



“Adapting Streets During Uncertain Times: Using Quick Build to Create Resilient Streets and Public Spaces”

Tony Garcia, Street Plans Collaborative

Tuesday, April 7, 12pm-1pm

Quick Build Webinar Agenda

1. What is Quick Build?
2. Introduction to MTC Goals
3. Consultant Presentation
4. Moderated Q&A
5. Please fill out Survey Link



What is "Quick Build"?

- 1** REVERSIBLE, ADJUSTABLE AND/OR TEMPORARY TRAFFIC SAFETY IMPROVEMENTS
- 2** INCREMENTAL, LOW-COST, RAPID INSTALLATION
- 3** BUILDABLE WITHIN DAYS, WEEKS, MONTHS (DEMO, PILOT, INTERIM)
- 4** DESIGN TESTING AND PROTOTYPING: CAN BE UNDONE!



Bike NWA Pilot Projects; Bella Vista, Rogers, and Bentonville, AR



Public Plaza and Parking Lot Access Improvements, Santa Monica



Quick Build Webinar Goals

- Initiate discussions on how this method can enhance social distancing in all neighborhoods in the Bay Area
- Support quick build as a project delivery method
- Introduce best practices



Quick Build Webinar Goals

- Facilitate conversations with local agencies
- Acknowledge that City staff are resource-constrained right now during this public health crisis
- Conduct a survey for needs assessment



Introducing Street Plans Collaborative



STREETPLANS
MIAMI NEW YORK



COVID Streets

Adapting Streets in the Age of COVID-19

Tony Garcia | Street Plans | @atgmiami

Agenda

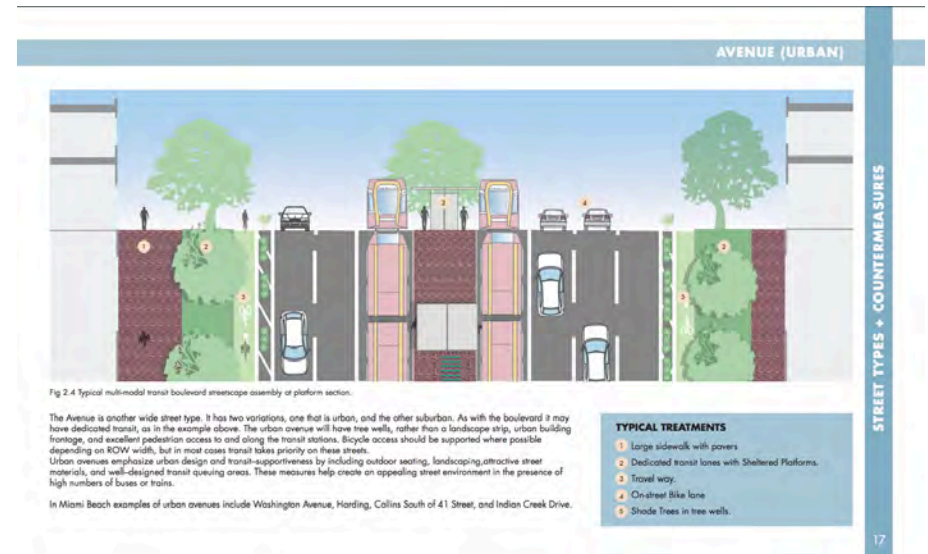
TACTICAL URBANISM / QUICKBUILD OVERVIEW

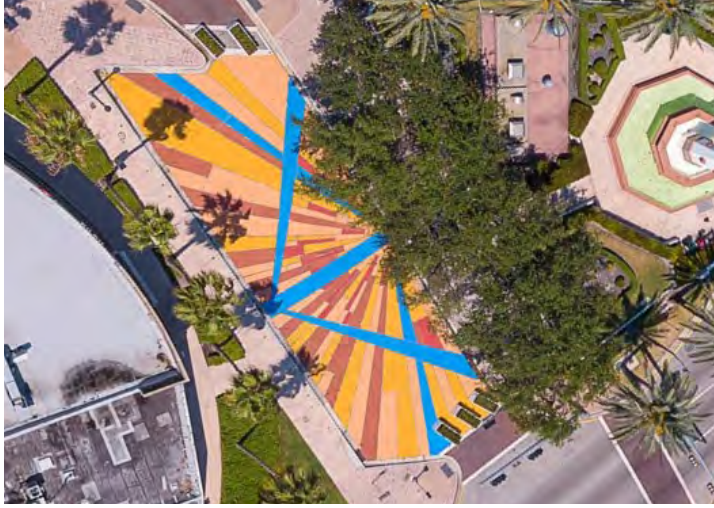
APPROACHES TO STREETS DURING COVID-19

KEY TAKEAWAYS

Better Streets, Better Places

- Transportation Planning
- Placemaking + Tactical Urbanism
- Architecture + Urban Design
- Public Outreach
- Training + Workshops
- Research + Best Practices Guides





