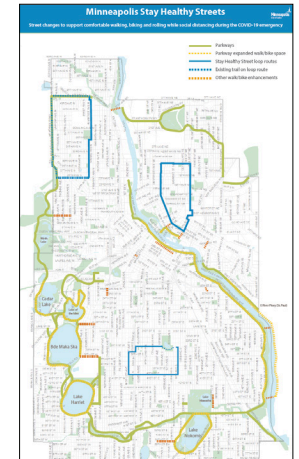
- 6 Small cities are as capable as any to act. Indeed, limited resources and lack of bureaucracy are a recipe for innovation.**

Example: Rockland, ME



7 Ongoing evaluation + iteration key to performance, identifying potential for mid-to long-term transformation.

Example: Minneapolis, MN



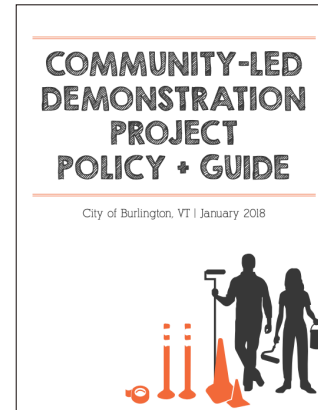
8 Troubling behavior/management issues yet to materialize as feared.

Example: Cities everywhere



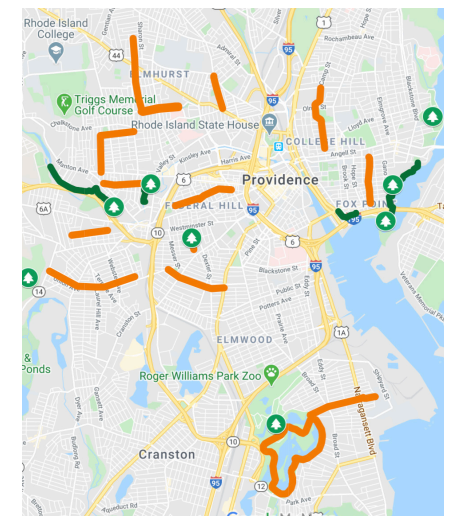
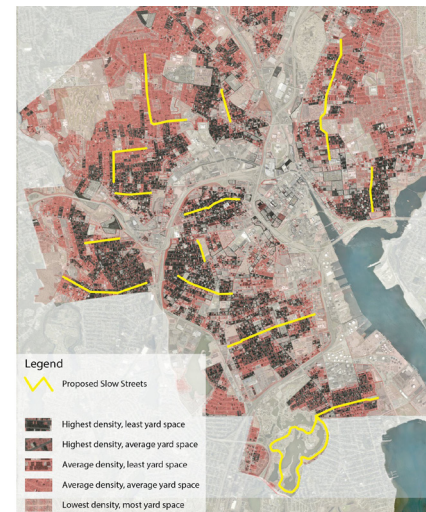
- 9** Most cities do not have a protocol for rapid response (tactical urbanism) initiatives, both bottom-up and top-down.

Example: Burlington, VT



- 10** Too little focus on equity. Be intentional about neighborhoods that lack open space, businesses not on the main commercial street, etc. craft messaging/outreach accordingly.

Example: Providence, RI



11 Cities are expanding /extending initial responses, pivoting towards defining "the new normal."

Example: Montreal, ON



12 Dining + retail, and transit is the emerging frontier...

Example: Tampa, FL



What's Important Right Now?



Emerging Practice



Streets for Pandemic Response & Recovery

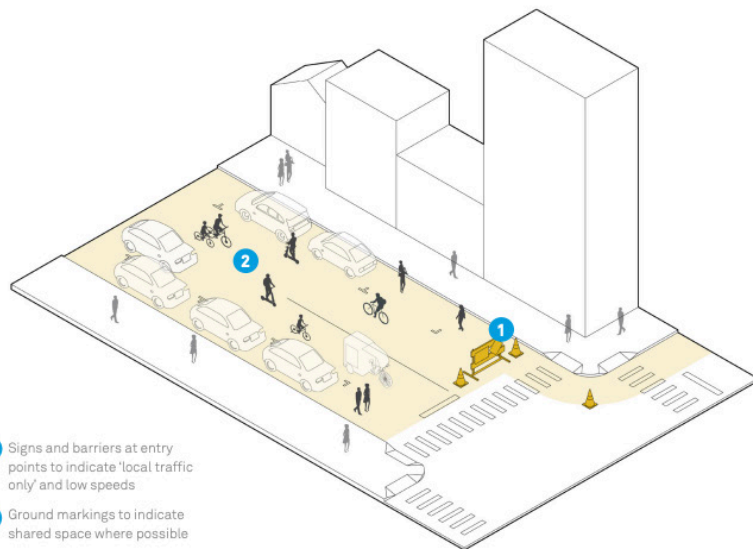


Global
Designing
Cities
Initiative

Types of Policies to Consider

Public Health Response	Neighborhood Streets (local/residential)	Neighborhood Main/High Streets (small retail/office, residential, schools, institutions)	Major Urban Streets (transit, retail/ offices, institutions, schools)	Edge Streets & Boulevards (in/alongside parks, waterfronts, etc.)
Stay-at-home orders in place	<ul style="list-style-type: none"> • "open streets" (pop-up parks) • slow streets or local access only • speed management (movable barriers, gateway treatments, signs) • WiFi hotspots • open-air cooling zones/sanitation 	<ul style="list-style-type: none"> • sidewalk expansions for queuing, outdoor markets, & access • pop-up bike and roll lanes • temporary pick-up/drop-off delivery zones 	<ul style="list-style-type: none"> • sidewalk expansions for access & queuing • temporary pick-up/drop-off zones • shorten signal cycles • put pedestrian signals on recall 	<ul style="list-style-type: none"> • street closures to vehicular traffic, for medical services, recreation, markets, etc.
Pre-vaccine re-opening	<ul style="list-style-type: none"> • local-access only treatments • lane removal/street closures for schools & religious/cultural service providers 	<ul style="list-style-type: none"> • tactical lane/parking space removal, street closures for outdoor restaurant seating, outdoor markets, etc. • sidewalk expansions for queuing & access • tactical bike lanes • designated pick-up/drop-off delivery zones • bike & shared micromobility parking corrals • lane removal/street closures for schools & religious/cultural service providers 	<ul style="list-style-type: none"> • bus-only lane, tactical islands/in-lane stops, bus priority signals, expanded bus stops • lane removal/parking space removal for outdoor restaurant seating, outdoor markets • sidewalk expansions for queuing & access • protected bike lanes • speed management 	<ul style="list-style-type: none"> • street closures to vehicular traffic, e.g. for recreation, markets, schools, etc. • expanded bike lanes & bike/shared micromobility parking zones • speed management
Vaccine/post-COVID	<ul style="list-style-type: none"> • speed management (e.g. speed limit changes & geometry) • play streets, slow streets, and local-access-only policies & design 	<ul style="list-style-type: none"> • sidewalk widenings • speed management (e.g. speed limit changes & geometry) • expanded bike lanes & bike/shared micromobility parking zones 	<ul style="list-style-type: none"> • bus-only lanes with offboard fare collection, bus islands, and amenities • high frequency bus service • expanded bike lanes & bike/shared micromobility parking zones • sidewalk widenings • speed management 	<ul style="list-style-type: none"> • open space expansions • expanded bike lanes & bike/shared micromobility parking zones • speed management

