

# TACTICAL URBANISM 2020

## 7 LESSONS FOR HOW BOSTON CAN CONTINUE TO BUILD GREAT STREETS BY EVERYONE, FOR EVERYONE



**@MIKELYDON | @STREETPLANS**

**PLAZAS, PARKLETS, + POP-UPS IN THE PUBLIC REALM | BOSTON, MA | DECEMBER 3, 2019**

# STREETPLANS

MIAMI

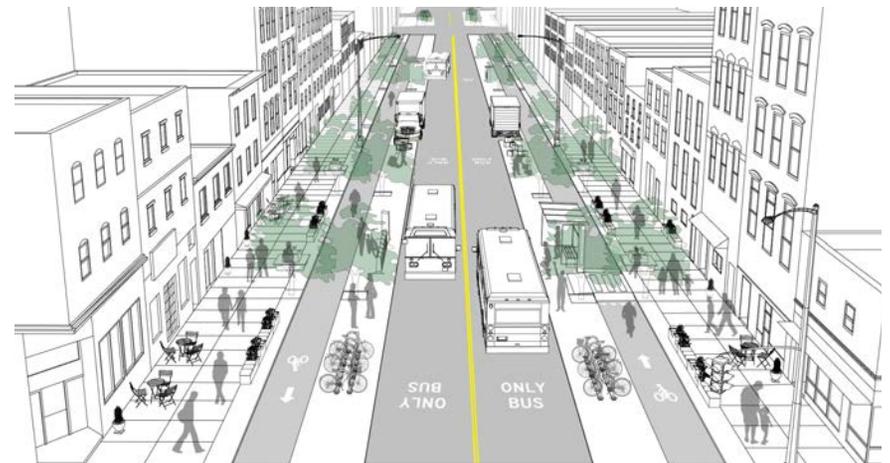
NEW YORK

# 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*



*Transportation Alternative's Streetopia Campaign*

# 10 YEARS, TWO IMPORTANT LESSONS

- 1** Peoples are hungry for a new approach to mobility, planning, engagement, and project delivery.
- 2** Cities and citizens need policies, programs, design, stewardship, and materials guidance that enable nimble project delivery processes.



# CHANGE IS SLOW, CHANGE IS EVERYWHERE...



Open parking lot near Copley Square



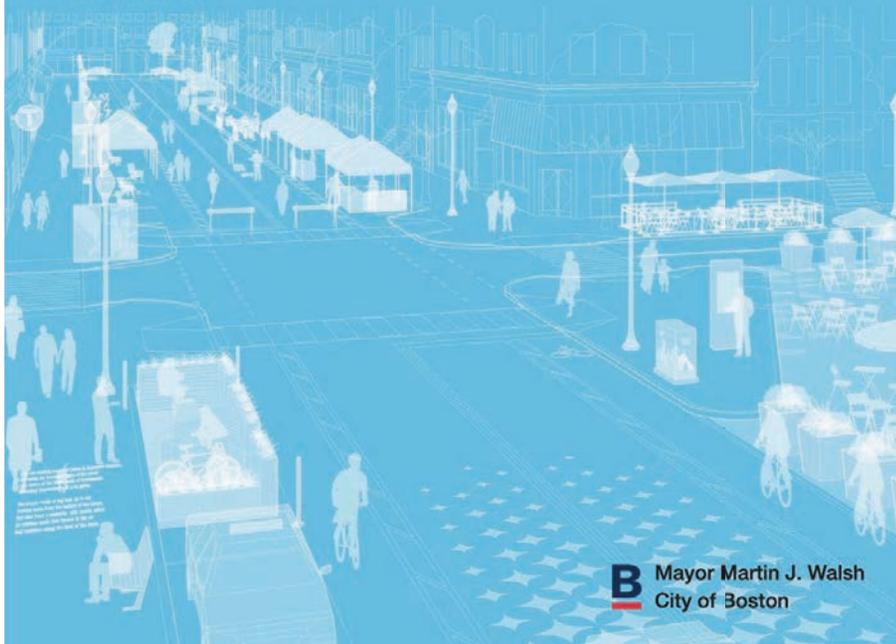
# MULTI-PURPOSE DESIGN OF PUBLIC STREETS AND WAYS

A second important public action tool is the utilization, through effective design, of the many influences of Boston's streets and public ways on private physical development and design. In addition to serving as traffic carriers, Boston's streets and public ways attempt / and often fail / to serve a number of other purposes. Three of these with special implications for design may be described as follows: 1) containers of activities, or public "living rooms"; 2) channels of visual communication; and 3) builders of private development and architectural potential.

# THE MORE THINGS CHANGE, THE MORE THEY...

## Tactical Public Realm Guidelines

August 2018



The City's understanding of the role of the street has been shifting. Rather than just serving vehicles as transportation networks, our streets can be spaces in which to convene, create, and experiment. The enhanced roles streets can play include:

**Streets as Living Rooms:** the “third spaces” where communities are forged. Placemaking strategies that create the infrastructure for these meaningful interactions include tactical plazas, parklets, open streets, and sidewalk cafes.

**Streets as Canvases:** a place for creative expression. Programs that enable these activities include Street Murals, Percent for Art, Paint Box Program, and Street Poetry.

**Streets as Experiments:** public spaces where new technologies are tested and integrated into the built environment. The New Urban Mechanics' Public Space Invitational, the Kiosk Program, and the Soofa bench initiative are examples of how placemaking can provide space for experimentation.

# CONVENTIONAL PROJECT DELIVERY

- 1 Is very slow and expensive;
- 2 Constrains politicians, developers, and institutions who struggle to balance long-term vision with tangible results;
- 3 Unintentionally excludes large swaths of the population; which results in...
- 4 A lack of trust in government institutions and untold amounts of *unrealized value creation.*



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

Government / organizational leadership + involvement required

Sanctioned

High-cost, permanent materials that cannot be adjusted easily; maintenance needs vary tremendously

Required before implementation, recommended during implementation and initial evaluation period, optional thereafter

Low: project is considered a permanent capital upgrade that is unlikely to be adjusted significantly once installed

Qualitative: optional  
Quantitative: recommended

# Quick-Build

This chart illustrates the progression of an iterative approach to project delivery. Though not all projects need to follow this exact model, it can be helpful to see how each project type builds towards the next, using incremental steps to deliver a capital project intended to create long-term change.



**Project Type**  
(time interval · relative cost)

**DEMONSTRATION**  
(1 day - 1 month · \$)

**PILOT**  
(1 month- 1+ year · \$\$)

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

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

**Project Leaders**

Anyone (city, non-profit, business owner, students etc.)

Government / organizational leadership + involvement required

Government / organizational leadership + involvement required

Government / organizational leadership + involvement required

**Permission Status**

Sanctioned or unsanctioned

Sanctioned

Sanctioned

Sanctioned

**Materials + Maintenance**

Very low-cost, typically low-durability. May be borrowed, easily made, or purchased; no maintenance required

Relatively low-cost, but semi-durable materials to maximize design flexibility while minimizing maintenance needs

Low and moderate cost materials, designed to balance design flexibility, performance outcomes, and maintenance

High-cost, permanent materials that cannot be adjusted easily; maintenance needs vary tremendously

**Public Involvement**

Optional before project implementation, Recommended during brief project lifespan

Required, frequent before implementation and frequent during evaluation period

Recommended, frequent before implementation, required during initial evaluation period, optional thereafter

Required before implementation, recommended during implementation and initial evaluation period, optional thereafter

**Flexibility of Design**

High: organizers expect project to be adjusted and removed within a short timeline, typically one week or weekend

High: proponents expect project to be adjusted; it *may* be removed if it does not meet goals upon initial evaluation

Moderate: organizers expect project to be adjusted, but it is intended to remain in place until capital upgrades are possible

Low: project is considered a permanent capital upgrade that is unlikely to be adjusted significantly once installed

**Data Collection / Evaluation**

Qualitative: optional  
Quantitative: optional

Qualitative: required  
Quantitative: required

Qualitative: recommended  
Quantitative: required

Qualitative: optional  
Quantitative: recommended

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# TACTICAL URBANISM

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

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# 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.

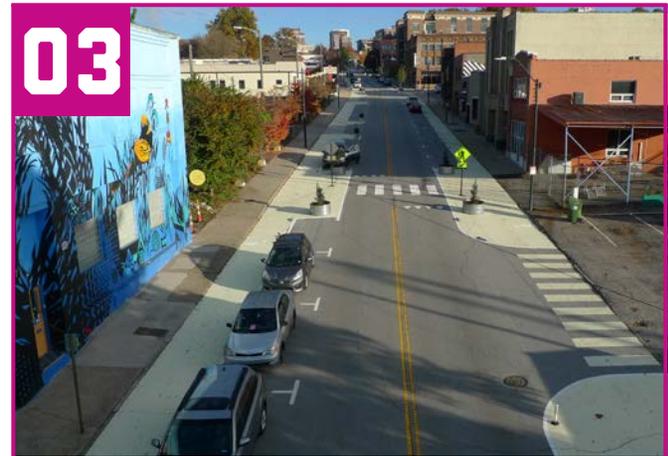
# THE 3 PHASES OF TACTICAL URBANISM



**01**  
**Rediscovering + sharing the power of the unsanctioned**  
**(2005 - 2011)**



**02**  
**Engaging the conventional city-making process**  
**(2007 - 2015)**



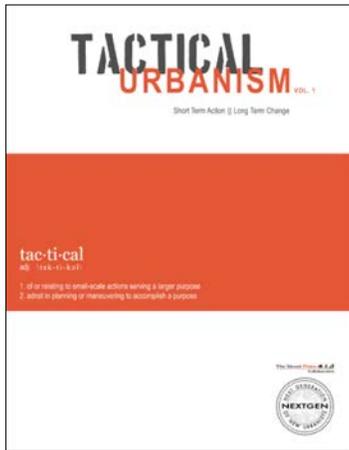
**03**  
**The Transformation of Planning + Design Practice**  
**(2015 - )**

# BENEFITS

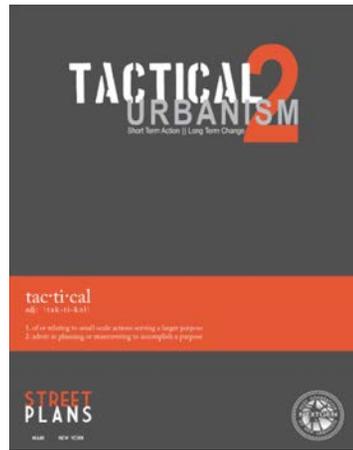
- 1** People work together in new ways - experiential engagement!
- 2** Helps uncover what works, and more importantly, *what doesn't!*
- 3** Builds political will and delivers public benefits faster



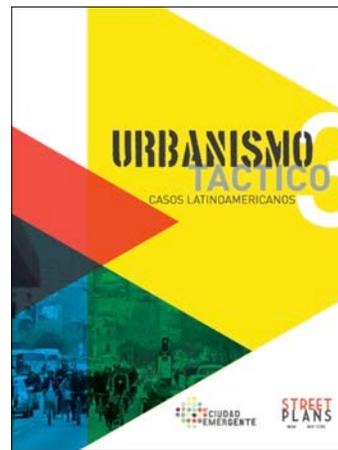
# WWW.TACTICALURBANISMGUIDE.COM



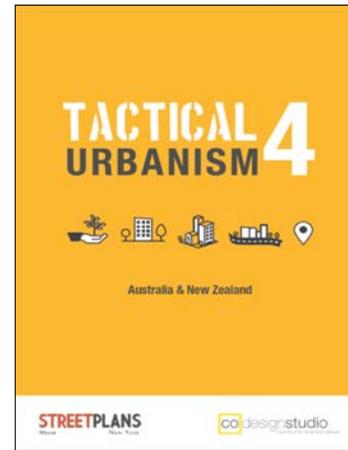
North America (2011)



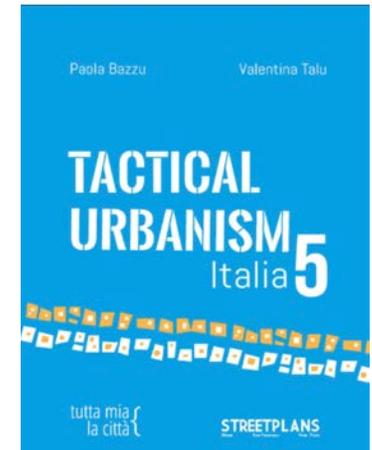
North America (2012)



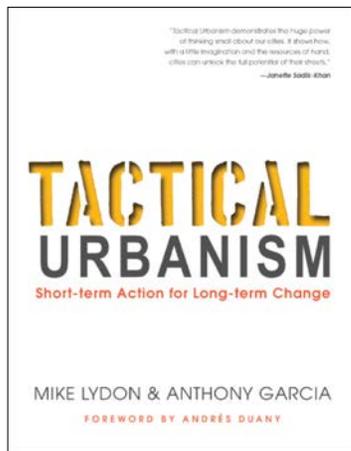
South America (2013)



Australia / NZ (2014)



Italy (2017)