LET'S RIDE JC

Bikeway Design Guide

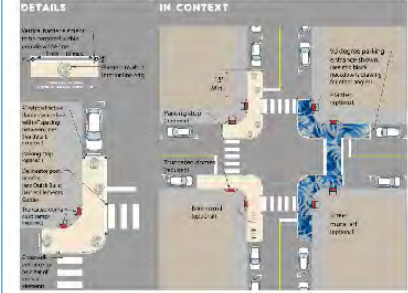
June 2019



SAFER PLACES TO WALK

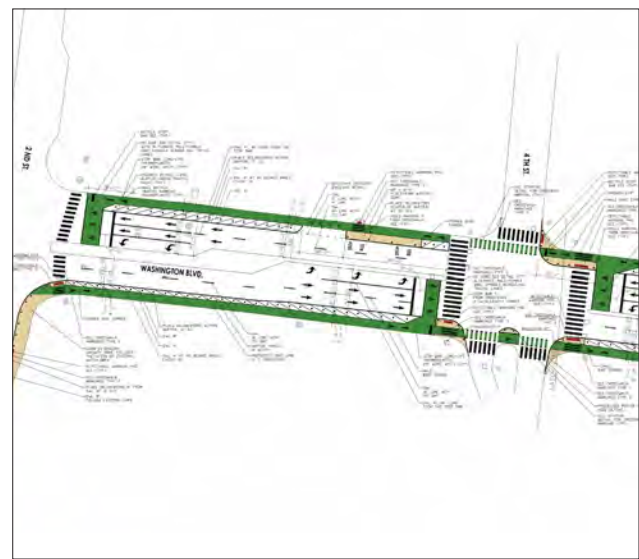
CURB EXTENSIONS

Curb extensions are a key strategy for making streets safer for pedestrians and bicyclists. They reduce crossing distances, improve visibility, and create a more defined street edge.



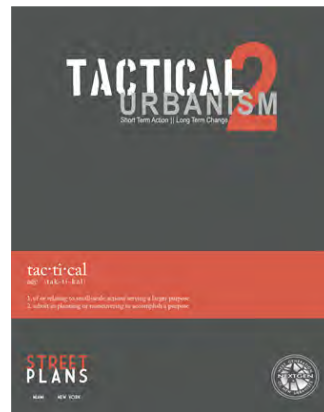
APPLICATION GUIDANCE

- Application**
- Use on streets with a speed limit of 35 mph or less.
 - Use on streets with a cross-section that includes a bicycle lane.
 - Use on streets with a cross-section that includes a crosswalk.
- Considerations**
- Curb extensions should be used in conjunction with other street design improvements, such as crosswalks, street lighting, and street trees.
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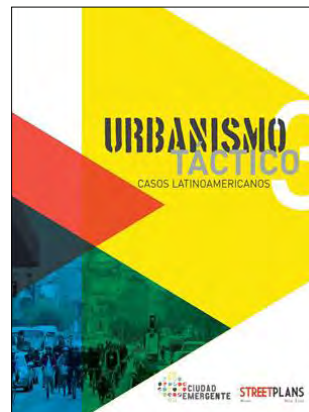




North America (2011)



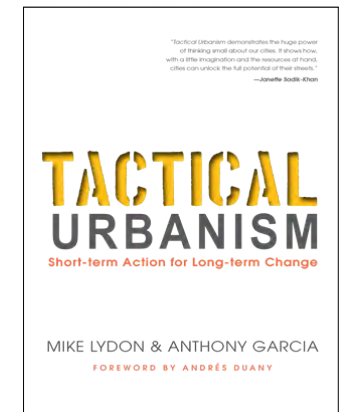
North America (2012)



South America (2013)



Australia / NZ (2014)



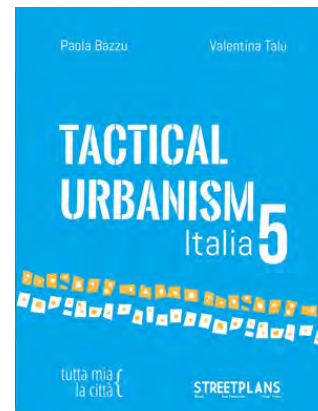
Island Press (2015)