SLOW STREETS



1 Signs and barriers at entry points to indicate 'local traffic only' and low speeds

2 Ground markings to indicate shared space where possible

Reduce traffic volume and speed to a minimum so that people can walk, bike, and run safely.

CONTEXT

- Streets with low vehicle volume and low to moderate speeds, where vehicle volumes have dropped, or serve redundant through-traffic role during COVID disruptions.

KEY STEPS

- Install temporary traffic barriers and "Local Traffic Only", Slow/Shared, or branded signs (e.g. "Stay Healthy Streets") at main vehicle entry points
- For neighborhoods, establish a grid of entry points into the local street network where barricades should be installed
- Identify stewards to take care of and monitor barricades
- Allow local access, deliveries, and emergency vehicles

TIMELINE: One week

DURATION: Days to months



Credit: European Cyclist's Federation

Brussels, Belgium

Brussels created a 20 km/h (12 mph) zone in the downtown core, allowing pedestrians to walk more safely in the roadbed.

Planning

- Identify a network of streets that can be closed at key entry points, where interior intersections remain unobstructed.
- Examine proposed neighborhood greenways, bike boulevards, or routes that await implementation.
- Consider including other low-volume streets or those with low to moderate speeds.

Engagement

- Reach out to homeowners associations or other residential district organizations.
- Partner with bike/walk and health coalitions and bike shops; reach workers through advocates and employers.
- Partner with stakeholders and advocates to place flyers or safely contact local residents.
- Tap community groups to identify key obstacles or issues affecting design or segment length.

Design + Implementation

- Identify which intersections to close fully and which to partially close, preserving local access but preventing most through-movements.
- Place light separation to partially block streets and indicate restricted use and lower speeds (typically 5-10 mph / 10-15 km/h).
- Use temporary "Local Traffic Only" signs, which can be attached to barricades or A-frames if necessary.

Monitoring

- Key criteria: number and percent change in demand; use an automated device, such as a tube counter, to gather bike volume counts and short (15-minute to 1-hour) sample pedestrian counts if practical.
- Use counts or conduct surveys to determine whether and where segments should be expanded.



Credit: @jonobate

Oakland, CA, USA

Oakland used signs mounted on A-frames to designate streets as local access only, creating a 74-mile "slow streets" network.

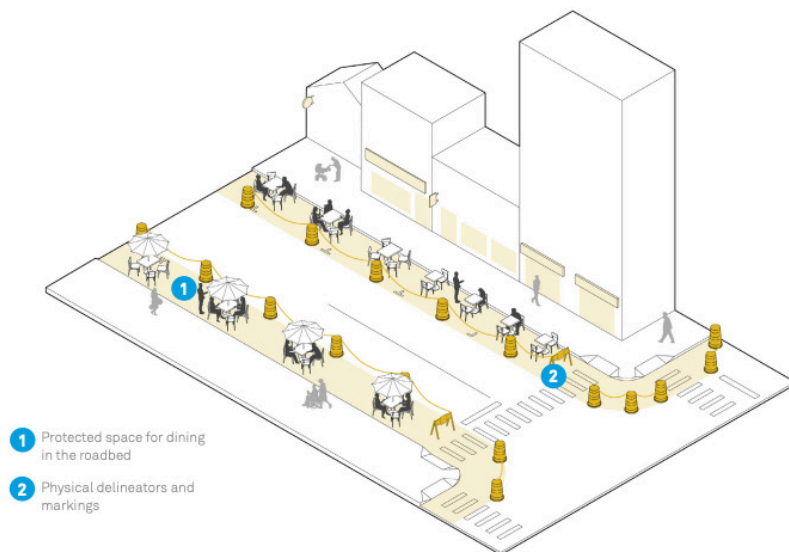


Credit: NACTO-GDCI

Dunedin, New Zealand

Dunedin approved a plan that reduced speeds to 10 km/hr and allowed city center businesses to extend into the streets, creating shared spaces for multiple modes.

OUTDOOR DINING



Provide space for outdoor dining so that restaurants can comply with physical distancing guidelines while resuming dine-in operations.

CONTEXT

- Where restaurants, cafes, food stalls, and/or street food vendors are clustered along several blocks

KEY STEPS

- Identify restaurant clusters and designate 'dining street' zones
- Waive existing permit fees for outdoor dining within preselected zones, as necessary
- Establish clear occupancy standards (e.g. table counts) for 'dining street' zones

TIMELINE: One week

DURATION: Months



Credit: Go Vilnius

Vilnius, Lithuania

Eighteen public spaces in Vilnius, including the central Cathedral Square, have been opened for outdoor cafes and restaurants to allow businesses to operate safely. More spaces are expected to open during the summer.

Planning

- Establish "street dining" zones by temporarily closing streets or lanes or repurposing parking space within emergency executive orders, as needed.
- Waive sidewalk dining permit fees; set occupancy standards.
- Tap parking enforcement officers and public works to assist with support tasks; local associations can be asked to assist with cleaning and monitoring.
- Commit to an initial duration and hours of operation, noting any city or state "stay-at-home" restrictions that govern operations.
- If present, consider transit performance and access for essential workers before settling on location and segment length. Not advised for major transit routes serving essential workers or destinations.