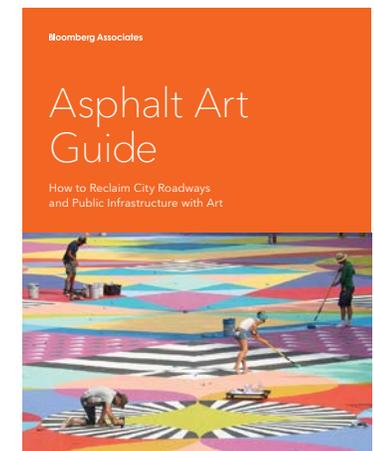
Island Press (2015)



North America (2016)



North America (2019)

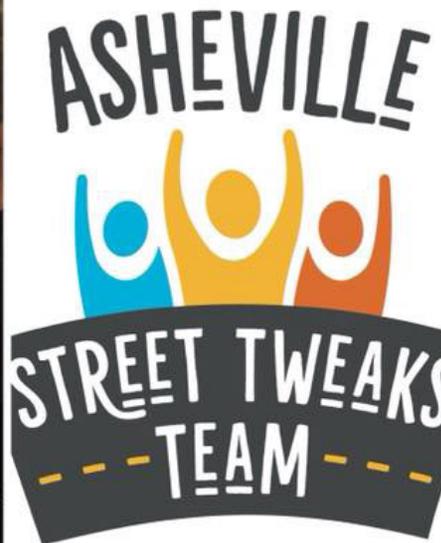


North America (2019)

# LESSONS FROM THE STREET: 7 RULES TO PLAN BY



# #1 THE PEOPLE, THEY COME FIRST



# 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!

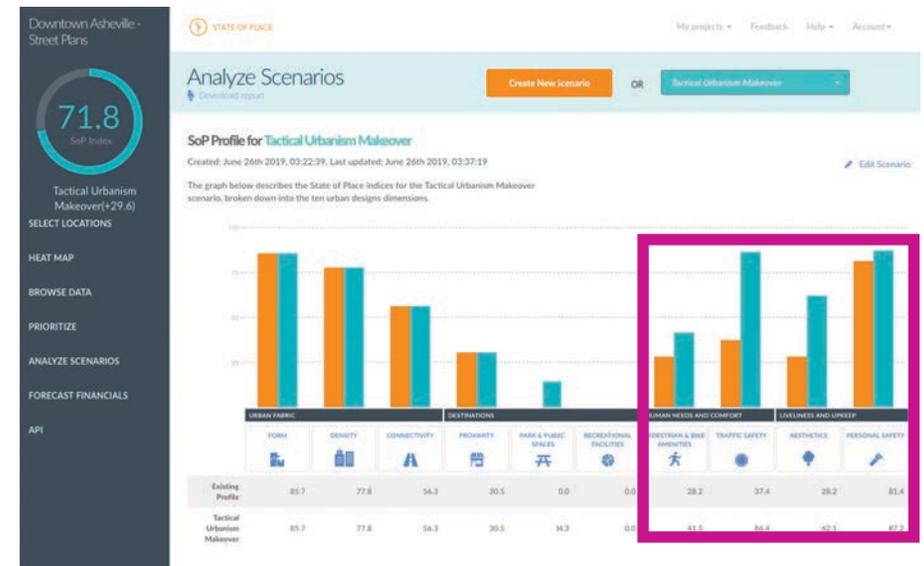
**Text "streetsurvey" to  
555888 to share  
your thoughts**



- Speeds dropped by 25%
- Incidents of speeding reduced from 50% to 20%.



# STATE OF PLACE: 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?**

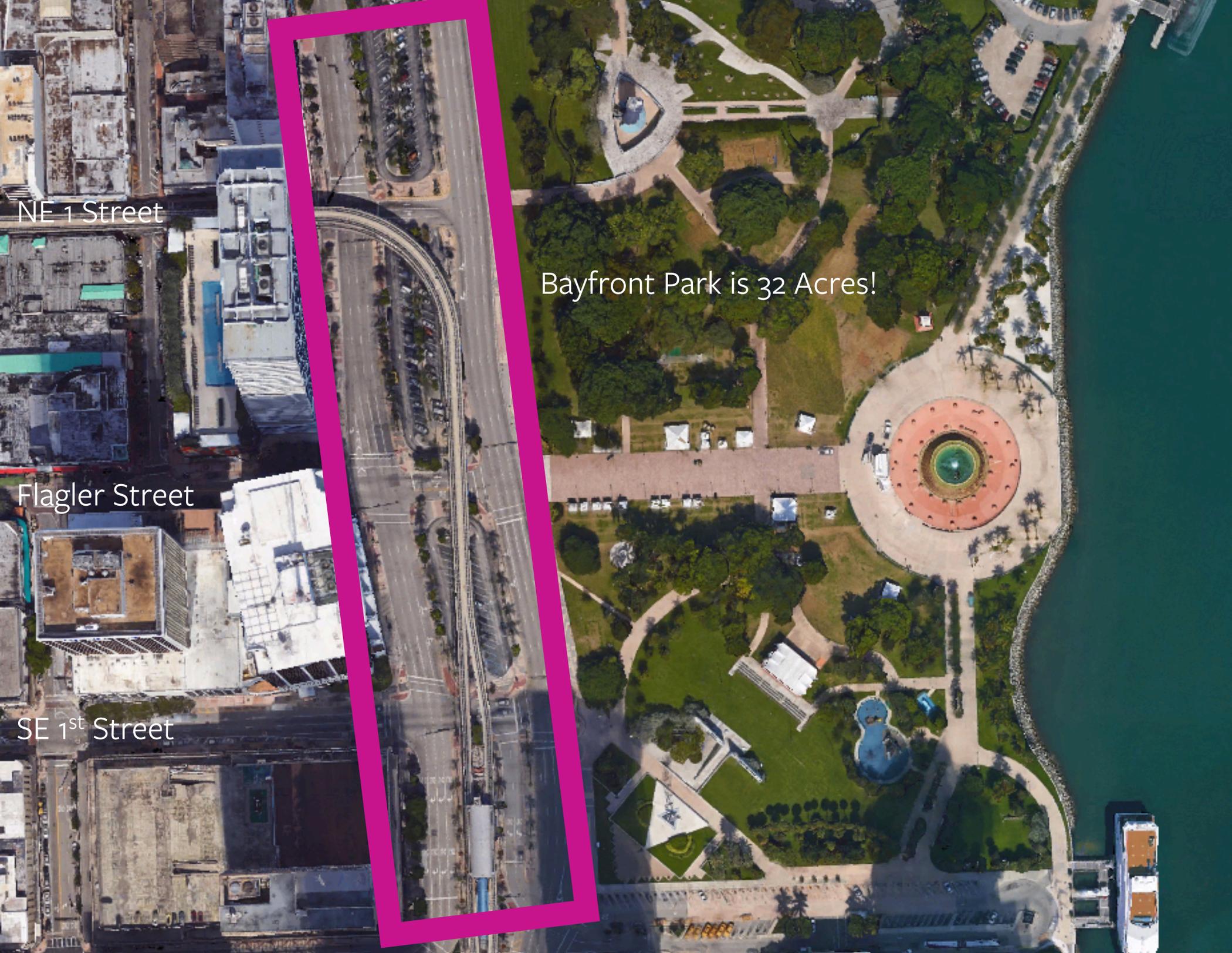


## #2. TAKE EXISTING PLANS OFF THE SHELF



# PARK(ING) DAY 2011





Bayfront Park is 32 Acres!

NE 1 Street

Flagler Street

SE 1st Street

# BISCAYNE GREEN VERSION 1.0 (2012)



# ONE BLOCK, ONE WEEK



# 30+ PROGRAMMING PARTNERS



2013





## Biscayne Green



Creating a pop-up park and urban forest along Biscayne Boulevard to drive momentum for "Biscayne Green," a proposal to redesign Biscayne Boulevard to include a pedestrian promenade.

# Biscayne Green

## MIAMI DOWNTOWN DEVELOPMENT AUTHORITY

DATE AWARDED	04/12/16
AMOUNT	\$145,000
GRANT PERIOD	04/12/16 to 04/11/17
FOCUS AREA	<a href="#">Communities</a>
COMMUNITY	<a href="#">Miami</a>
INITIATIVE	<a href="#">Knight Cities Challenge</a>

### PROJECT LINKS

- [Miami DDA](#)
- [@downtownMIA on Twitter](#)
- [Biscayne Green on Curbed.com](#)
- [Miami DDA plan for Biscayne Green](#)

### GRANTEE CONTACT

- [Fabian De La Espriella](#)
- Miami, FL

# VERSION 2.0: 3 BLOCKS, 1 MONTH (2017)





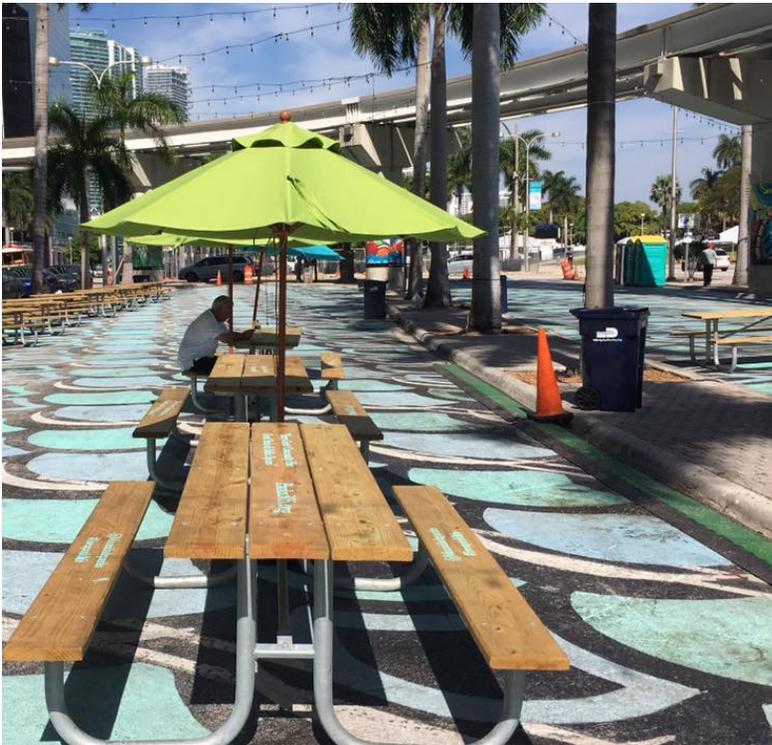
# BISCAYNE GREEN BY DAY



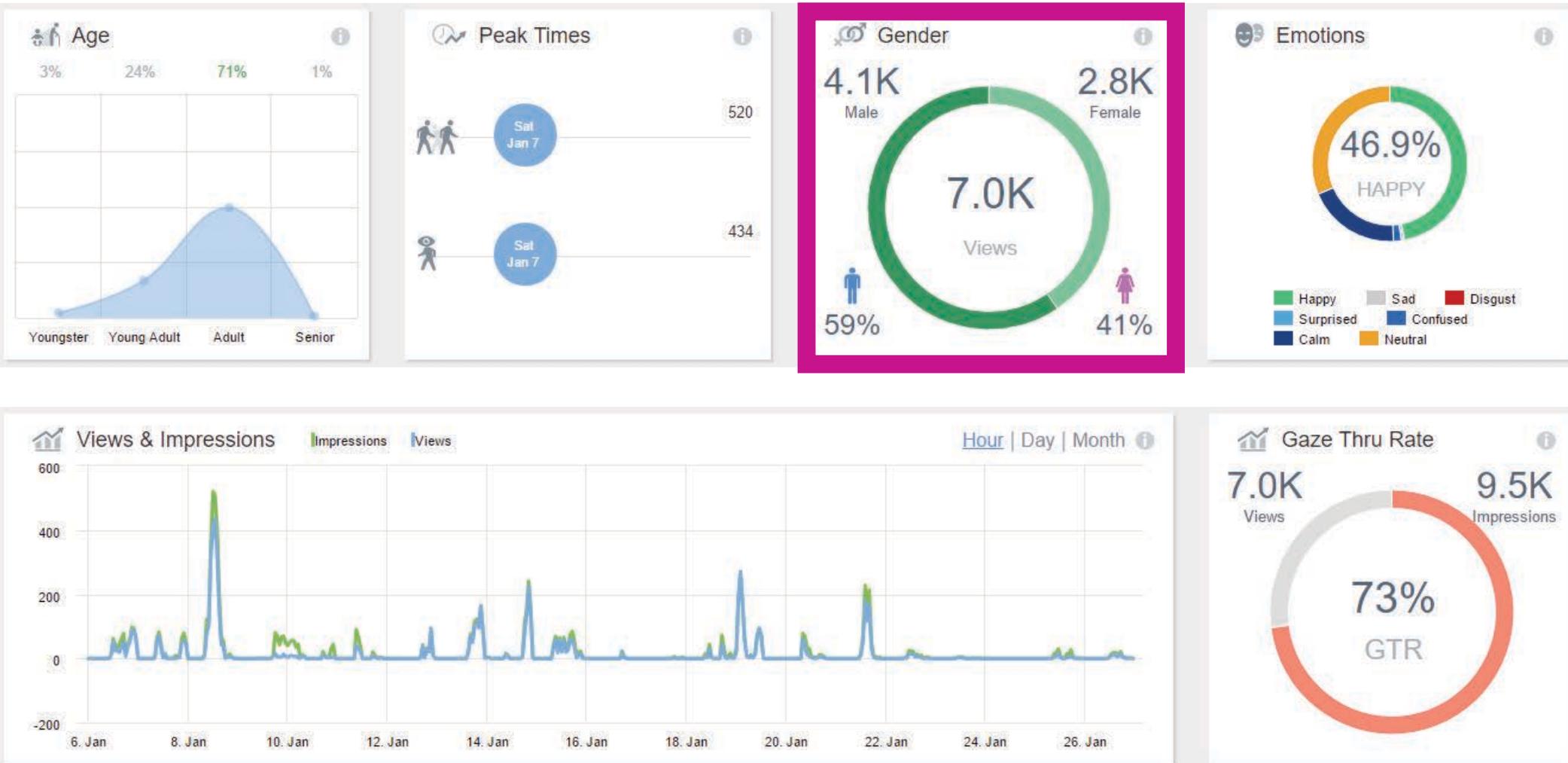
# BISCAYNE GREEN BY NIGHT



# BISCAYNE GREEN: 23 DAYS, 20,000+ PEOPLE



# WHAT YOU DESIGN SHOULD RESPOND TO HOW PEOPLE DO, AND DO NOT, USE PUBLIC SPACE



# BUILDING POLITICAL WILL

EDITION  
US

THE HUFFINGTON POST

 **J.J. Colagrande, Contributor**  
J.J. Colagrande is a Miami based professor and author of *Decò* and *Reduce Heat Continue To Boil*