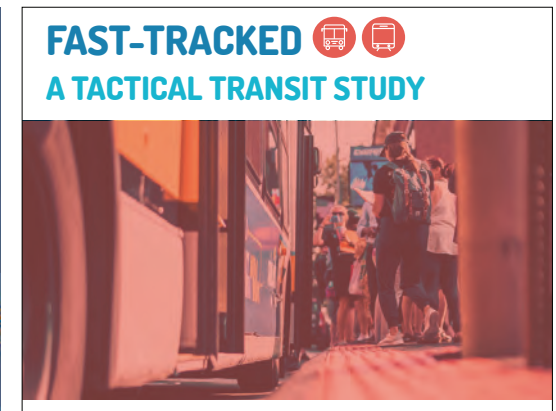
(2014)



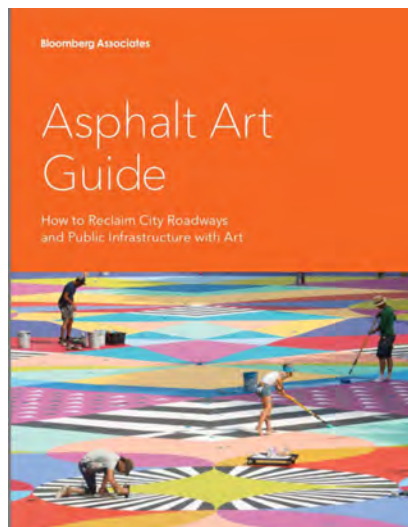
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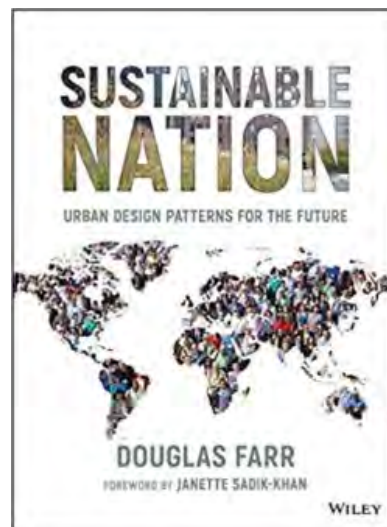
Italy (2017)



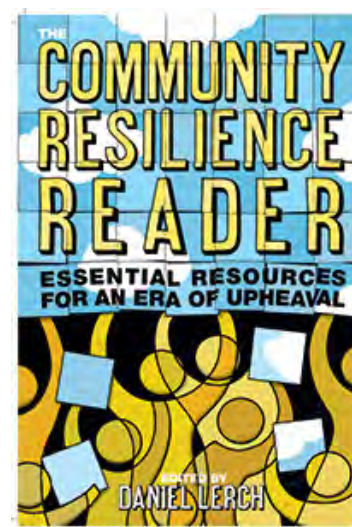
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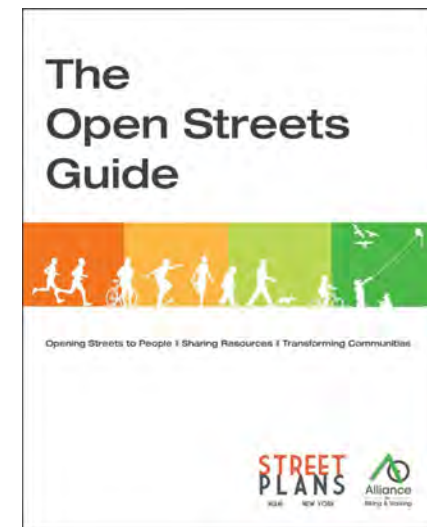
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(2018)