Engagement

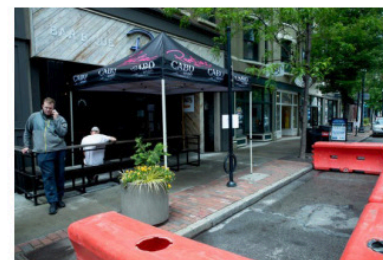
- Create brief form allowing businesses and street vendors to register interest, as necessary. Message an iterative approach from the outset.
- Use local business groups and BIDs, local associations, and other partnerships to publicize programs; fast-track assessment and notification within each neighborhood.
- Keep interagency communications open, especially emergency services and any cleaning or maintenance crews.

Design + Implementation

- Use heavy separation at endcap to close street to vehicle traffic, as needed.
- Use tables, chairs, and umbrellas as needed; establish guidance for storage and deployment of equipment to ensure pedestrian, bike, and vehicular access in off-hours (to maintain ample pedestrian access).
- Establish a delivery protocol for restaurants based on hours of operation, overall access.
- Measure from back-of-seat to back-of-seat when using markings to indicate distancing standards or public health guidelines.
- Maintain sidewalks clear of tables and chairs to allow ample, physically distant pedestrian movement.

Monitoring

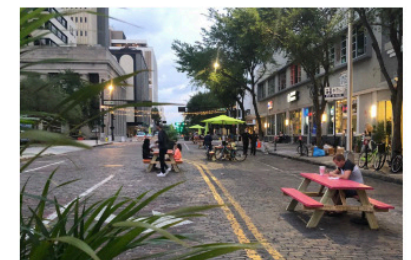
- Key criteria: confirm table spacing according to public health guidelines; maintain clear zone for pedestrian movement.
- Survey restaurants and vendors periodically for feedback, and adjust hours of operation as needed.



Credit: Albert Cesare/The Enquirer

Cincinnati, OH, USA

Cincinnati's expanded street seating plan allows establishments to use parking spaces as expanded outdoor seating areas for dining.



Credit: Tampa Downtown Partnership

Tampa, FL, USA

Tampa has temporarily suspended approval requirements for restaurants to expand operating space in designated portions of the public right-of-way.

Stay Informed. Contribute. Take Action.