## Biscayne Green Should Stay Downtown

02/05/2017 11:30 pm ET

Activating Downtown is one of the golden tickets to Miami's growth into the twenty-first century. If Biscayne Green is any idea of what can occur in the area, hope exists for our most important corridor. Biscayne Green proved successful.

We need local culture Downtown and we need it bad.

The corridor is going through a rough transition. We lost many of our cultural venues to real estate development: Grand Central, Tobacco Road, Will Call, The Stage, and Elwood's, to name a few recent closings, not to mention all the small businesses and restaurants that closed. Still, cranes litter the skyline erecting more condos into the heavens promising housing ninety percent of us will never be able to afford.

Then there's Biscayne Green, an experiment in what Downtown could look like: an urban oasis of culture, camaraderie and community engagement. Authentic, cozy, cool. Free yet good for local businesses. Perfectly nestled in the heart of the corridor.



2017

## Plan to transform Biscayne Boulevard gets federal grant

Written by [John Charles Robbins](#) on August 8, 2017



A plan to transform Biscayne Boulevard into something other than a busy downtown street just got a significant financial boost.

# 2019

## Study due on narrowing Biscayne Boulevard traffic flow

Written by [Catherine Lackner](#) on August 6, 2019



Biscayne Green, a Downtown Development Authority plan to create a grand promenade on Biscayne Boulevard by closing some traffic lanes, just got a boost: a long-awaited letter of concurrency from the state to the city allowed a lane closure study – the next step in making Biscayne Green a reality – to begin last month.

That study will take about nine months, said Christina Crespi, authority deputy director. “It will tell us what the impact closing lanes will be, depending on how many lanes are closed at any one time,” she said. Transportation consultant T. Y. Lin is to do the study.

*Biscayne Green, a plan to create a grand promenade on Biscayne Boulevard by closing some traffic lanes, just got a boost: a long-awaited letter of concurrency from the state to the city allowed a lane closure study – the next step in making Biscayne Green a reality.*

**#3. STICK WITH IT, STICK WITH IT, STICK WITH IT**



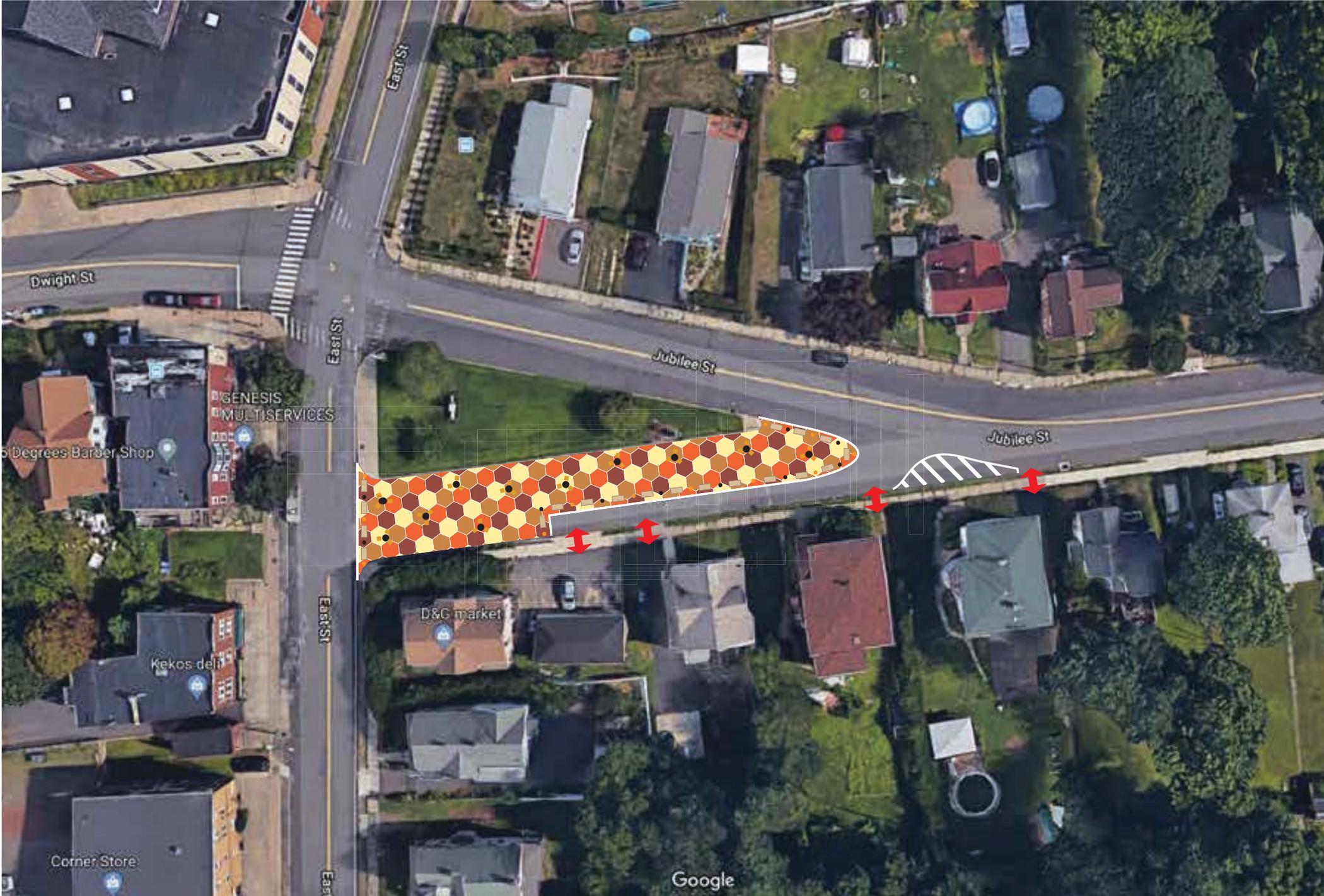
# NEW BRITAIN, CT



125 ft

Google Earth

# SITE PLAN



# CASCADING CHALLENGES











# BUILD. MEASURE. LEARN.



*“We moved the painted concrete block closer to the curb which we needed to do to keep the street closed through the winter. **One thing we didn’t do that I wish we did is paint the mural right up to the edge of East Street.***

*The concept showed that, and I had commented to my own people that we need to make sure we install it like this, but I forgot about this as we were doing the painting.”*

*- Mark Moriarty, P.E.  
Director of Public Works*

# LET THE PROCESS PLAY OUT...

**April 4th, 2019**

*Wish I had good news here, but I don't and this project continues to be a thorn in our sides. **The Jubilee Street mural just hasn't been accepted by a large majority of the residents of Jubilee Street.***

*They continue to send emails and write letters demanding its removal. They've also gone door to door with a petition.*

**April 5th, 2019**

*Most of the people in attendance ended up being very supportive of the Jubilee Street closure after we went through how greatly it improved vehicular and pedestrian safety, and was a betterment to the neighborhood.*

*One thing I think you'll all be happy to hear is that the resident who was most impacted by the closure, and originally was very, very against turned around and is now a big supporter of the closure. He talked about the traffic improvements, decreased drug activity, and that kids are using the closed space where the mural is to ride bikes.*

***Our ultimate plan is to expand the park area by the end of the summer.***

# #4. YOU CAN'T SCALE WHAT YOU CAN'T PERMIT



Guarded: Vicki Oftedal-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



# SO LET'S MAKE IT EASIER FOR EVERYONE!

## COMMUNITY-LED DEMONSTRATION PROJECT POLICY + GUIDE

City of Burlington, VT | April 2016



Phase 3: Mandatory Informational Sign - to be posted at Project Site

## COMMUNITY-LED DEMONSTRATION PROJECT

This pop-up project was created through the City of Burlington's Demonstration Project Program. The program creates a pathway for everyday residents, advocacy organizations, and community groups to spearhead short-term demonstration projects alongside the Department of Public Works and other agencies.

### Project Name and Description:

### Project Duration:

### Lead Contact Person and/ or Organization:



If lead contact person cannot be found,  
contact the Burlington Department of  
Public Works at 863-9094.

In case of emergencies, dial 911 for the Burlington Police Department.



# BURLINGTON, VT DEMONSTRATION PROJECTS





## 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



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



# "QUICK BUILD" DESIGN AND MATERIALS STANDARDS



## SAFER PLACES TO WALK

### CURB EXTENSIONS

Curbside 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 waiting/turning 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 to gateway 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  
3 min. - 10 max.  
STANDARD DOUBLE RETROREFLECTIVE WHITE LINE  
Planters to abut interior line edge  
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  
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 if 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 areas will increase cost, but also increase clarity of design intent;
- Select barrier elements, such as vertical delineators, concrete 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.
- Curbside extension should be 1' less than width of adjacent parking stalls; Length will vary and may include site triangle visibility zones (see page 13).
- Curbside 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.
- Curbside radii should comply with anticipated design vehicle, but wherever possible not exceed 15'.
- For more detailed guidance, see NACTD'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

#### APPLICATION GUIDANCE

**Applications**  
Protected Bike Lane | Bicycle Refuge Island

**Components**

- Concrete Planter
- Soil
- Plant Matter
- Cyclist Hand/feetrest (optional)

**Dimensions**  
(See Diagrams at left)

**General Design Guidance**

- Identify a maintenance/ownership 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 24" Curbs to create a barrier along bikeway edge, centered within any buffer zone that may exist. Place curbs 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 illegal parking or turn movements interfere with bikeway use.
- To increase visibility / protection, use full curb and delineator posts to define Bicycle Refuge Island; use 28" posts where visibility is a concern.
- The 28" posts along protected bikeways or wherever application may conflict with bicycle handbars.



# CAN WE DO THIS AT THE REGIONAL SCALE?



**TASTE OF AVENUE THREE**

QUICK BUILD PROGRAM

STREETPLANS GLENDA PUENTE / ARCHITECT MIAMI DDA unlimited M Facility

**Current space for pedestrians: 10,500 sq. ft.**

**Possible additional space for pedestrians: 3,250 sq. ft.**

**What is this?** Taste of Avenue 3 is the first activation of many in support of Avenue 3 Miami, a grassroots effort to create a pedestrian-oriented and vibrant NE 3rd Avenue in Downtown Miami. This demonstration highlights what space

# MIAMI-DADE QUICK-BUILD PROGRAM

## JUNE 2017 - CURRENT

- Partnership with Miami-Dade County Dept. of Transportation & Public Works and local nonprofit
- Four-month open competition for transportation and public space pilot projects
- \$150k in local funds leveraged
- Goals: Build priority projects and adopt permitting process for Quick-Build projects

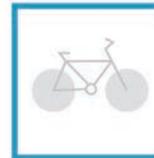
WE WILL:

- BUILD BIKE LANES.
- PAINT CROSSWALKS.
- IMPROVE MOBILITY.



The **Miami-Dade Transportation Quick-Build Program** is a County effort that provides funding and technical assistance for the implementation of municipality and citizen-led, short-term, low-cost transit access, bicycle, and pedestrian projects.

Based on Tactical Urbanism, these projects allow community members and the County to experience and evaluate projects before capital dollars can make them permanent.