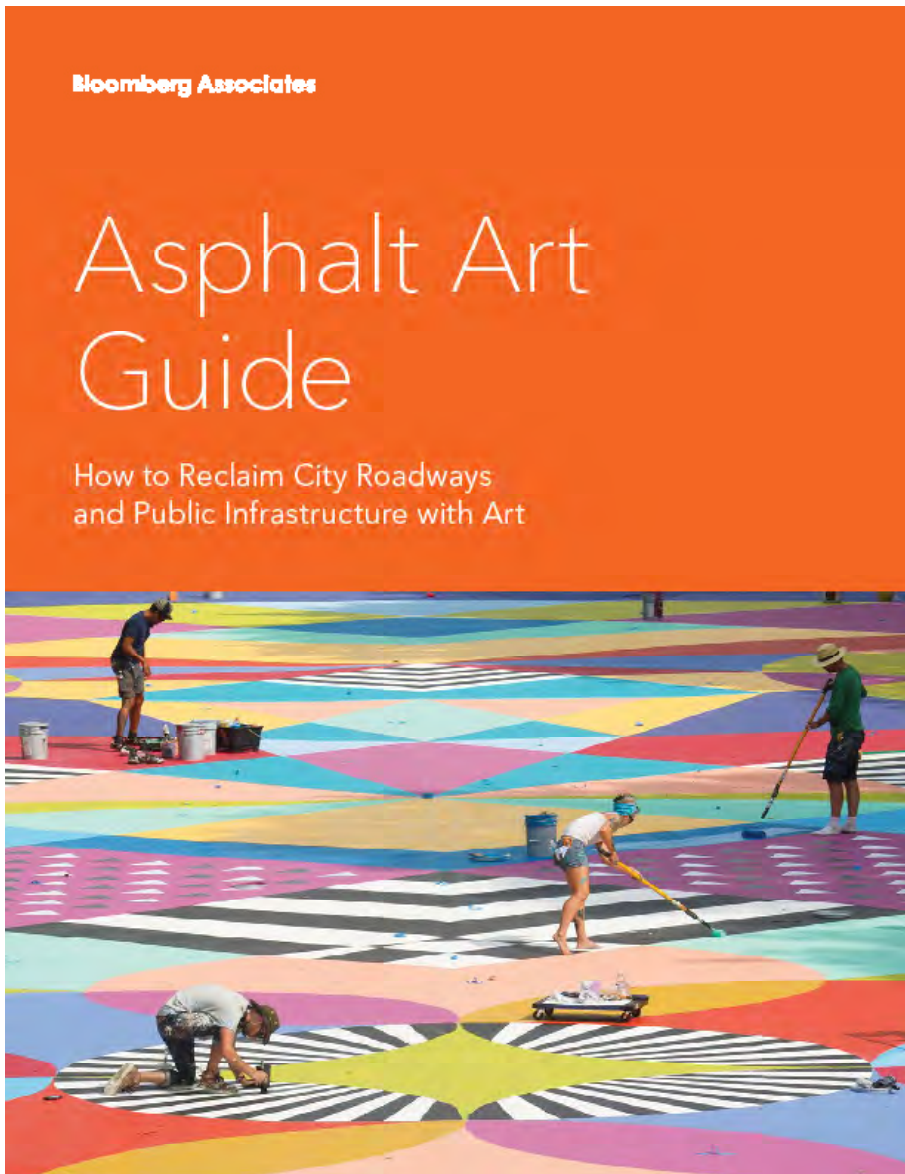


(2018)



(2014)

Asphaltart.bloomberg.org



ABOUT THE GUIDE

Asphalt Art on City Streets and Public Infrastructure

Cities and citizens around the world are recognizing the potential of art to improve roadways and public infrastructure, increasing livability, encouraging 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 tips for city agencies, community groups, and artists interested in undertaking these kinds of projects.

While cities incorporate art into public spaces in a variety of ways, the specific focus of this Guide is what can be called asphalt art: visual interventions in roadways, sidewalks, and transit infrastructure that use color, patterns, and materials to improve safety, mobility, and well-being.

Taken together, these relatively low-cost, often short-term and ad-hoc projects can create immediate positive impacts and change long-term perceptions in the public mind.

The Guide documents a wide variety of project types and disciplines. Each formal governmental program to create street interventions, like the ones described here, can benefit from public participation, community engagement, local education, and media coverage.

Every city and every street is different. But all the possibilities presented in these pages will be relevant for every project, and all of them are opportunities to make your streets, sidewalks, and transit infrastructure more vibrant, more enjoyable, and more safe. We hope you'll find these ideas and projects useful and that you'll have fun in the process, when quality, affordability, and efficiency.

By gathering insights and advice from dozens of projects around the world, the Asphalt Art Guide can inspire and offer professionals, advocates, and resident leaders to build their ideas and communities into more 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 BANNSIDE