<https://bit.ly/Covid19Streets>

COVID19 Livable Streets Response Strategies								
File Edit View Insert Format Data Tools Add-ons Help						All changes saved in Drive		
Active								
	CITY	STATUS	LENGTH	ROUTE MANAGEMENT	NOTES	SOURCES		
1	GLOBAL MAP NOW AVAILABLE							
2	(THANKS MARIA SITZOLOU)							
3	OPEN STREETS (FULL OPENING)							
4	Open Streets Parkway / Waterfront							
5	Austin, TX	Active	.46 mi. / .74 km		W. Riverside Drive opened for social distancing			
6	Brighton + Hove, UK	Active	1.48 mi / 2.48 km		Two thoroughfares closed to through traffic, open for physical distancing along beach City of Cambridge, MA endorsed opening Memorial Drive for physical distancing, but awaits DCR approval	https://www.brighton-hove.gov.uk/news/2020/madeira-drive-first-road-be-allocated-walkers-and-cyclists		
7	Cambridge, MA	Awaiting Full Approval			Miles of open streets on park drives across the metro region	https://massstreetsblog.org/2020/04/14/in-junior-cambridge-council-endorses-car-free-memorial-drive/		
8	Cleveland (Metro), OH	Active	6 mi. / 9.65 km		Street through a large public park and the Deutz Bridge is now car-free	https://www.cleveland19.com/2020/04/01/cleveland-metroparks-shutting-down-roads-popular-outdoor-areas-improve-social-distancing/		
9	Cologne, Germany	Active	.77 mi. / 1.23 km		One block opening adjacent to popular Pappajohn Sculpture Park; lanes opened for pedestrian use on two nearby streets (see entry below)	https://www.stadt-koeln.de/politik-und-verwaltung/presse/mitteilungen/21884/index.html		
10	Des Moines, IA	Active	.16 mi. / .26km		A section of Seven Bridges Road in Lakeside/Lester Park. The City has closed this road to motor vehicle traffic to make it safer and more appealing for cyclists and pedestrians.	https://www.kcci.com/article/city-officials-say-downtown-road-closures-intended-to-increase-social-distancing/32135817		
11	Duluth, MN	Active	2.5 mi / 4 km		Park drives and parking lots closed in 31 parks for a total of 10.2 miles of open streets and 59 closed parking lots; 5.9 miles of city streets opened to people on April 4th. More closures coming in next day or two.	https://duluthmn.gov/parks		
12	Denver, CO	Active	16.1 mi. / 25.9km total, 10.2 miles of roads in city parks	Barricades, signs	Park drives and parking lots closed in 31 parks for a total of 10.2 miles of open streets and 59 closed parking lots; 5.9 miles of city streets opened to people on April 4th. More closures coming in next day or two.	https://www.denverpost.com/2020/04/07/coronavirus-denver-street-closures-parks/		
13	Drummondville, QC	Active	.46 mi. / .75 km	Signs	Rue de Pont and bridge closed to vehicular traffic linking both sides of the river/park/downtown core	https://www.journalnouve.ca/2020/04/05/le-pont-cure-marchand-exclut-les-velos-et-les-routiers/		
14	Ixelles, Belgium	Active	0.5 mi. / .8km	Barricades, flower pots, signs	A section of avenue Charles de Gaulle next to Elangs d'Ixelles/Flagey was closed for car traffic and opened for others	https://twitter.com/ikewydrand/status/1250014011690815488		
15	Kamloops, BC	Active	1.4 mi / 2.25 km		Ring road around McArthur Island Park closed to vehicles.			
16	Kansas City, MO	Proposed	TBD		Lightening the normal block party permit, neighborhoods apply to open their own streets.			
17	Kitchener, ON	Active	.09 mi. / .15 km		Parking access banned at major natural area/trail system			
18	London, Ontario	Active	.06 mi. / .12 km		Blackfriars Bridge closed to vehicles, facilitating active recreation distancing linking two trails systems on either side of the Thames River	https://www.london.ca/newsroom/Pages/default.aspx?physical-distancing-measures.aspx		
19	Louisville, KY	Active	11 mi. / 17.7 km		Park roads within three signature Olmsted parks have gone car free	https://www.olmstedparks.org/news/covid19-carfree/7utm_source=newsletter&utm_medium=email&utm_content=Learn%20more%20%28%20new%20closures%20map&utm_campaign=COVID19_RoadClosed		
20	Metro Boston	Active	5.61 mi / 9 km		Park roads closed within certain DCR parks across metro Boston area, including .9 miles across two segments in the City of Boston.	https://massstreetsblog.org/2020/04/05/dcr-closes-suburban-park-roads-to-facilitate-safe-distancing/		
21	Minneapolis, MN	Active	20.32 mi. / 32.7 km	Barricades, signs	Focused on parkways along the Lakes and the Mississippi; partial and full open streets in effect March 27th - May 22nd; has since expanded to numerous parkways around the city; parkway routes have been altered with additions and subtractions; changes constitute increases in initial mileage of 18.1 to 20.32	https://www.minneapolis-parks.org/news/2020/03/26/minneapolis-park-and-recreation-board-announces-riverfront-parkway-and-road-closures-to-help-trail-users-maintain-social-distancing/		
22	Montgomery County, MD	Active	1.1 mi. / 1.7 km		Leveraging/piloting an expansion of the weekly Sunday closure of Silgo Creek Parkway April 3-5	https://wtop.com/montgomery-county/2020/03/montgomery-co-closing-part-of-silgo-creek-pkwy-for-more-recreation-space-during-virus-shutdown/		
23	New Orleans, LA	Active	5.0 mi./8 km	Barricades, signs, some law enforcement	Lakeshore Drive, between Shelter 1 and the Seabrook Bridge is closed to motor vehicles (except residents living on the roadway) from 6pm on Fridays through Sun on Mondays. Additional road corridors are being reviewed.			
24	New York City	In the works	.85 mi. / 1.37 km	TBD	Due to vehicular tailgating, the NYPD is closing Shore Boulevard in Queens; pedestrians will be allowed to utilize the roadway for distancing.			
25	Palo Alto, CA	Under Consideration	TBD			https://www.e1chronicle.com/bayarea/article/Palo-Alto-consider-banning-cars-during-1500929.php		
26	Pittsburgh, PA	Inactive	1.36 mi. / 2.19 km	Barricades, signs	Highland Park's Reservoir Drive was closed to cars from 2-5pm on Saturday, April 4 and Sunday, April 5, part of Bike PGH's Social Distancing Fitness Zone proposal	https://bikesportland.org/2020/03/25/city-of-portland-bans-driving-in-10-parks-312818		
27	Portland, OR	Active	7.5 mi. / 12 km		Roadways closed in 10 parks citywide	https://www.nbcsphillydelphia.com/news/local/mk-drive-closed-to-cars-as-philly-looks-to-facilitate-social-distancing/2335569/		
28	Philadelphia, PA	Active	4 mi. / 6.4 km		Park setting; MLK Drive is closed Sunday April - October; city leveraged this route for Corona Closure.			
29	San Francisco, CA	Announced / Under Consideration	2 mi / 3.2 km, 0.3 mi / .5 km	Barricades, signs	Great Highway segment, between Sloat and Lincoln Way, on the west coast of San Francisco / along Ocean Beach closed on Sunday 4/12 for physical distancing exercise; possibility of full-line extension. A segment of Twin Peaks Blvd, at the top of SF's highest peaks, closed through May 2020 to test new car-free configuration	https://www.sfgate.com/news/article/san-francisco-wants-to-keep-great-highway-car-free-during-crisis/13465827023349692		
30	Schaesneck, BE	Active	0.5 mi. / .8km	Barricades, signs	Van Volkenhoven temporary closed	https://www.foxbusiness.com/news/story/schaesneck-wants-to-keep-great-highway-car-free-during-crisis/		
31	St. Louis, MO	Active	3.94 mi. / 6.94 km		Street segments within Forest Park and Tower Park are close to vehicles, open to people.	https://www.foxstl.com/news/story/schaesneck-wants-to-keep-great-highway-car-free-during-crisis/		
32	St. Paul, MN	Active	4.93 mi. / 7.93 km		Four streets along park edges/bodies of water are closed to vehicular traffic, open for active transportation/recreation	https://stlpost.com/news/story/schaesneck-wants-to-keep-great-highway-car-free-during-crisis/		
33	Stuttgart, Germany	Active	2 mi. / 3.21 km		Open Street along the banks of the Neckar river, linking two large parks.	https://stuttgart.de/tem/show/273273/19/692220		
34	Sydney, AU	Active	3.7mi. / 6 km		Roads within Centennial Parks will be closed to vehicles, open to people over four-day holiday weekend			
35	Vancouver, BC	Active	10.42 mi. / 14.93 km		All roads within Stanley Park are now car-free; Beach Avenue to Burrard Bridge has one lane open for physical distancing	http://vancouvermultiphase.ca/2020/04/07/covid-19-response-four-big-moves-to-support-safe-and-open-streets/		
36	Victoria, BC	Active	1.42 mi. / 2.28 km		One parking lane converted along Dallas Road for distancing; roads within Beacon Hill Park restricting motor vehicle access			
37	Washington DC	Active	7.15 mi / 10.6 km		Streets within Rock Creek, Fort Dupont, and Anacostia Park will be open to human use through April 30th			
38	Residential / Commercial Streets							
39	Aotearoa, New Zealand	Announced	TBD		*Covid-19 is having a significant impact on our transport systems and services. The Innovating Streets programme can make a contribution by providing councils with an opportunity to adapt their streets to better support active and safe transport needs, while following official advice about people movement.	https://www.nzta.govt.nz/roads-and-rail/innovating-streets/about/pilot-fund		
40	Calgary, AB, Canada	Active	3.75 mi. / 6 km		6 street segment closed as pilot for March 28/29. Locations not announced, to avoid overcrowding.	https://calgaryherald.com/news/local-news/city-to-test-weekend-road-closures-to-help-calgarians-keep-their-distance/		
41	Emeryville, CA	Active	.06 mi. / .1 km		Converted two short blocks of Doyle Street/Bike Boulevard into car-free streets, linking to Emeryville Greenway	https://twitter.com/VisionZeroCA/status/1244604119056317112		
42	Denver, CO	Active	16.1 mi. / 25.9km total, 5.9 miles in residential/commercial context	Barricades, signs	Park drives and parking lots closed in 31 parks for a total of 10.2 miles of open streets and 59 closed parking lots; 5.9 miles of city streets opened to people on April 4th. More closures coming in next day or two.	https://www.denverpost.com/2020/04/07/coronavirus-denver-street-closures-parks/		
43	New York City	Re-Announced	75+ mi. / 120+ km	Barricades, initially 80 police officers led to failure; new proposal would not require as many police	Four pilot streets in four boroughs announced 3/25, pilot to last through Monday, 3/30 and then re-assessed. UPDATE: Pilots removed and heavily criticized for heavy police presence. UPDATE: City council is taking legislative action to open streets, rebuking the Mayor's previous refusal to do so. Starting Monday, April 6, 2020, vehicle restrictions on the four streets designated bicyclist/active transportation routes will be in effect daily from 8 a.m. - 6 p.m. These routes have motor vehicles ban for	https://usa.streetsblog.org/2020/04/6/bets-not-overthink-this-opening-streets-is-easy-says-urban-planner-mike-hydon/#disqus_thread		