From now until May 2018, the County's Department of Transportation and Public Works, nonprofit Green Mobility Network, and technical consultant Street Plans will be building 18 projects within Miami-Dade County. These projects were selected from a pool of 68 applications by a committee comprised of DTPW, Green Mobility Network, Street Plans, Neat Streets Miami, and NYC-based nonprofit Transit Center. They include new protected bike lanes, a dedicated transit lane, crosswalks, transit station enhancements, and more!



To view the selected projects, or to find out how to get involved in a project near you, visit: [quickbuild.greenmobilitynetwork.org](http://quickbuild.greenmobilitynetwork.org).



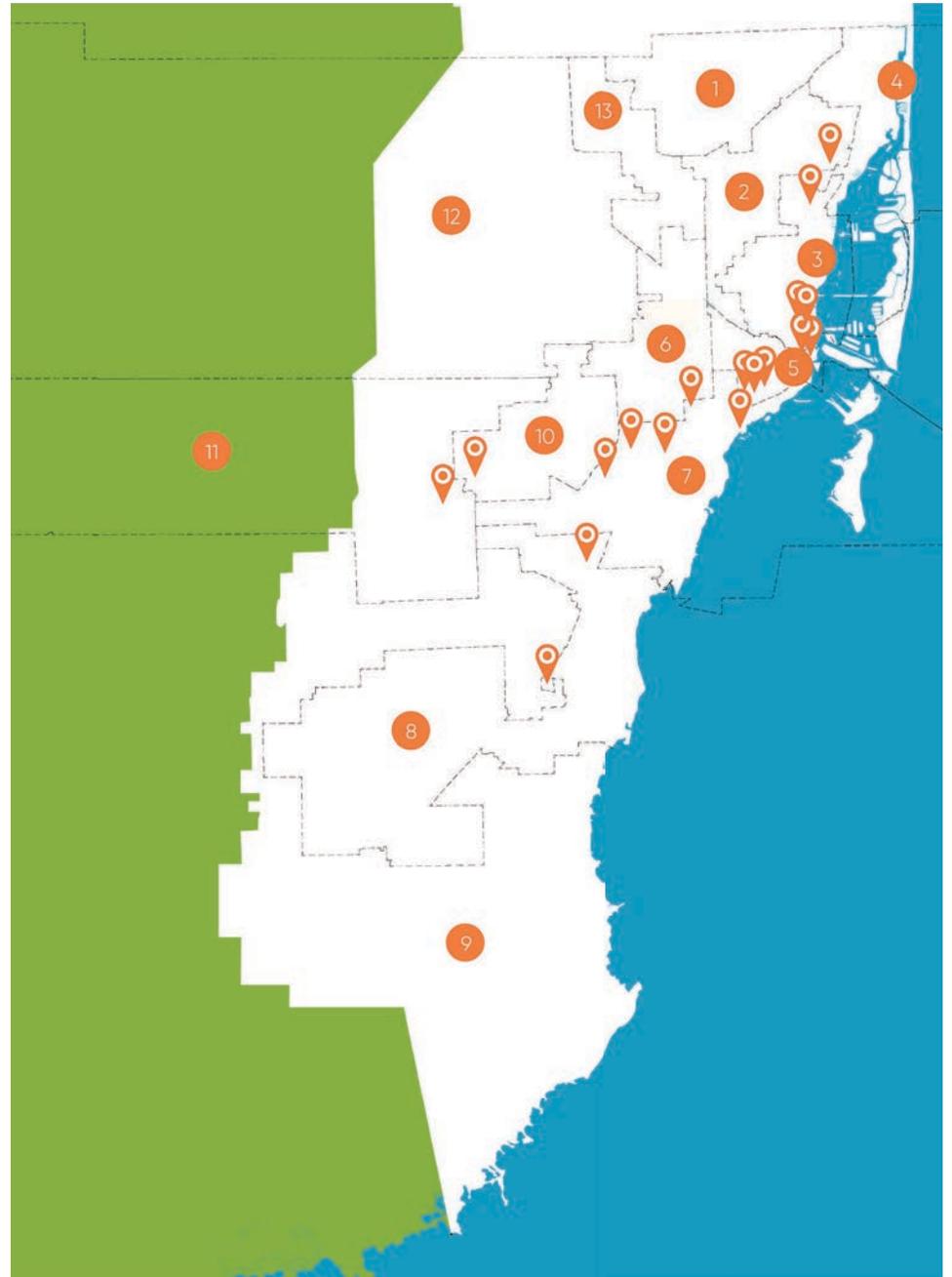
**68 APPLICATIONS**

**7 COUNTY DISTRICTS**

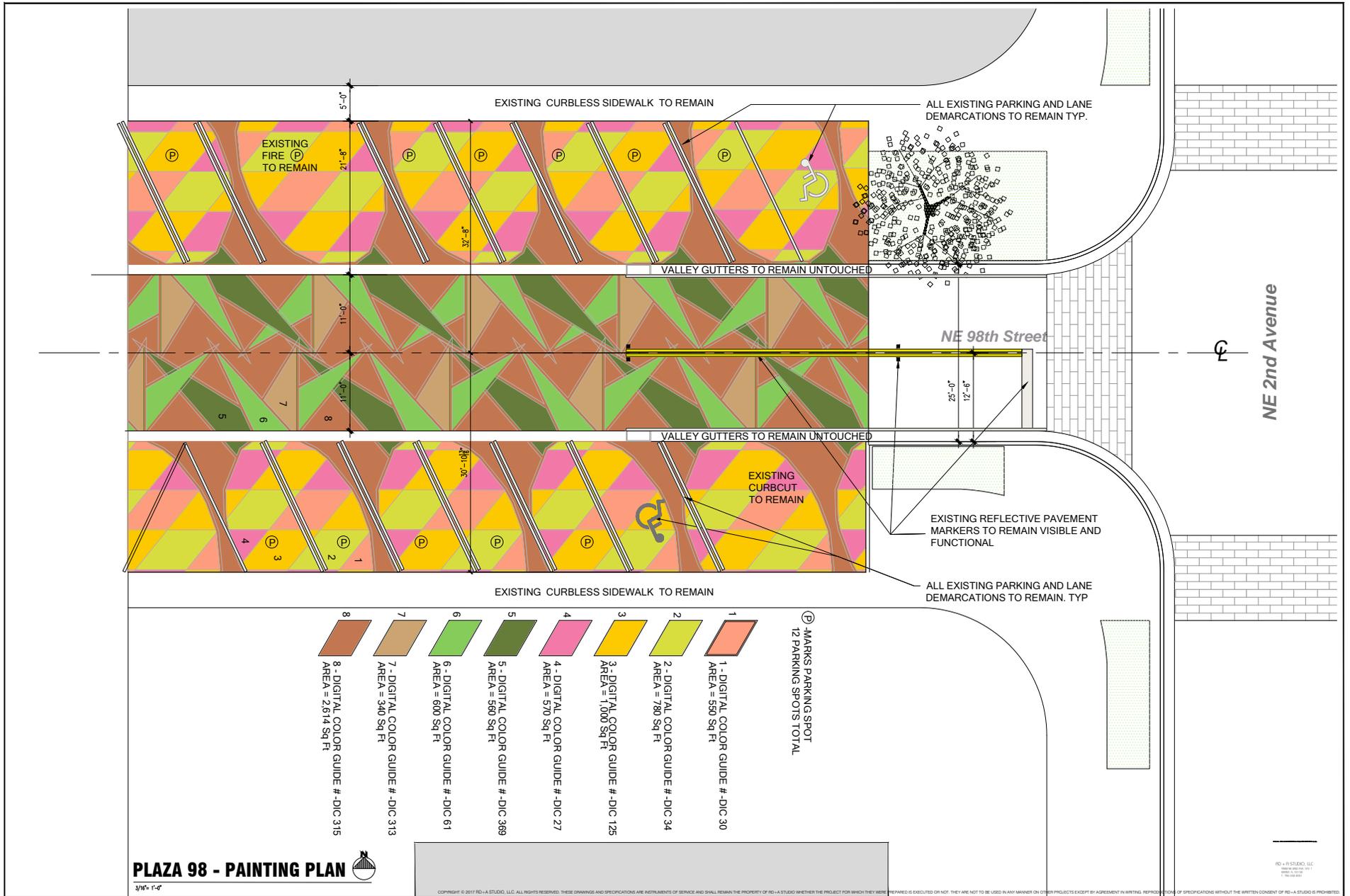
**5 MUNICIPALITIES**

**18 PROJECTS SELECTED**

**4 PROJECTS**



# PLAZA 98 DESIGN PLAN





# RESOLUTION: PASSED!

Approved \_\_\_\_\_ Mayor  
Veto \_\_\_\_\_  
Override \_\_\_\_\_

Agenda Item No.  
2-6-18

RESOLUTION NO. \_\_\_\_\_

RESOLUTION RECOGNIZING THE MIAMI-DADE QUICKBUILD PROGRAM AS A CATALYST FOR LIVABILITY IN MIAMI-DADE COUNTY; DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO CREATE A FLEXIBLE AND STREAMLINED TRAFFIC ENGINEERING PROCESS TO ALLOW FOR THE QUICKBUILD PROGRAM PROJECTS TO ENCOURAGE THE PROMPT AND LOW-COST IMPLEMENTATION OF TRANSPORTATION PROJECTS AND TO PROVIDE A REPORT WITHIN A SPECIFIED TIME

**WHEREAS**, the Board of County Commissioners recognizes that Miami-Dade's growing population will require the efficient use of all public rights-of-way to balance all modes of transportation and meet the needs of people of all ages and abilities; and

**WHEREAS**, the Board is mindful of the importance of being proactive in developing a greener, healthier, aesthetically pleasing, dynamic, vibrant, and cosmopolitan community; and

**WHEREAS**, the Board desires to create livable, safe and connected streets with an efficient, multimodal transportation network that promotes the health and mobility of all citizens and visitors while reducing negative impacts on the environment; and

**WHEREAS**, in November 2014, the Board adopted Resolution No. R-995-14 to create a plan for the implementation of a "Complete Streets Program," and develop Complete Streets Guidelines; and

**WHEREAS**, in March of 2015, Mayor Carlos A. Gimenez and Miami-Dade Commissioner Dennis C. Moss, District 9, as the chairman of Neat Streets Miami, appointed the Local Action Team for Safer People, Safer Streets comprised of 22 local leaders who were tasked with tackling Miami-Dade County's high rate of pedestrian fatalities and bicycle crashes on our roads; and