"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

Photo: Peter Gibson

TOOLS & TACTICS

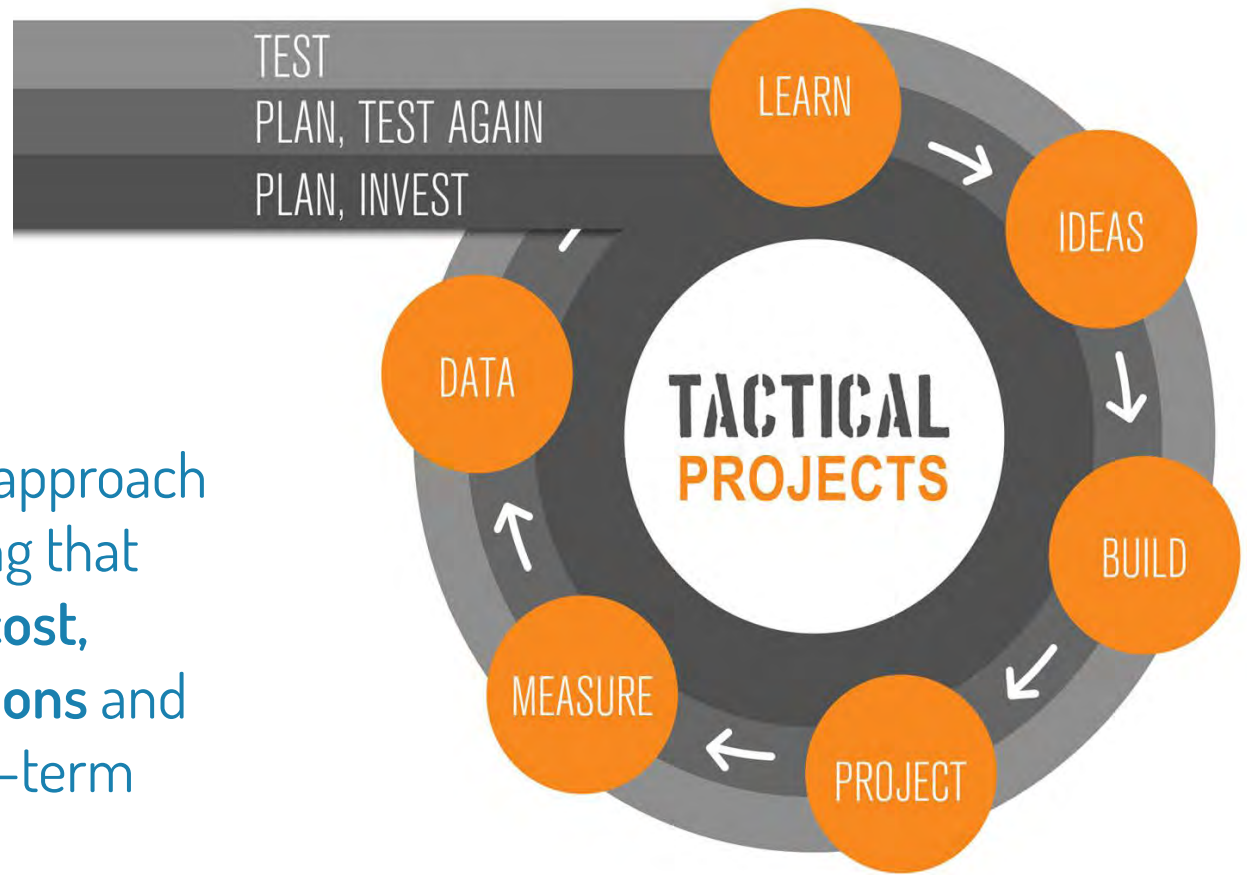
Assembling a Team

Assembling a team is a critical step in the process of creating an asphalt art project. This section provides guidance on how to identify and recruit the right people for the job, including artists, community members, and city staff.

This diagram illustrates the layout and design of a colorful asphalt art installation, showing the placement of various geometric shapes and patterns on a city street.

What is Tactical Urbanism?

BUILD, MEASURE, LEARN



Tactical Urbanism is an approach to neighborhood building that uses **short-term, low-cost, and scalable interventions** and policies to catalyze long-term change.

Tactical Urbanism

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.



	DEMONSTRATION (1 day - 1 month · \$)	PILOT (1 month- 1+ year · \$\$)	INTERIM DESIGN (1 year - 5+ years · \$\$\$)	LONG-TERM/CAPITAL (20 years - 50+ years · \$\$\$\$)
Project Type (time interval · relative cost)				
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 <i>may</i> 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

Who should participate? Everyone

TOP DOWN

Mayors | City Councilors | Municipal Departments



*Developers
Entrepreneurs
Business Improvement Districts*

*Advocacy Organizations
Artists
Planning + Design Firms*

BOTTOM UP

Citizen Activists | Community Groups | Neighborhood Organizations

Why Tactical Urbanism Anytime?

- 1 Expedites delivery of public benefits at a **low cost**.
- 2 **Temporary, iterative** nature allows for evaluation and making adjustments.
- 3 Based on **existing master plans**, action-focused.
- 4 **People-driven**, people-centered.