Project Planning

1. Project Type Selection
2. Project Branding
3. Communication + Marketing
4. Project Team
5. Budget
6. Public Engagement
7. Build Plan
8. Evaluation
9. Maintenance / Removal Plan
10. Project Summary

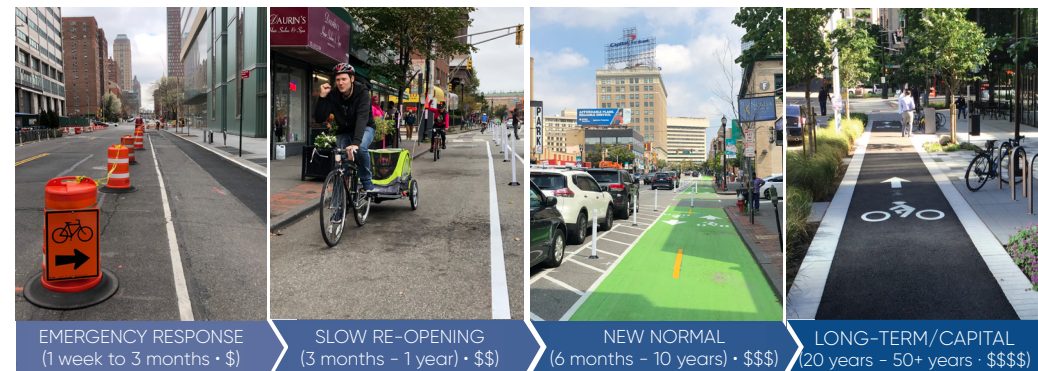
1. Project Type Selection

- 1 Assess resources, determine why, what, and for initial duration.
- 2 Test/engage new project / policy ideas (demo/pilot)
- 3 Implement projects identified in a master plan (demo/pilot)
- 4 Refine and extend successful demonstrations or pilots (interim design)

Quick-Build



Response Recovery



Project Criteria



CONNECTIVITY

How well does the project enable pedestrian and non-motorized connectivity?



VISIBILITY

How well does the project create visual recognition from passersby?



SAFETY

How much does the project improve pedestrian safety?



RETAIL POTENTIAL

How well does the project support existing retail, or attract new tenants?



COST

How much of an investment will the project be in labor, design, installation?



MATERIALS

What kind of materials will meet the project duration/durability goals?



COMPLEXITY OF INSTALL

How complex are the logistics to installation?



PUBLIC ENTHUSIASM

Does the project relate to a master plan, or is there public support?



PARTNERSHIP

Have possible partners been identified?



STEWARDSHIP

How complex is the maintenance of the project? Is there a steward? identified?

June 20th, 2019 Workshop



Safety | Health | Mobility

Every New Haven residents has a right to connect safely and efficiently to jobs, parks, social opportunities, entertainment, and city services.

- 1 For trips under 1/2 mile, make walking / wheeling an easy, safe choice.
- 2 For trips between neighborhoods and, put every resident within proximity of an an all ages and abilities bikeway.
- 3 For trips across neighborhoods and the region, ensure safe, comfortable access to and the reliability of CT Transit bus routes.



NEW HAVEN

Safer Streets: New Haven Increasing Enforcement After Uptick in Pedestrian Crashes

By Jamie Ratliff • Published February 27, 2020 • Updated on February 27, 2020 at 10:57 pm