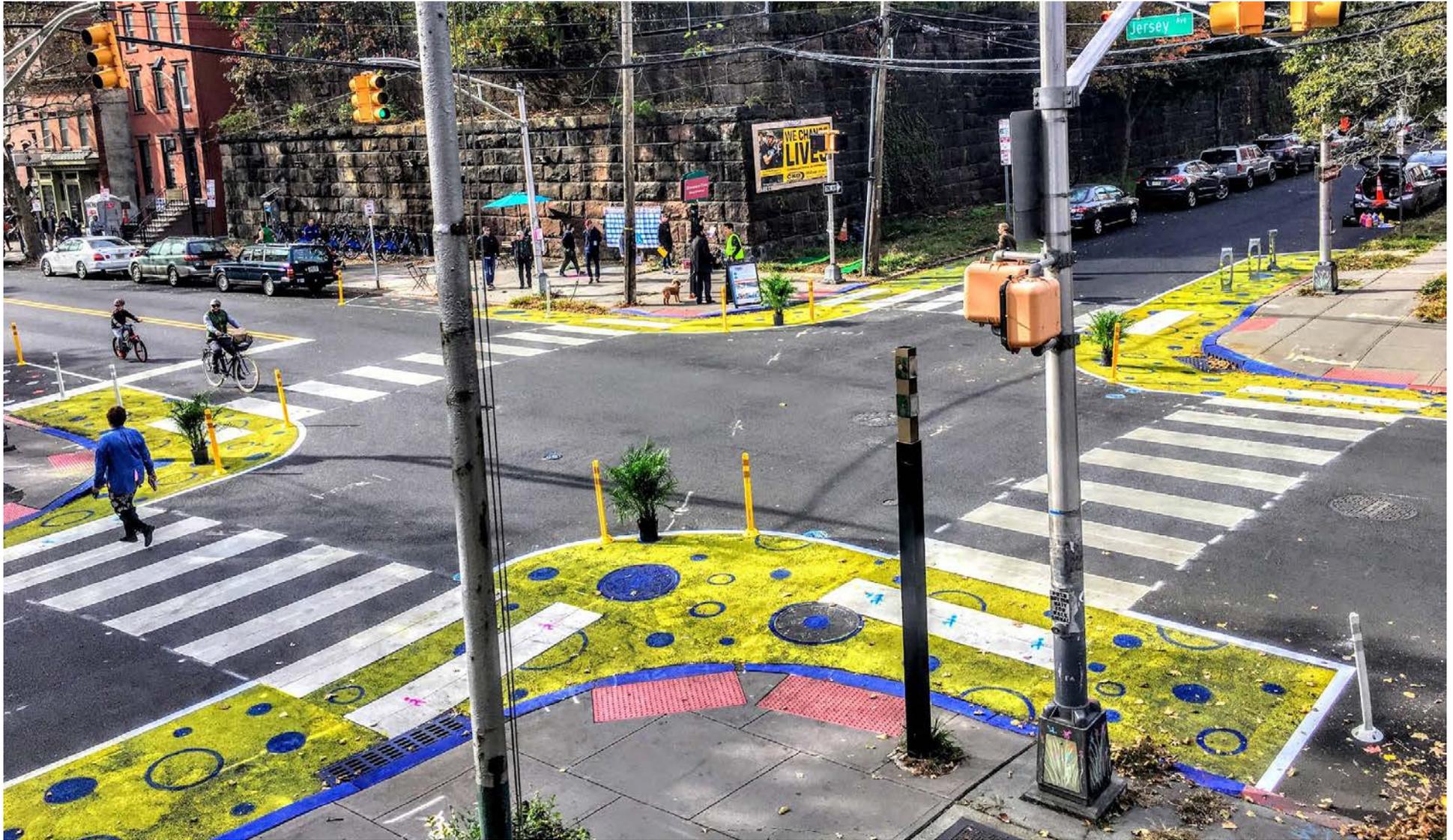
3

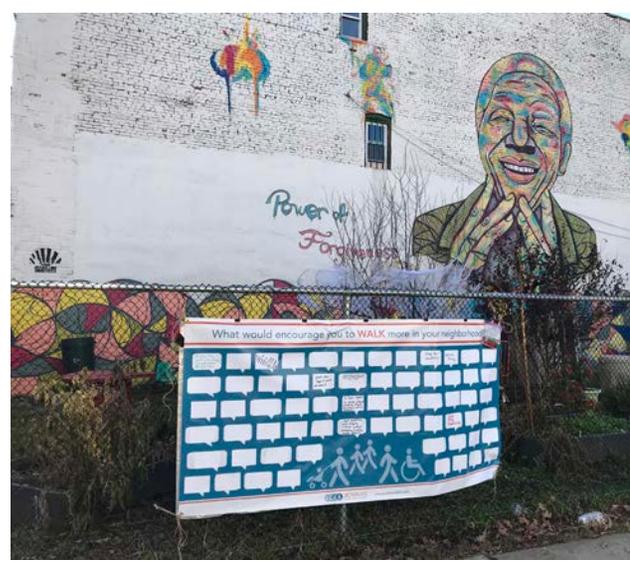
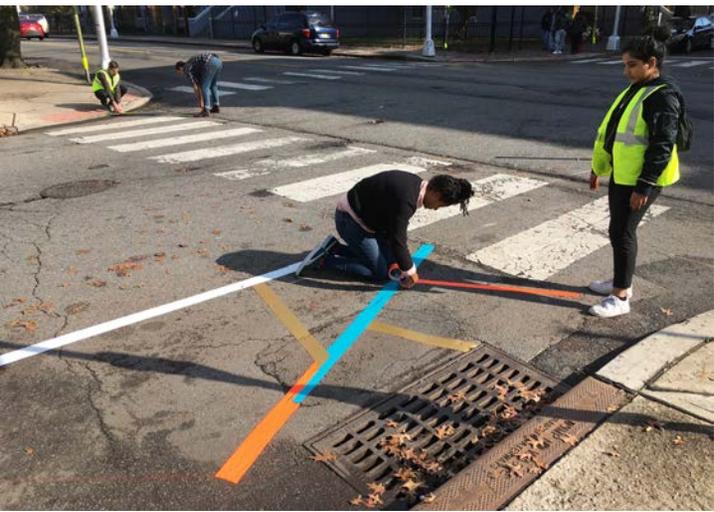
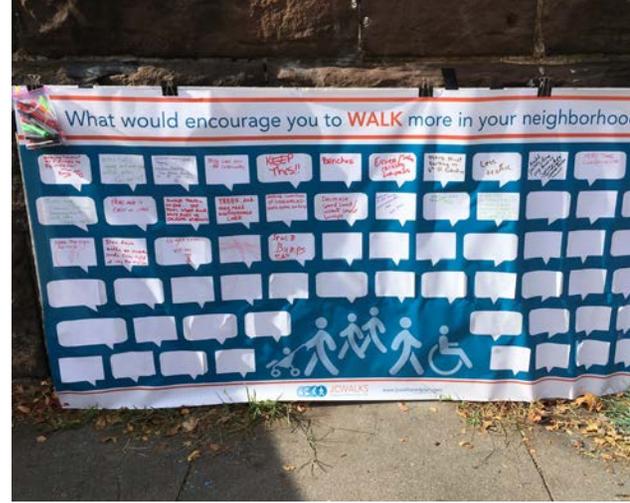
*Resolution recognizing the Miami-Dade County Quick-Build Program as a catalyst for livability in Miami-Dade County; Directing County Mayor or County Mayor's Designee to **create a flexible and streamlined traffic engineering process to allow for the Quick-Build Program projects** to encourage the prompt and low-cost implementation of transportation projects...*

# PLAZA 98 ONGOING ACTIVATION



# #5: ACTION BEGETS ACTION

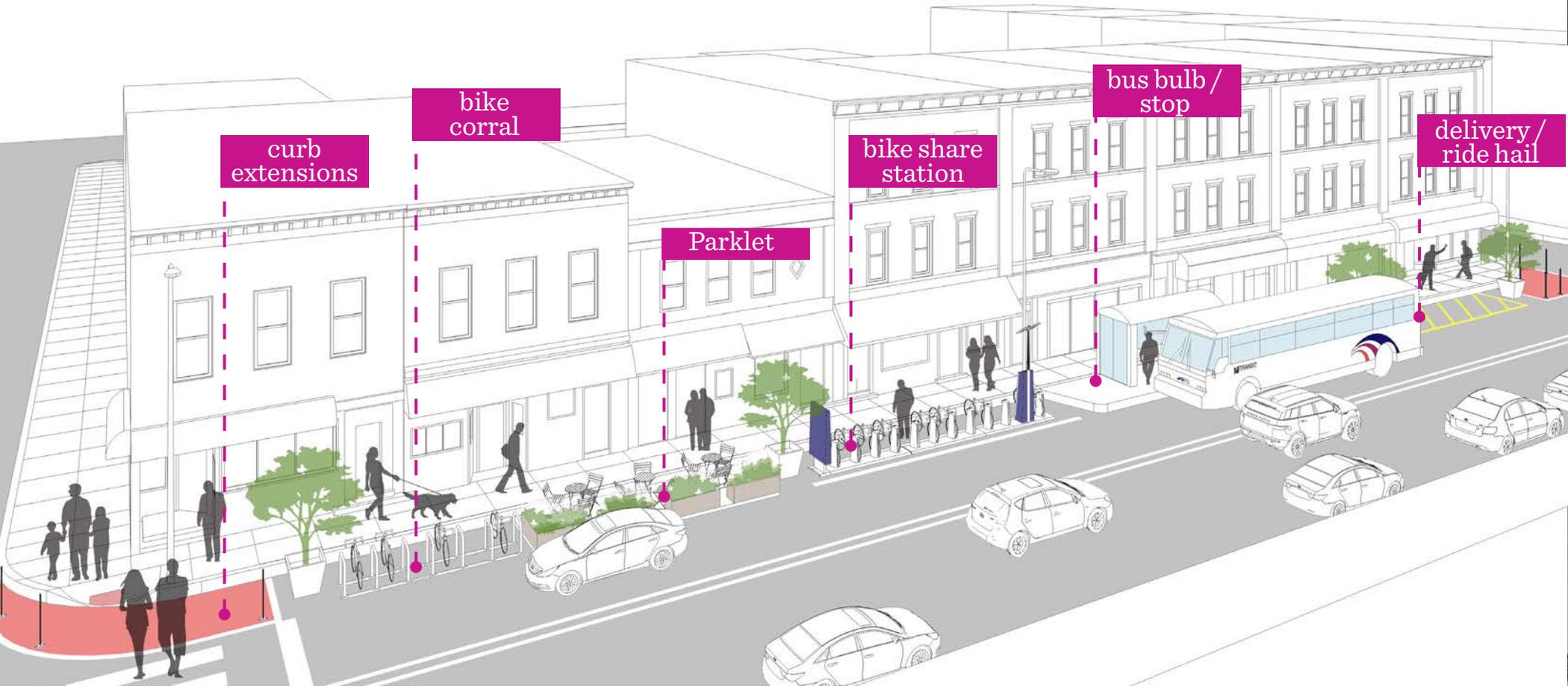




# ENGAGEMENT VIA DEMONSTRATION PROJECTS INFORMED POLICY RECOMMENDATIONS



# PROPOSED: PILOT ACTIVE CURBSIDE USES



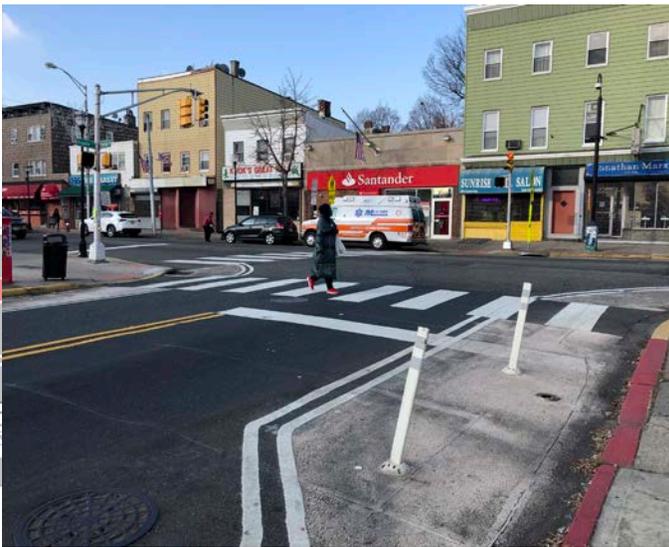
Curb extensions ✓

Parklets ✓

Bike share stations ✓

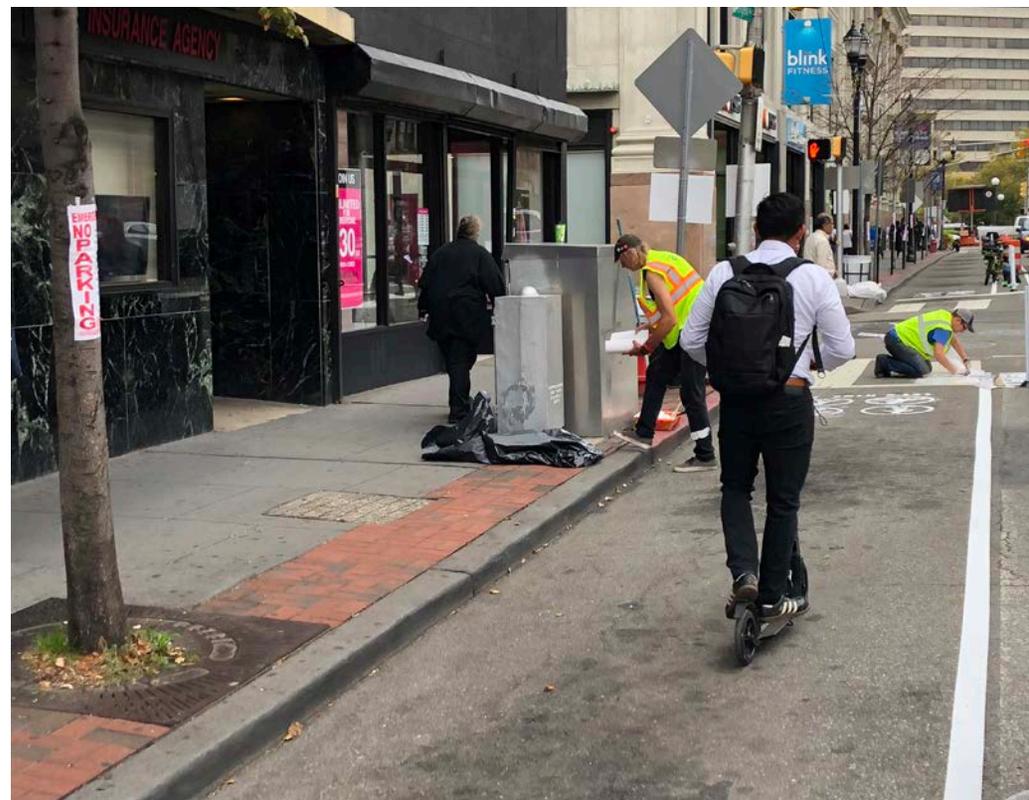
Bike Corrals (coming soon...)