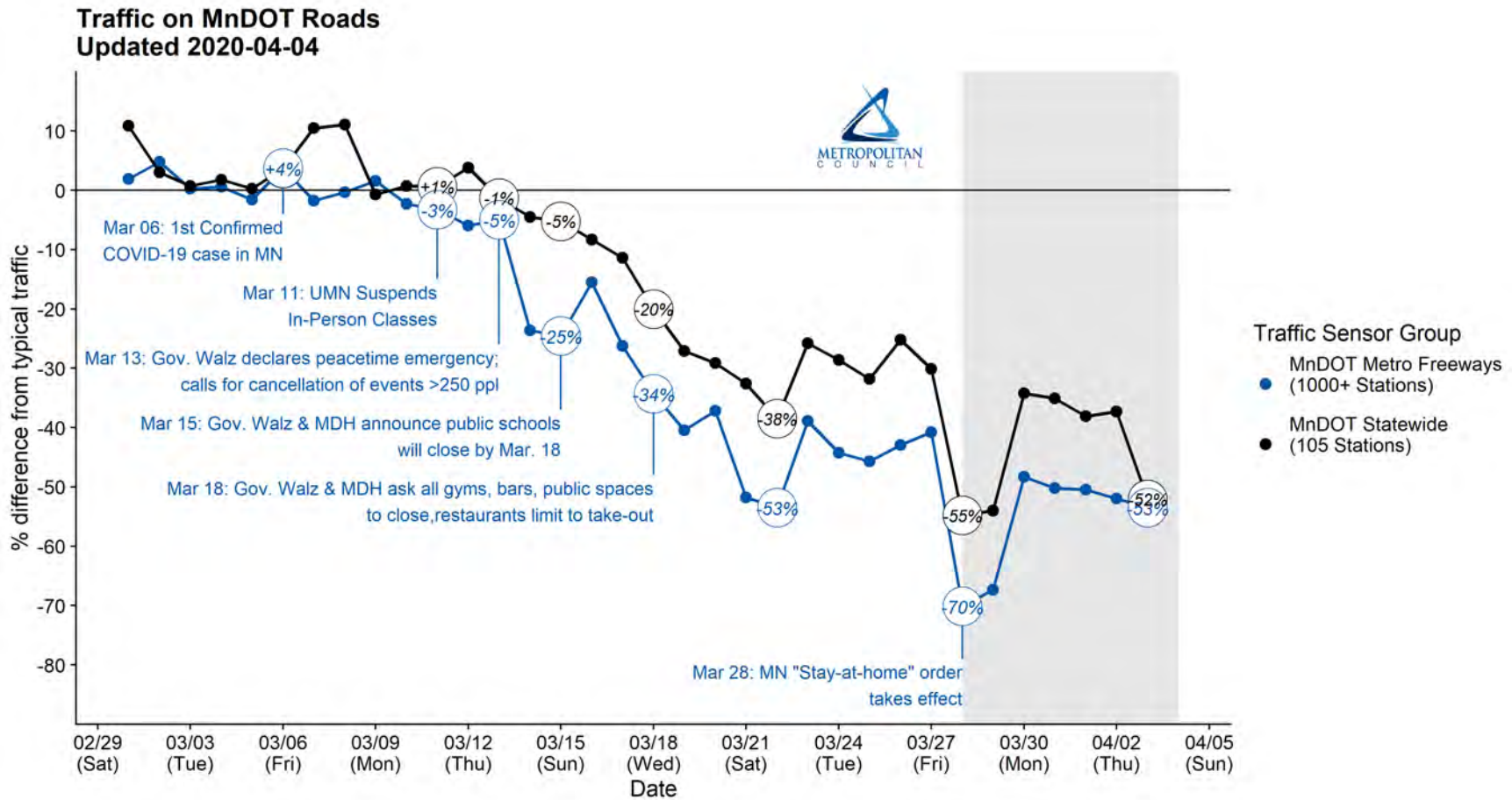
Why Tactical Urbanism Now?



Why Tactical Urbanism Now?



Why Tactical Urbanism Now?



70% Reduction in Traffic Volume!

Why Tactical Urbanism Now?



Why Tactical Urbanism Now?

PUBLIC HEALTH

“On sidewalks, it’s tough to keep two metres away from another person as you walk; many sidewalks in Toronto are 1.8 metres wide at best, and standards in suburban municipalities are similar. There simply isn’t enough room.