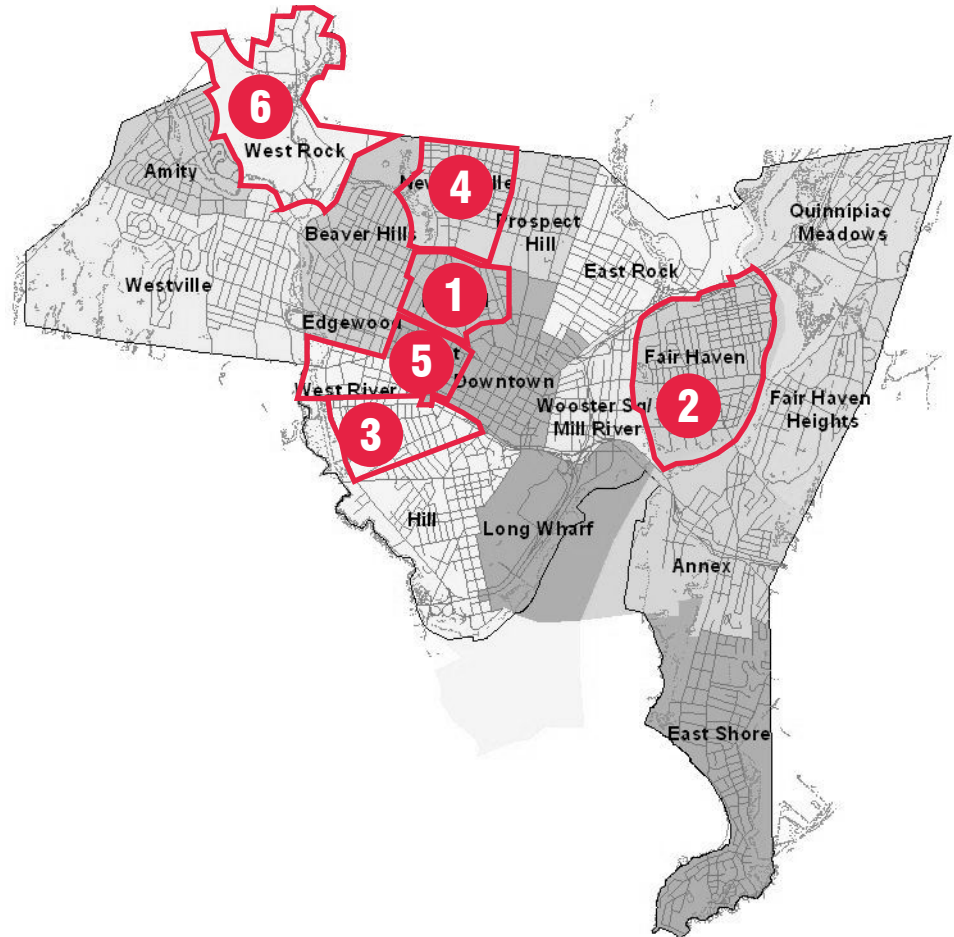
Crosswalk on the road

Some people who live in New Haven say they don't feel safe walking around their city anymore.

Phase 1 Focus: Six Neighborhoods

Initial pilots focused on neighborhoods that can benefit most from safe street investments.

- 1 Dixwell
- 2 Fairhaven
- 3 Hill North
- 4 Newhallville
- 5 West River / Dwight
- 6 West Rock / West Hills



2. Project Branding

1

Develop project identity consistent with project type / context. This includes a project name.

2

Name the project; link it to existing policies/plans wherever possible

3

Find ways to incorporate the brand consistently across project elements.



CALL FOR VOLUNTEERS!
A SAFE ROUTES FOR ALL PILOT PROJECT IS COMING TO DIXWELL
SEPTEMBER 7, 2019

PAINT THE PAVEMENT! We need volunteers for this neighborhood project which will transform intersections into safer places for all street users - people walking, rolling, cycling, taking the bus and driving! Volunteers will be painting and helping install our custom project design at: Dixwell Ave., Munson St., Orchard St. & Shelton Ave

RAIN DATE: SEPTEMBER 14, 2019

WE NEED YOUR HELP!
Sign up to join us from 8am -12pm, 1pm - 5pm, or all day!
www.tinyurl.com/nhvsaferroutes

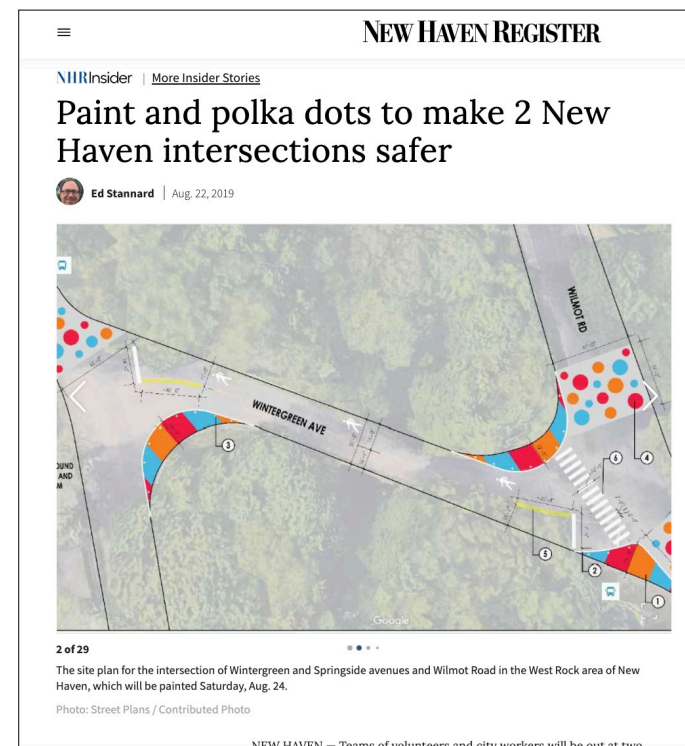
Questions? Send an email to Sarah at CARE: gordons11@southernct.edu



3. Communications + Marketing

- 1 Keep project messaging consistent
- 2 Maximize digital, print, and in-person marketing opportunities
- 3 Work with local media to build awareness / excitement
- 4 Scale communications efforts with a local media kit – distribute sample posts, banners, logos etc.



4. Project Team

- 1 Core project team should include community partners, not just technical experts.
- 2 If the project exists on public ROW, seek a government or political champion.
- 3 Expect to be in frequent contact with the project team, especially as the build date draws near.



5. Project + Materials Budget

New Haven Demonstration Project

File Edit View Insert Format Data Tools Add-ons Help All changes saved in Drive

A	B	C	D	E	F	G	H	I	J	K
NEWHALLVILLE										
Category	Category	Description	Item	SQ. FT./ L.F.	Total Quantity Required	Unit cost	Est. Total Cost	Link	Delivery Location	Notes/Questions
Curb Extensions	Paint	Sherwin Williams Porch & Floor Enamel (Color: Real Red SW6868)	REAL RED 12 GALLONS	1200 SF	12		\$0	https://www.sherwin-		Unit cost are est. because of color selection and business account with the City of NHV
	Paint	Sherwin Williams Porch & Floor Enamel (Color: Jacaranda SW6802)	JACARANDA 10 GALLONS	1000 SF	10		\$0	https://www.sherwin-		Unit cost are est. because of color selection and business account with the City of NHV
	Paint	Sherwin Williams Porch & Floor Enamel (Color: Navel SW6887)	NAVAL 10 GALLONS	1000 SF	10		\$0	https://www.sherwin-		Unit cost are est. because of color selection and business account with the City of NHV
	Traffic Tape	3M A270ES White Stamark™ Pavement Marking Tape - 4" x 30 yds	90 ft roll	501 LF	6	\$197	\$1,182	https://www.uline.co		EACH ROLL IS 90 ft long
Curb Extensions	Delineators	Flex Stakes			40	\$0	\$0	https://www.crowdco		PROVIDED BY CITY OF NHV
					4 cans					
Signs							\$1,182			
Signs							????			
Misc Materials							\$0			
							\$500.00			
RETURNS										
RETURNS										
SUBTOTAL Materials							\$1,682			