# GETTING TO SCALE: 90+ NEW CURB EXTENSIONS

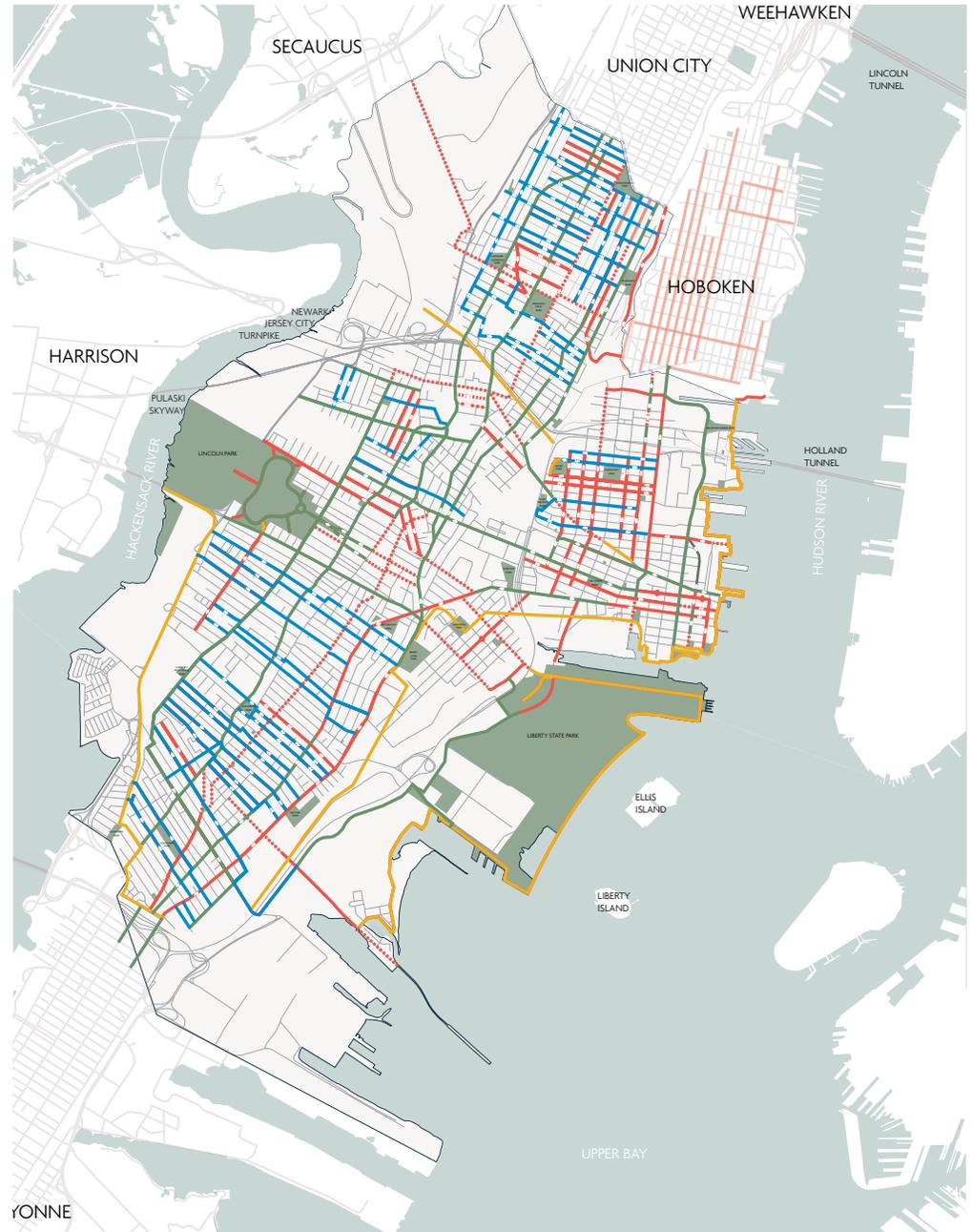


# LET'S RIDE JC BIKE MASTER PLAN

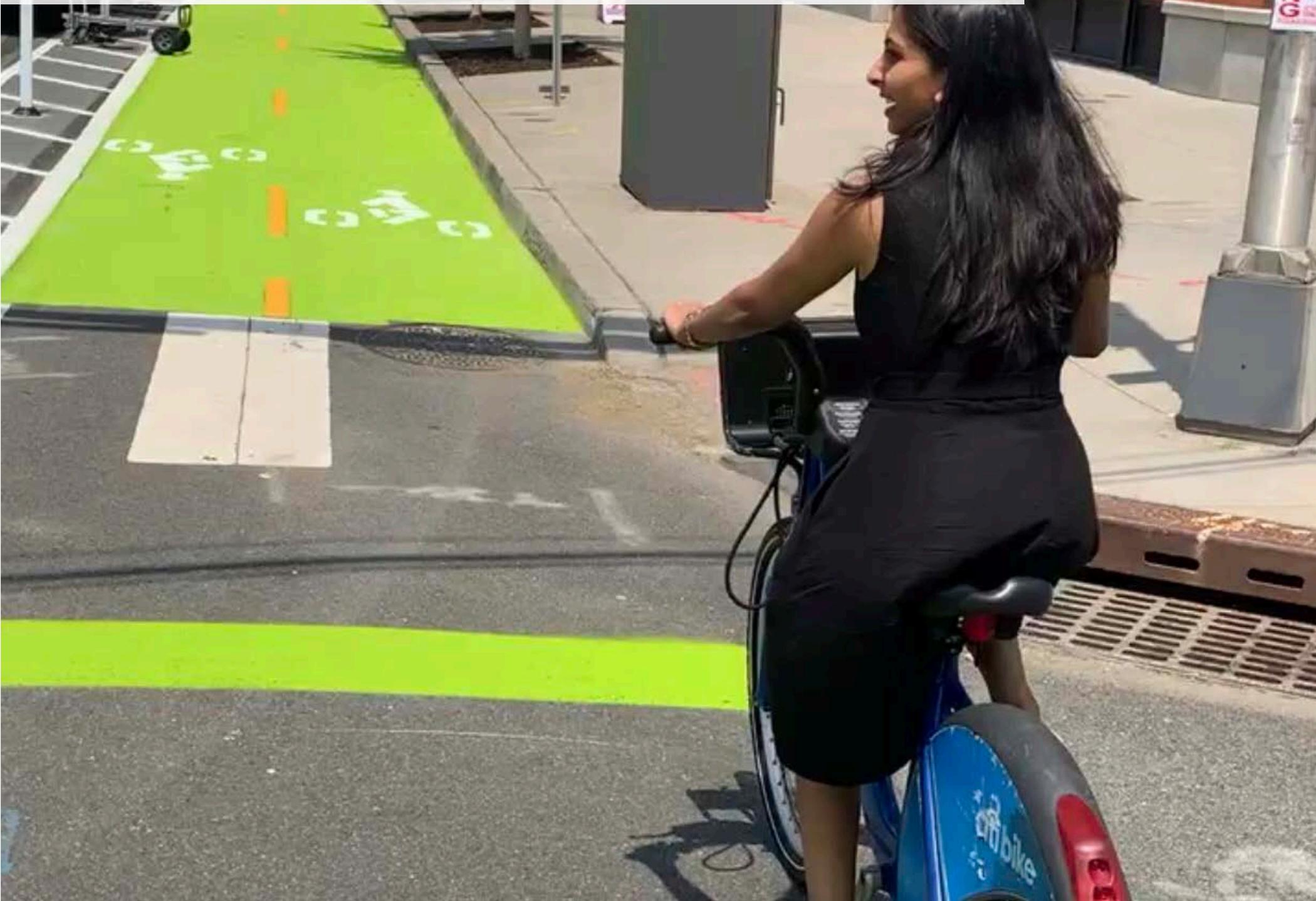




# PLAN APPROVED SEPTEMBER 2019



**JULY: IMPLEMENTATION UNDERWAY!**





# 5 MILES COMPLETED, 20 BY 2020



DRIVEWAY CROSSING  
BIKELANE DETAIL  
DWL



# #6. SKIP A STEP: THE PILOT IS THE STUDY!

**FAST-TRACKED**



**A TACTICAL TRANSIT STUDY**





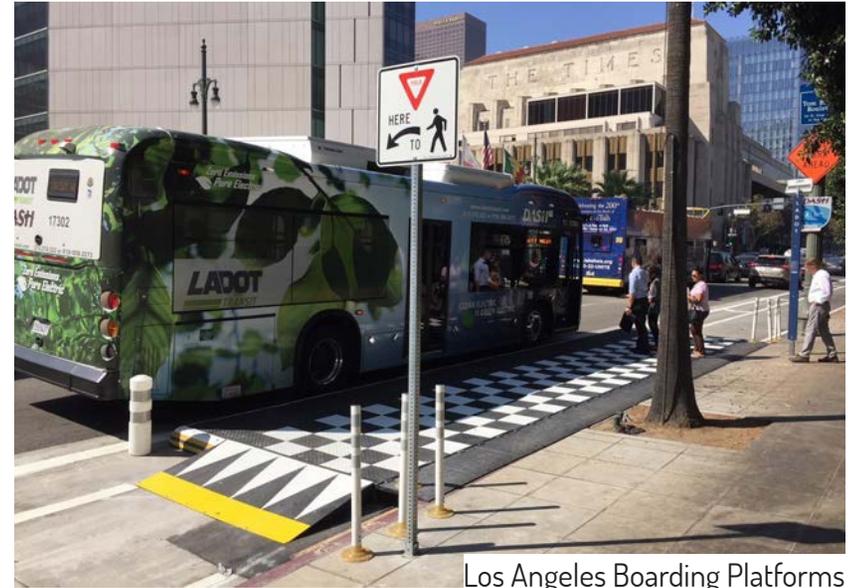
*Let's not hire consultants to tell us what we already know; let's just do this.*



**- SENIOR PLANNER, METRO TRANSIT**

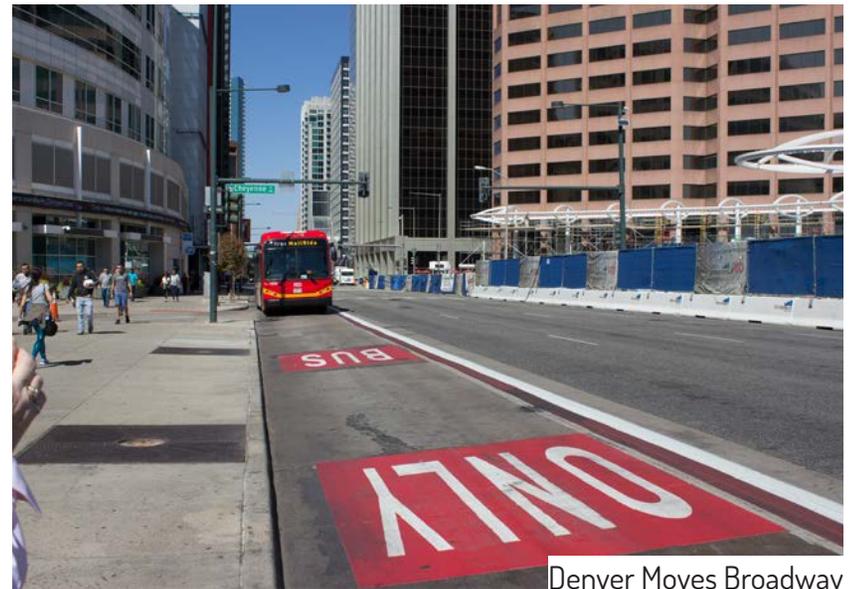
# RESEARCH OVERVIEW: 1ST OF ITS KIND!

- Sponsored by the Transportation Research Board of The National Academies of Sciences, Engineering, and Medicine
- Projects implemented within 1-2 years of inception, and generally cost under \$300k
- Researched case studies and lessons learned to encourage growth in the rapid improvement of transit across North America



# METHODOLOGY

- 36 interviews, plus online investigation
- Projects span 11 states, five North American regions
- Wide variety in community size and local government structure
- 20 projects across three categories:
  - *Speed + Reliability*
  - *Access + Safety*
  - *Rider Experience*



# WHAT'S TACTICAL TRANSIT?

- Dedicated Bus Lanes
- Bus platforms
- Prepaid Boarding Areas
- Signage
- Separated Bike Lanes
- Prepaid Boarding Areas
- Pedestrian Crossings
- Queue jump lanes
- Stop/Station Placemaking



# FINDINGS: SPEED + RELIABILITY

- Travel time savings from 20%-50%, with the most common savings being 20%-30%
- Projects were shown to improve both transit and car travel times
- Most transit lanes piloted were under one mile in length, yet saw significant improvements in travel times



# FINDINGS: ACCESS + SAFETY

- Projects documented 40%-65% reductions in collisions, and reductions in pedestrian fatalities
- Projects showed increases in ridership of up to 17%
- Projects documented increases in bicycle travel from 40-400%



# ADDITIONAL FINDINGS

- Three projects resulted in proposals for dedicated permits or design guidelines to guide future similar projects
- Most of the work was led by advocacy groups, foundations, or non-profits
- Where transit agencies supported their efforts, impacts were significantly amplified



# #7. CITY GOVERNMENT CAN'T DO IT ALONE



# A TRUE PARTNERSHIP

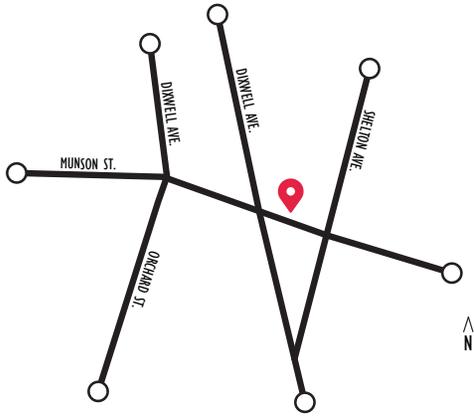
- City of New Haven TTP
- Community Alliance for Research and Engagement (CARE)
- Street Plans
- Citizens!