Conveniently there is a lot of empty space available in the form of roads. With most of the world staying home, car traffic has dropped dramatically. Our streets are wide. **It’s time to reallocate that space to allow for walking and cycling.”**

Alex Bozikovic , Globe and Mail

Why Tactical Urbanism Now?

EQUITY

“NYC Dept of Health has just started producing a map showing rate of coronavirus by neighborhood.

It confirms what we had been suspecting: this disease is hitting low-income neighborhoods and communities of color hard.”

Mark Levine , Chair of New York City Council health committee.

Approaches to COVID Streets

Guerrilla/DIY



Portland, Oregon

- frustration with slow / no official response
- lack of municipal resources allow for citizen action

Unintentional



Ocean Drive, Miami Beach

- Blocked parking as protected lanes
- Lack of traffic creates de facto Open Streets

Official



NYC

- creation and adoption of programs for ease of implementing pilot projects worldwide
- standardization of the methodology
- removal of "beg" buttons

Types of Tactical COVID Projects

- Infrastructure:
 - Dedicated Bike Lanes + Sidewalk Expansion
 - From Parking /Travel Lanes
 - Shared Slow Streets
 - Open Streets
 - Open Parkways
 - Signage
 - Station/stop area markings
 - Shorten crossing distance w/ asphalt art



Types of Tactical COVID Projects

- Operational:
 - “20 is Plenty” City-Wide
 - Full Ped Phase all corners
 - Elim Beg Button
 - Limit capacity on transit routes/ do not reduce service.
 - Open parks – car free!!



Open Streets (Official)

Bogota | New York City |
Calgary | Denver, CO



Open Parkways (Official)

Portland, OR | Minneapolis, MN |
Montgomery County, MD | Philadelphia, PA



Open Streets (DIY)

Portland, OR | Others...???



Shared Streets (Official)



Shared Street for Social Distancing Drive with Care



Temporary Bike/Pedways (DIY)



Temporary Bike/Pedways (Official)

Berlin | New York City | Mexico City



No More Begging! (DIY)

Auckland | Sydney | Adelaide |
Cambridge, MA | Brookline, MA |
Miami Beach, FL | Los Angeles, CA



No More Begging! (Official)

Auckland | Sydney | Adelaide | Cambridge, MA | Brookline, MA |
Miami Beach, FL | Los Angeles, CA

**DO NOT PUSH
BUTTON**

**PEDESTRIAN SIGNAL
AUTOMATED**



No More Begging! (Official)

LADOT LADOT ✓
@LADOTofficial

Let's [#FlattenTheCurve](#). We're working to make walk signals automatic so that pedestrians no longer touch the pushbutton to cross the street. These changes are being deployed in high pedestrian areas first. We are working to expand this temporary change as quickly as possible.



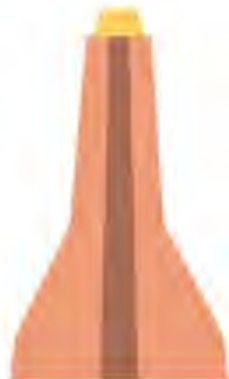
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Adapting to the Times

What's new in Streetmix?

New features

- Added temporary barriers, like traffic cones, barricades, and jersey barriers. We can see what's happening from our second-story bedroom window. No one's outside. No one's driving anywhere. And if you're on a vehicle that helps you stay away from other people – a bicycle, perhaps? – where are you going to ride it, in the ample car lane that suddenly has way less cars in it? Yeah. We thought so. Here, some of these traffic cones might help.



Key Takeaways

1 Back to Basics

- Budgets are going to get very tight.
- Go very temporary to start.
- Re-purpose construction + event infrastructure (cones/ barricades/ coroplast signs etc.) for lightweight traffic management
- **Skip the study.** Now is not the time to waste resources on traffic studies.



Key Takeaways

2 Manage Resources

- Don't overlook **operational strategies** as easy and inexpensive approaches to retrofitting streets.
- Monitor and allocate police resources only where issues arise - don't be heavy handed!
- Think about other resources: school crossing guards, lifeguards, park staff...etc.



Go Ave 26



Calgary

Key Takeaways

3 Communicate

- Consider how the city can allow /encourage folks to move around the city - at a distance!
- Many strategies involve signage
- Government + community partners must work together!
- Crowdsourcing: Listen to the folks who use the system! Open up call for ideas to community.



Key Takeaways

4 Tell People What they Can Do, Not what they Can't

- Establish criteria and map the network of appropriate streets
- Consider soft closure / partial closures.
- Leverage partners (block/condo/co-op associations, BIDs, non-profits. Sign-up volunteer block captains. **Trust human beings.**



and finally, remember...