- 1 Set budget early; it drives scale / duration
- 2 Breakdown hard vs. soft costs
- 3 Keep budget as lean as possible

6. Public Engagement

- 1 Action-oriented workshops
- 2 In-field outreach (door to door, intercept surveys, public life surveys, existing data collection, demonstration project etc).
- 3 Use all of the above to build awareness and sign up volunteers!
- 4 The project build is your largest platform for public engagement.





Hey New Haven, Let's Build Safe Routes for All!

Demonstration Project Skills + Resources Inventory

I want to volunteer!
Do you have skills, passion, materials, or social connections that could translate into supporting our community-built demonstration projects? If so, we'd love to hear about it!

I have or can get access to...

<input type="checkbox"/> Plants / small trees	<input type="checkbox"/> Paint brushes / paint trays
<input type="checkbox"/> Tools (drill, Scissors, etc.)	<input type="checkbox"/> Safety vests or cones
<input type="checkbox"/> Wheelbarrow / cart	<input type="checkbox"/> Printing capability
<input type="checkbox"/> Shovel	<input type="checkbox"/> Something else: <input type="text"/>
<input type="checkbox"/> Wood pallets / crates	
<input type="checkbox"/> A truck (pick-up or larger)	

Name:
Phone:
Email:

I can help lead...(and/or recruit someone to help lead...)

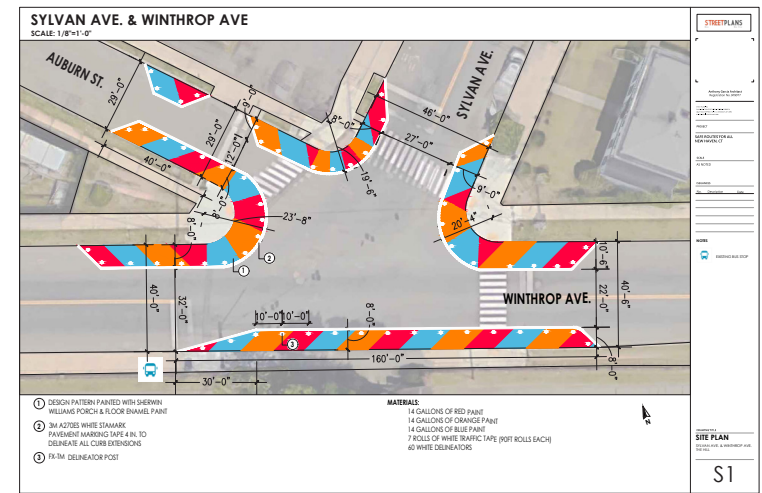
<input type="checkbox"/> Volunteer recruitment	<input type="checkbox"/> Supply procurement
<input type="checkbox"/> Distribute postcards/flyers	<input type="checkbox"/> Supply transport
<input type="checkbox"/> Photos/video of event	<input type="checkbox"/> Partnership with local groups
<input type="checkbox"/> Business outreach (at site)	<input type="checkbox"/> Something else: <input type="text"/>
<input type="checkbox"/> Neighbor outreach (at site)	
<input type="checkbox"/> Contact food/drink vendors	

Whoops! Took this sheet home with you?
Take a photo of it and send it to:
john@streetplans.org

I can help spread the word via...
When the time is right, we'll need everyone to help promote the demonstration project. Please list any relevant online or email listservs, social media, print, or other communication channels you have access to for promoting the event. (e.g. parents' groups, classes you may attend, clubs, social groups, etc.)

7. Build Plan(s)

- 1 Site Plan
- 2 Materials Staging Plan
- 3 Project Schedule
- 4 Implementation Plan
(traffic control, permits etc.)
- 5 Volunteer Management Plan
- 6 Project Clean Up Plan



8. Evaluation Plan

- 1 Measure What Matters Most
- 2 Qualitative/Quantitative
- 3 Measure "Before" / "After"
- 4 Allocate Enough Resources
- 5 Visualize Data Summary
- 6 Ongoing Measurement / Refinement