# JUNE 20TH, 2019 COMMUNITY WORKSHOP



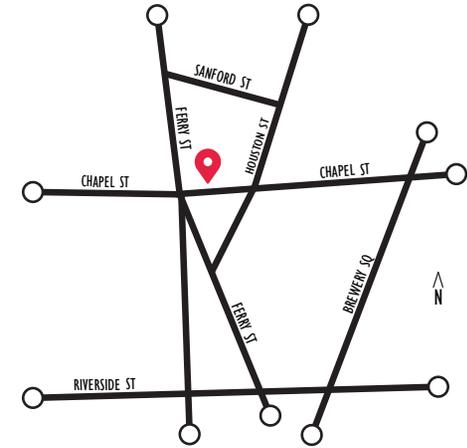
# 6 INTERSECTIONS / 6 NEIGHBORHOODS



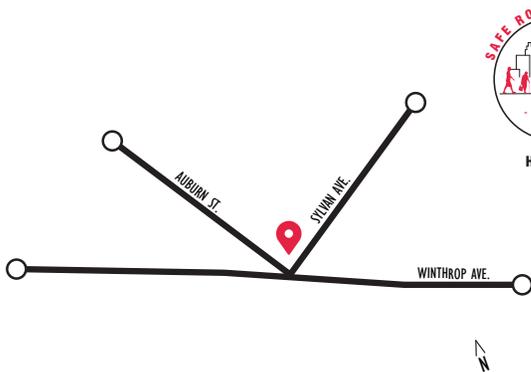
Dixwell | Sept. 7



Dwight | Sept. 7



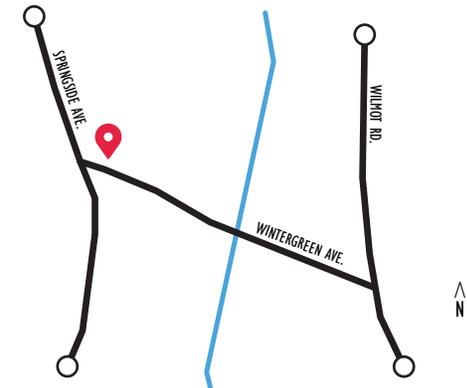
Fair Haven | Aug. 24



Hill | Sept. 28



Newhallville | Sept. 28

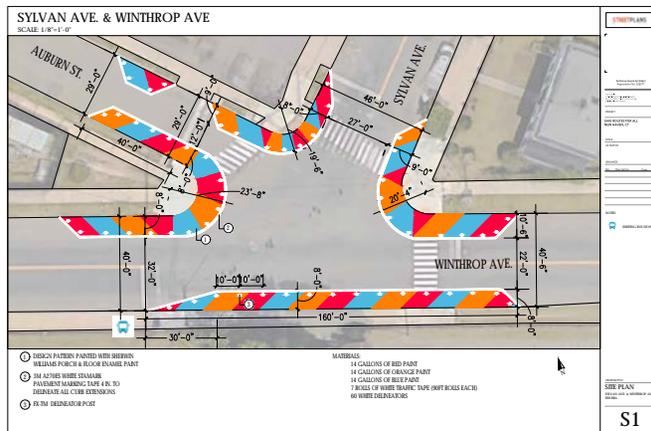
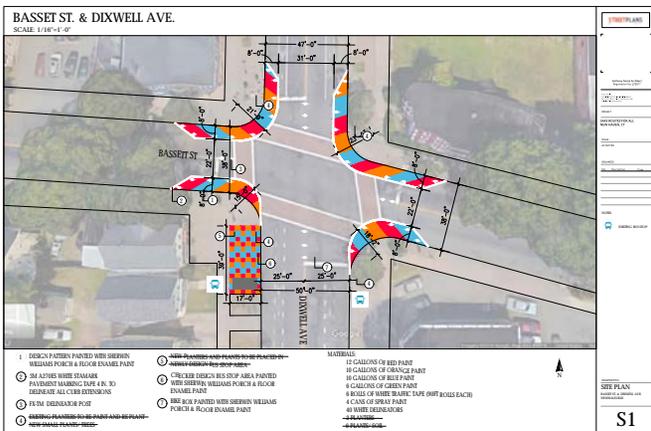
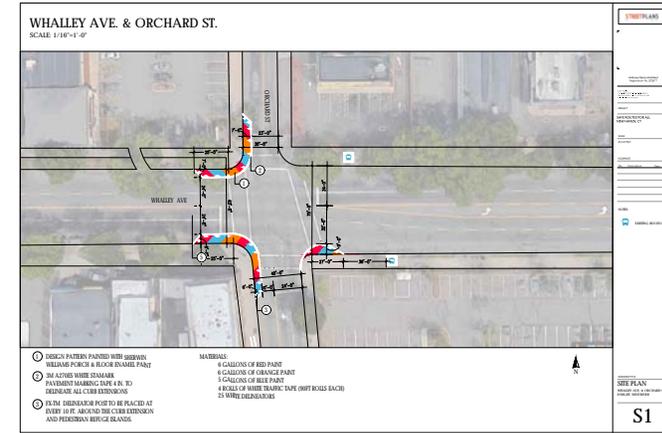
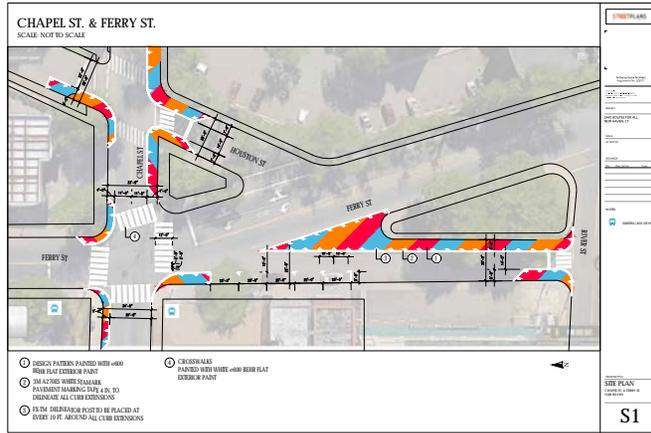
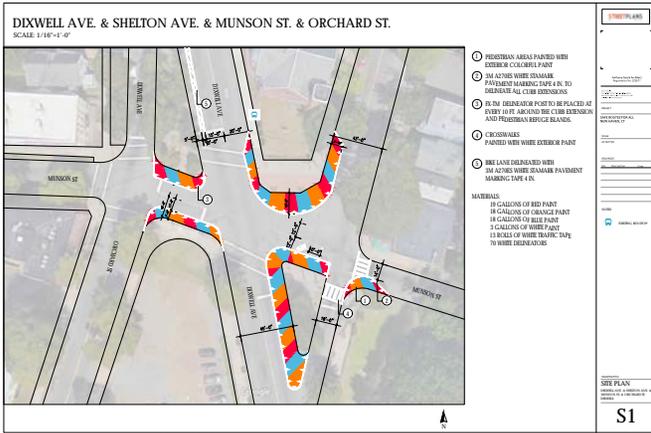


West Rock | Aug. 24

# EXISTING CONDITIONS



# 6 SITE PLANS



# TRAFFIC CONTROL PLAN

## NEW HAVEN SAFE STREETS FOR ALL

### NEIGHBORHOOD: FAIR HAVEN INTERSECTION: FERRY ST & CHAPEL ST INSTALL DATES: AUG 23-24

Before installation begins, cones and barricades will be placed on Ferry St and Chapel St. Message Boards, Detour and Rerouting signage with install dates will be placed at locations marked in the Traffic Control Plan. The signs will alert drivers to a change in traffic pattern and to reduce their speed.

#### DAY 1: FRIDAY AUG 23

Restricted Traffic and Temporary Flagging as needed 10AM - 1PM

Soft Closure during off-peak hours 1PM - 3PM

#### Crosswalk and Curb Extension Marking

- The curb extensions will be chucked and taped. Workers marking designated areas will be guarded by cones.
- During off-peak hours - the soft closures, i.e. partial closure of the intersection will be in effect to chalk the crosswalks with team members stationed at necessary locations to flag vehicles.

#### DAY 2: SATURDAY AUG 24

Soft closure of the intersection between 7AM - 10AM

Restricted Traffic and Temporary Flagging as needed 10AM - 1PM

#### Crosswalk Painting and Curb Extension Mural

- Priority on crosswalk to be painted in the morning hours
- Begin with Ferry St - Houston St AND Chapel St-Houston St South and East Crosswalks in the morning
- Ferry St onto Chapel going East will be opened by 10AM
- Curb Extension Painting 7AM - 1PM - Place cones as barriers for curb extension painting.

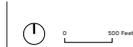
All workers will wear traffic vests and remain within the designated work area.

#### SET-UP & BREAKDOWN

Cones and signages will be set up on August 23 and removed from the site and surroundings on August 24.



NEW HAVEN INSTALLATION: TRAFFIC CONTROL PLAN



TRAFFIC CONTROL PLAN : SIGNAGE PLAN

#### LEGEND

- Orange line: Main Traffic Route
- Blue dashed line: Minor Alternative Routes - Advise to Drive with Caution
- Red circle with white text: Hard Closure/Barricade
- Blue circle with white text: Soft Closure/Barricade
- Yellow circle with white text: Message Boards





# MARKETING + OUTREACH



**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](http://www.tinyurl.com/nhvsaferroutes)

Questions? Send an email to Sarah at CARE: [gordons11@southernct.edu](mailto:gordons11@southernct.edu)




New Haven Demonstration Project		Last edit was made on September 26 by John Gonzalez											
Outreach Type	General Content	July			Aug					Sept			
		W2	W3	W4	W1	W2	W3	W4	W5	W1	W2	W3	W4
Project 1	Save the Date: Aug 24th- Project 1 location, about the project	8th to 14th	15th to 21st	22nd to 28th	29th to 4th	5th to 11th	12th to 18th	19th to 25th	26th to 1st	2nd to 8th	9th to 15th	16th to 22nd	23rd to
Target Ad.	Why is this Safe Streets for All important?	12-Jul	16-Jul					8/24 Project 1 installation		9/7 Project 2 installation			
Project 2	Save the Date: Sept 7th- Project 2 location, about the project			25-Jul	30-Jul	8/7 - 8/21							
Target Ad.	Why is this Safe Streets for All important? Call for volunteers			26-Jul									
Project 3	Save the Date: Sept 28th- Project 3 location, about the project												
Target Ad.	Why is this Safe Streets for All important? Call for volunteers												
Project 1	Save the Date: Aug 24th- Project 1 location, about the project (to identified neighborhood and 1 bordering neighborhood)				31-Jul								
Project 2	Save the Date: Sept 7- Project 2 location, about the project (to identified neighborhood and 1 bordering neighborhood)					7-Aug		14-Aug					
Project 1	Email 1 to Volunteers: About project 1, design information, feedback			25-Jul									
Project 2	Email 2 to Volunteers: Day of details, (assuming influx from direct mail), evaluation survey					12-Aug							
Project 2	Email 3 to Volunteers: See you there! Survey link to share with neighbors						20-Aug						
Project 2	Email 4 Follow up: Survey link, feed back, contact for one to one input									28-Aug			

# VOLUNTEER SOURCING



## 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!

Name: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

#### 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="checkbox"/> Wood pallets / crates         | <div style="border: 1px solid red; height: 20px; width: 100%;"></div> |
| <input type="checkbox"/> A truck (pick-up or larger)   | <div style="border: 1px solid red; height: 20px; width: 100%;"></div> |

#### 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="checkbox"/> Neighbor outreach (at site) | <div style="border: 1px solid red; height: 20px; width: 100%;"></div> |
| <input type="checkbox"/> Contact food/drink vendors  | <div style="border: 1px solid red; height: 20px; width: 100%;"></div> |

#### 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.)

Whoops! Took this sheet home with you? Take a photo of it and send it to:

[john@streetplans.org](mailto:john@streetplans.org)