We can still have fun!

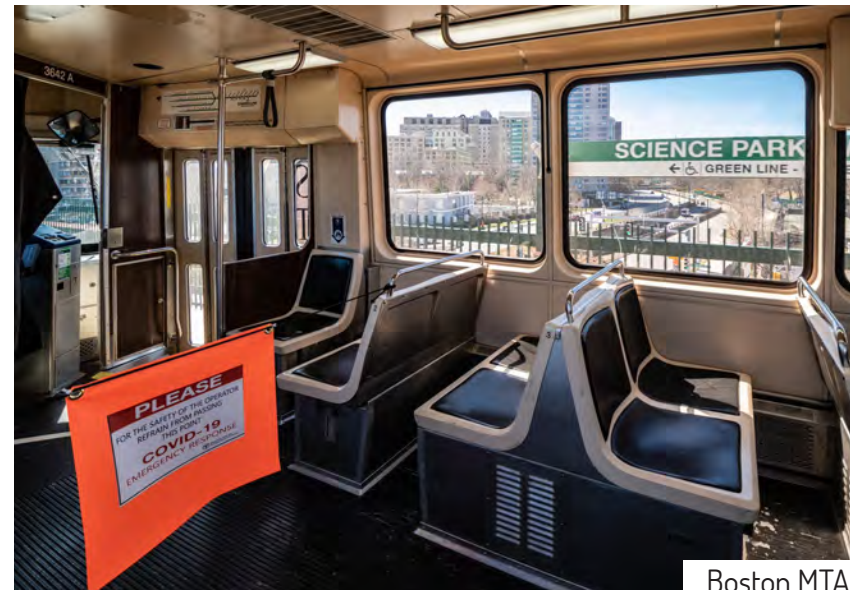
Let's use this time to think about the types of cities we create and what is important.

What Comes Next?

- Physical distancing may last months.
- Cities hit hardest first, rural/suburban areas could be next.
- Many solutions will be very temporary. Consider how to take these to the next level? Paint, delineators..etc.
- Approaches to COVID Streets will depend on context. Cities should be proactive in allowing certain activities rather than preventing.



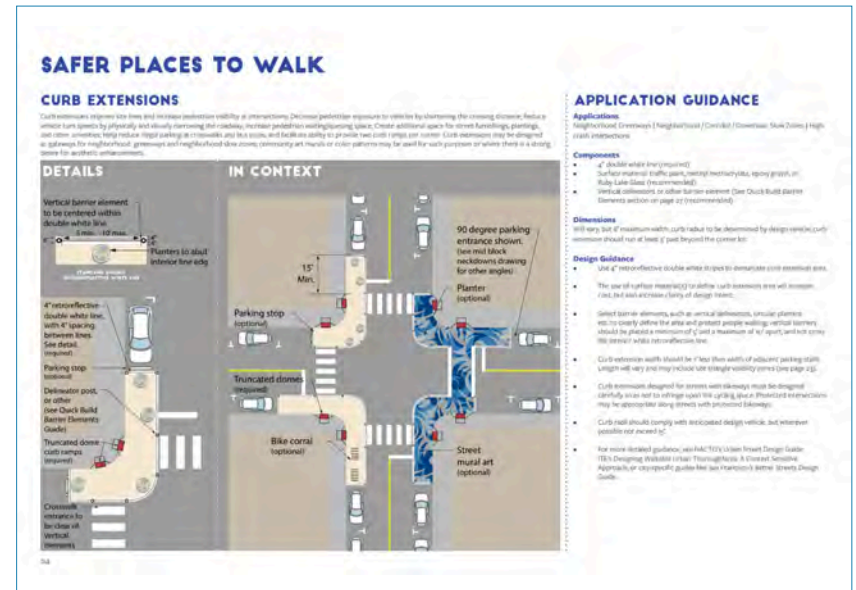
Akron



Boston MTA

What Comes Next?

- Resiliency: some cities will develop a stronger policies/ protocols (healthcare, public realm, transportation etc.) to manage future pandemics; many won't.
- Upcoming Stimulus: How will actions taken (or not) over next four months implicate urban design responses for the next 40 years? This can be a culture shift, if we let it.





Thanks!

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[@street_plans](https://www.instagram.com/street_plans)

www.street-plans.com

STREETPLANS

MIAMI

NEW YORK

MTC Quick Build Survey Link

We want your feedback! What are your agency quick build needs?

Please take the time to fill out the below survey by April 17th:

<https://www.surveymonkey.com/r/QUICKBUILDS>

Thank you and Take Care!



Contact for more info:

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