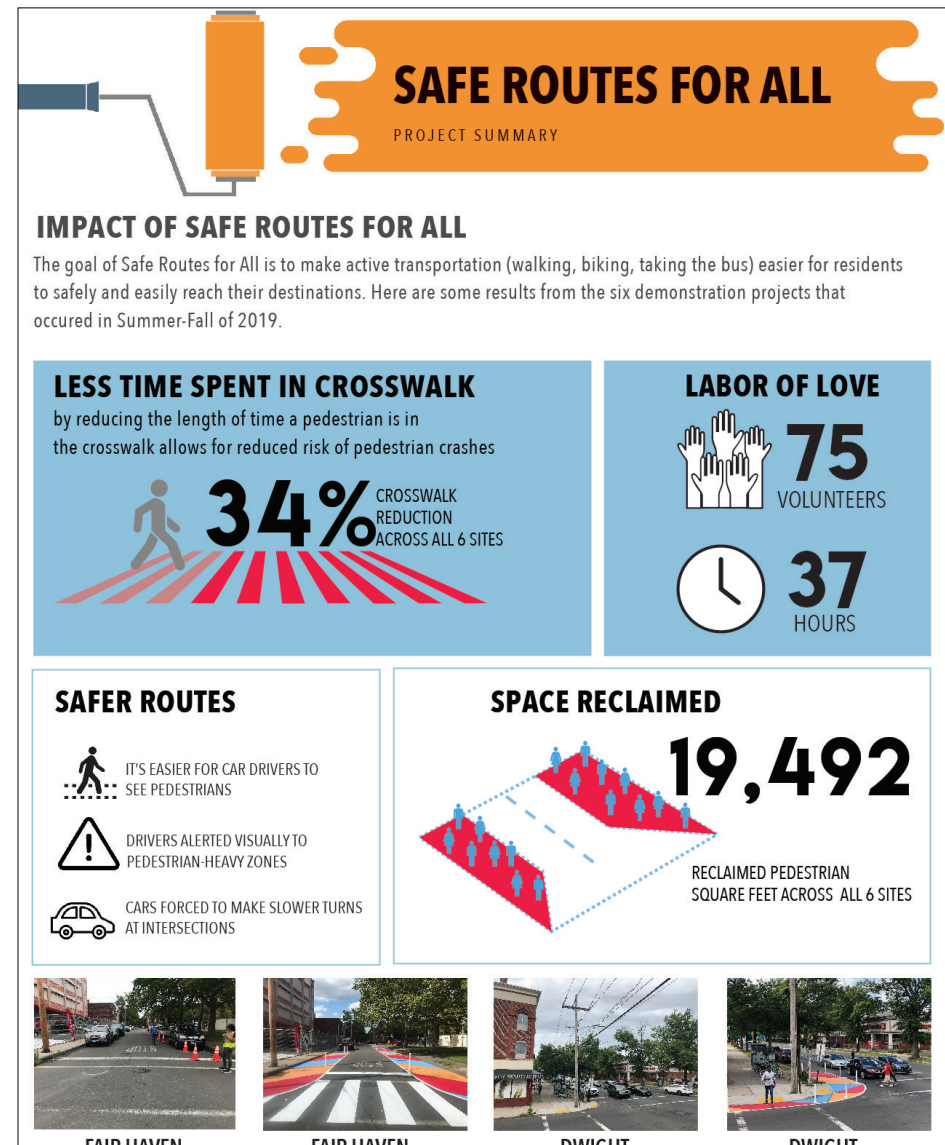
9. Maintenance / Removal Plan

- 1 Every project is unique.
- 2 Ensure maintenance resources/needs in place before moving forward with scale/scope of project.
- 3 Prepare a removal or adjustment plan if/when necessary.



10. Project Summary

- 1 Create project summary documenting process, successes, lessons learned, evaluation results etc.
- 2 Leverage communication plan to share the summary widely.
- 3 Start iterating or planning your next project!



West River / Hill North

Sylvan Av



46% Crossing Reduction



Fair Haven



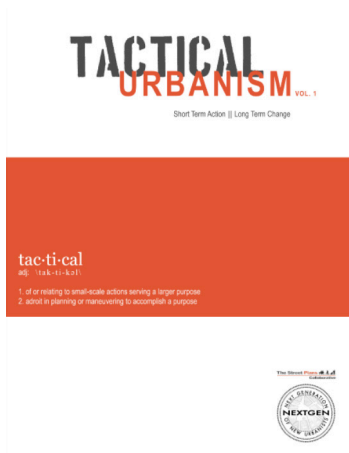
38% Crossing Reduction



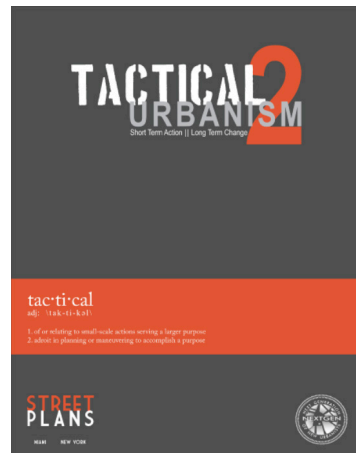
Oh, And Don't Forget to Celebrate!



WWW.TacticalUrbanismGuide.com



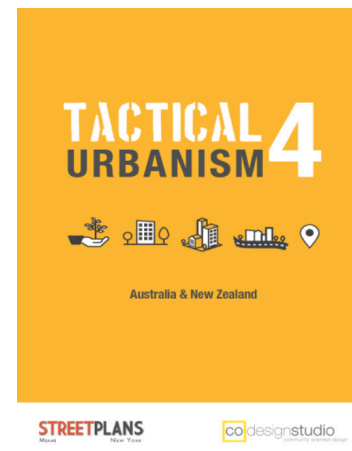
North America (2011)



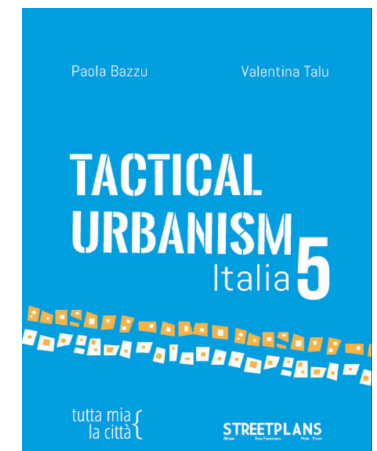
North America (2012)



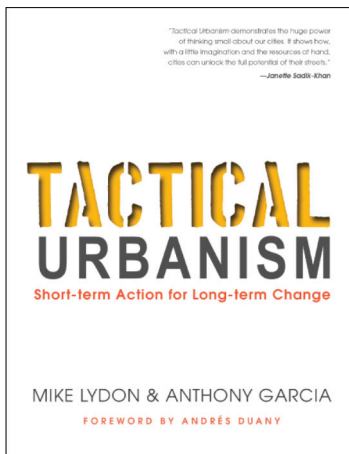
South America (2013)



Australia / NZ (2014)



Italy (2017)



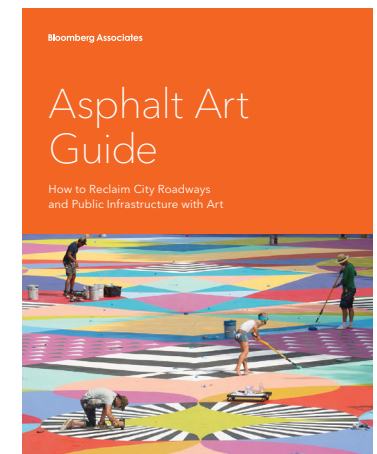
Island Press (2015)



North America (2016)



North America (2019)



North America (2019)

Thanks!

@mikelydon

@streetplans

street-plans.com



Questions + Discussion