New Haven Demonstration Project										
File Edit View Insert Format Data Tools Add-ons Help Last edit was made on September 26 by John Gonzalez										
Volunteer Sheets										
	A	B	C	D	E	F	G	H	I	J
	Name	Phone	Email	Neighborhood	Plants	Tools	Wheelbarrow	Shovel	Wood pallets	Truck
4	Kim Arts	203-503-3418	kgiffin-arts@corneliscott.org	Hill						
5	Kai Adus		aduskai@gmail.com	East Rock						
6	Meghan Curry	512-831-2842	currymk@gmail.com	Edgewood						
7	Carol Nardin	203-997-3111	elmscitget135@gmail.com	Westville						
8	William Kurtz	203-931-1875	william.kurtz@gmail.com			X	X	X		X
9	Sandi Branch	203-747-6921	sandibranch@gmail.com	Newhallville						
10	Lynne Bonnett		lbonnett01@att.net	East Shore	X					
11	David Joyner	203-889-1419	davidjoyner98@icloud.com	Fair Haven						X
12	Joel LaChance	203-907-9526	lchancej2@gmail.com	East Rock/Gootville			X	X		X
13	Ms. Lensley Gay	203-984-6972	lensley.gay@nhboe.net	West Rock						
14	Elizabeth Yarbrough	203-889-2450	elizabethyarbrough123@gmail.com	Westville/West Rock						
15	Kathy Fay	203-815-5615	kathfay@gmail.com	West Rock	X	X	X	X	X	X
16	Johnny Shively	530-518-0342	shivelyjohnny@gmail.com	Downtown						
17	Pat Wallace	203-285-5077	patwallace200@comcast.net	Dwight				X		
18	Paul Hodel	203-624-0339	phodel@comcast.net	Dwight						
19	Jonathan Cook	435-760-2615	jcook@pickardchilton.com	Downtown						
20	Susan Harris	203-996-2749	harrisusan82@yahoo.com	Westville/West Rock						
21	Do Walker	203-999-4667	dozpainter@gmail.com	Dwight						
22	Jackson Higginbottom	940-781-1388	jackson.higginbottom@yale.edu	Yale						
23	Steve Hamn	914-843-9475	stevhamn31@hotmail.com	Wooster Square						
24	Laura Burrone	203-219-3883	laura.burrone@gmail.com	Beaver Hills						
25	Antruss Farwell	203-624-0175	urbanesigleague@att.net	Downtown		X				X
26	Joel Tolman	203-809-4164	tolman@commground.org	West Rock		X	X	X		
27	William Long	203-584-4401	newhams51@hotmail.com	Center						
28	Mike Melanson	512-464-7888	mike@melanson.com	Edgewood						
29	Michael Twitty	475-655-6748	twitty1@southwest.edu	Hill North		X			X	
30	Ruby Gorye (SCSU student)		rubygorye@scsu.edu							
31	Ryan O'Hara	208-720-5967	ryanohara@gmail.com	East Rock						
32	Ed Pikaari	203-645-2054	edpikaari@gmail.com	Downtown						
33	Larry Lacioni	203-927-0818	sovereignty@gmail.com	Fair Haven						
34	James Harriott	(203) 946-8075 x 8078	lharriott@newhavenct.gov	Dixwell						



# SAFE ROUTES FOR ALL PLAN, NEW HAVEN, CT



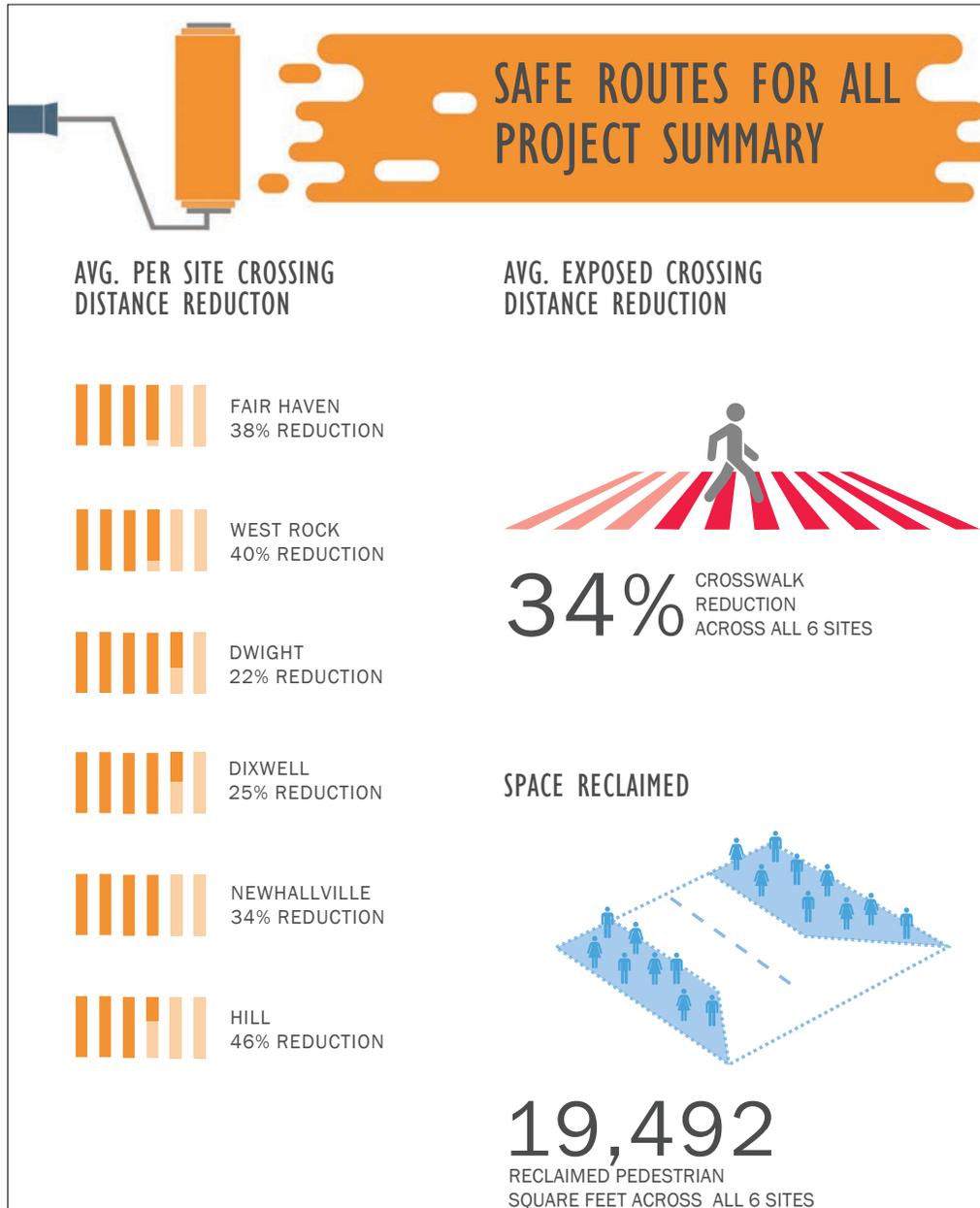
# FAIR HAVEN



**38% CROSSING DISTANCE REDUCTION**



# RESULTS: ENGAGEMENT @ CITYWIDE SCALE



# ASPHALTART.BLOOMBERG.ORG

Bloomberg Associates

## Asphalt Art Guide

How to Reclaim City Roadways and Public Infrastructure with Art



### ABOUT THE GUIDE

#### Asphalt Art on City Streets and Public Infrastructure



Cities and citizens around the world are recognizing the potential of art to reimagine roadways and vital infrastructure, increasing their safety, usability, and public space, and bringing communities together. The increasing demand for these art-driven transportation projects has inspired the creation of this Guide. Our goal is to share ideas and step-by-step how-tos for city agencies, community groups, and artists interested in understanding three levels of projects.

While cities incorporate art into public spaces in a variety of ways, the specific focus of this Guide is what urban art can do to improve the usability and safety of public infrastructure. It is designed to provide practical ideas and solutions, and a central collaboration link to asphaltart.org and its community.

Taken together, these relatively low-cost, often short-term and scalable projects can create immediate positive impacts and change long-term perceptions of the public realm.

The Guide documents a wide variety of project types and disciplines. Each level of implementation ranges from low-cost ideas and materials, to more complex, high-cost ideas, including building and partnering, community engagement, artist selection, and maintenance needs.



Every city and every street is different. But all the possibilities presented in this guide will be relevant for every project, and all of them are opportunities to create better public infrastructure. We will do our best to meet them, and projects, wherever we can. We have you to make the public realm quality, accessible, and affordable.

By gathering insights and advice from dozens of projects around the world, the Asphalt Art Guide encourages and offers professionals, advocates, and non-traditionalists to build the streets and communities that are safer, attractive and more welcoming.

### CASE STUDIES



"With Colourful Crossings we explored how we can change the perception of city infrastructure by trying new ideas that make public spaces work better for everyone."

VALENE BEIRNE  
URBAN FOREST MANAGER  
BETTER BANKSIDE

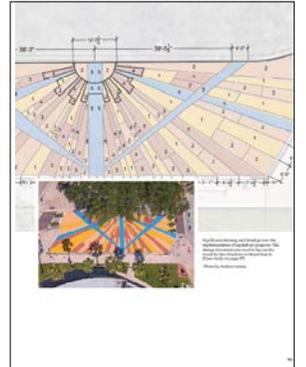


"I get to be a part of a growing movement away from an over-dependence on cars and towards a more socially and environmentally beneficial way of being that is more in line with our humanity."

PETER GIBSON  
ARTIST

### TOOLS & TACTICS

#### Assembling a Team

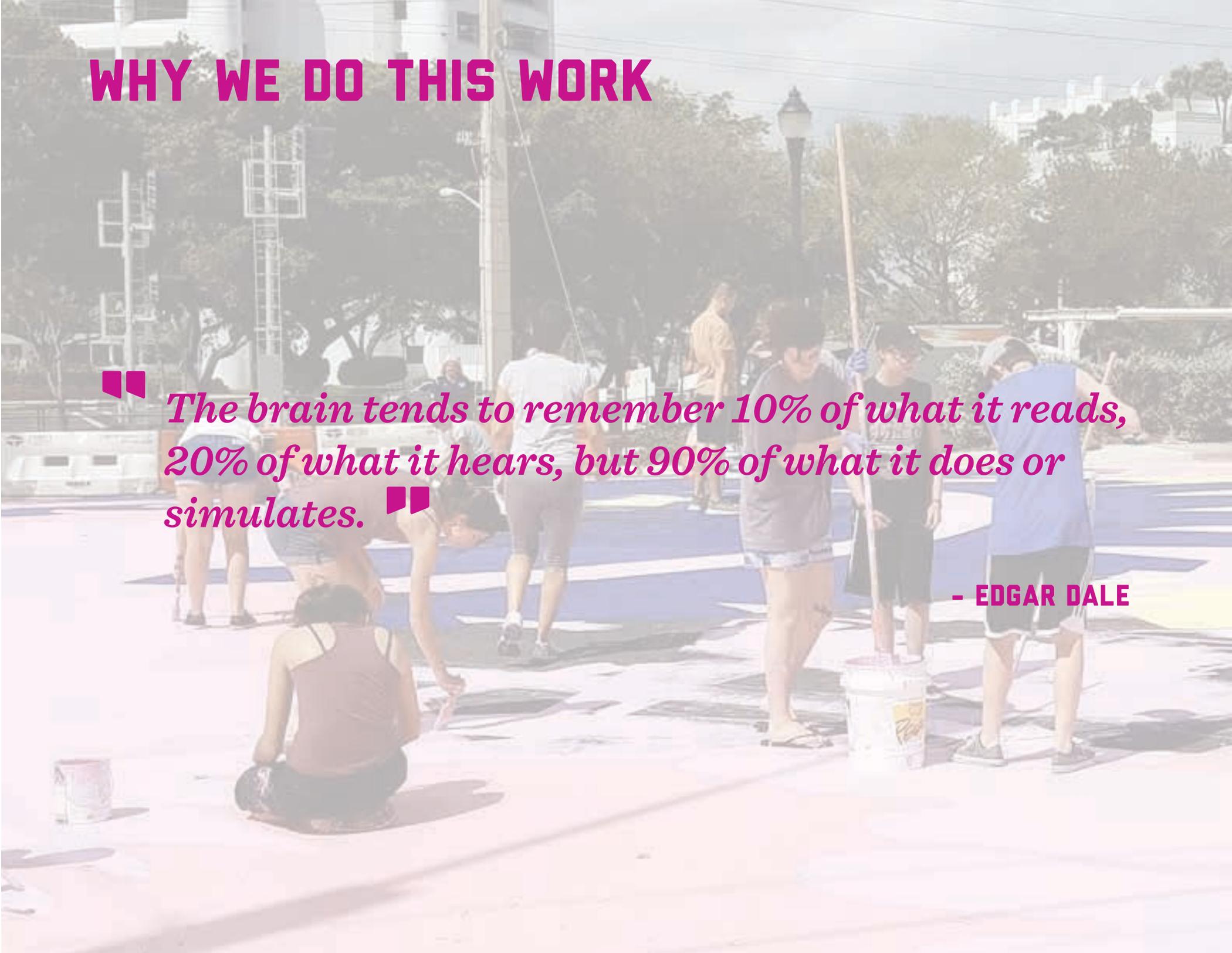


# WHAT'S NEXT BOSTON?



- 1 Keep up the good work!
- 2 Tactics are a means to an end... stay focused on connecting short-term wins to long-term policy and project wins.
- 3 Increase resources for community-led work; it opens doors of possibility
- 4 It will get harder before it gets easier.

# WHY WE DO THIS WORK

A group of people are painting a mural on a city street. The mural features large, stylized letters and shapes in blue, white, and yellow. The people are wearing casual clothing and are using paintbrushes and rollers. The background shows a city street with trees, a utility pole, and buildings.

“ *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

**THANKS!**

@mikelydon

@streetplans

