SHORT TERM ACTION
LONG TERM CHANGE

PRINCIPLE
“Fatalities have increased eight consecutive quarters beginning with the fourth quarter of 2014.”

NHTSA, Early Estimate of Motor Vehicle Traffic Fatalities For the First 9 Months of 2016
ONE FALSE MOVE AND YOU’RE DEAD.

BEFORE YOU CROSS THE ROAD, STOP AT THE REEF.
PEDESTRIAN SURVIVAL PROBABILITY

IF HIT BY A VEHICLE AT SPEED LIMIT 20
9 out of 10 pedestrians survive.

IF HIT BY A VEHICLE AT SPEED LIMIT 30
5 out of 10 pedestrians survive.

IF HIT BY A VEHICLE AT SPEED LIMIT 40
Only 1 out of 10 pedestrians survive.
Speed is especially lethal for vulnerable users like people walking or riding a bicycle. The risk of severe injury or death increases as a driver’s field of vision narrows.
Percentage of Traffic Fatalities that Involve the Following:

- Drunk Driving: 32%
- Speeding: 31%
- Distractions: 16%
- Bad Weather: 11%

LIVES LOST ON UTAH ROADS IN 2015:

- Drowsy Driving: 14
- Distracted Driving: 27
- Aggressive Driving: 64
- Alcohol/Drug Impaired Driving: 75
- Unrestrained: 86

Boston has a new default speed limit.

IF YOU DON'T SEE A SIGN, THE SPEED LIMIT IS 25 MPH.

HELP SPREAD THE WORD.
Talk with your family, neighbors, and friends about the speed limit change.

SHOW YOUR SUPPORT.
Visit boston.gov/25mph to learn how to show your support and get engaged.

BE AWARE OF YOUR SPEED.
Drivers at or below the 25 mph speed limit can help make Boston safer for people of all ages and abilities walking, driving, and cycling on our streets.

WHY THE CHANGE?
Reducing driving speeds from 30 mph to 25 mph will help make Boston safer for people of all ages and abilities walking, driving, and cycling on our streets.

12% 47%
LIKELIHOOD OF SEVERE OR FATAL INJURY

WHICH STREETS ARE AFFECTED?
The default speed limit applies to all streets without speed limit signs. Some streets will have signs with higher or lower speed limits.

EFFECTIVE
01.09.17

BOSTON.GOV/25MPH // VISIONZEROBOSTON.ORG
On city streets, most drivers ignore posted speed limits, and instead drive the speed at which they feel safe. That speed is set by the cues provided by the environment. Are there other cars near me? Is an intersection approaching? Can I see around that corner? Are there trees and buildings near the road? Are there people walking or biking nearby? And: How wide is my lane?

- Why 12-Foot Traffic Lanes Are Disastrous for Safety and Must Be Replaced Now, Jeff Speck
If you need a sign to tell people to slow down, you designed the street wrong.

#slowthecars
Looking South on Main Street – How fast would you want to drive here?

28’ wide High St – How fast would you drive here?
Low-cost, temporary changes to the built environment intended to improve neighborhoods.

TACTICAL URBANISM
• Test solutions before investing.

• Decrease cost of street safety improvements.

• Improve response time.

• Empower local people.
Seems simple. Right?
People make changes in our streets all the time.
Notes:

Before installation begins, cones will be placed from Ash to Chestnut to establish a work zone and reduce the street from two to one lane of traffic. All workers will wear traffic vests and remain within the designated work area.

The cones will remain in place for the duration of the project (6/22 & 6/23).

Back in parallel parking will be striped using traffic tape in front of the Centerville Garage to clearly communicate that Canal Street will continue with one lane of traffic. A physical barrier will be located at the start of the shared space block to further communicate that the single travel lane condition will continue. Paint will be used to demarkate the continuation of the single travel lane through the shared space area extending from Pine to Chestnut. After the intersection with Chestnut, Canal Street will expand to two lanes.

Signage will be provided approaching the intersection of Ash and Canal to alert drivers to a change in traffic pattern and to reduce their speed.

The diagonal parking, the Physical Barrier, the Bike Corral, and other unusual activity will effectively lead to a reduction in travel speed well in advance of the shared space, and continuing into this portion of the street.
Identify problem in collaboration with local public works staff, police, fire, DOT, community.
Work to develop a solution.

https://streetmix.net/
Enlist the help of professionals as needed.
Collect data.
Communicate with community, including local businesses.
Execute the project.
Ask people what they think.

Lincoln Street Demo Survey

1) If you have driven down Lincoln Street since the demo was installed, how was the driving experience?
   - Better
   - Worse
   - About the same
   - I have not driven on Lincoln Street since the demo was installed

2) If you have walked down Lincoln Street since the demo was installed, how was the walking experience?
   - Better
   - Worse
   - About the same
   - I have not walked down Lincoln Street since the demo was installed

3) If you have bicycled down Lincoln Street since the demo was installed, how was the cycling experience?
   - Better
   - Worse
   - About the same
   - I have not cycled on Lincoln Street since the demo was installed

4) Do you like the street now or as it was before?
   - None
   - Before
Collect the data and report it back.

**Count of 4: Do you like the street better now or as it was before?**
- Before: 47.8%
- Now: 52.2%

**Count of 7: Would you like to see more temporary changes like this take place in Lewiston?**
- No: 37.8%
- Yes: 62.2%
The percentage of people speeding was cut in half.
YOU CAN MAKE A DIFFERENCE

I WILL
I WILL
I WILL
I WILL
I WILL
TACTICAL URBANIST’S GUIDE
TO MATERIALS AND DESIGN
VOLUME 1

OCTOBER 2016 | CREATED BY THE STREET PLANS COLLABORATIVE, WITH FUNDING FROM THE JOHN D. AND JAMES L. KNIGHT FOUNDATION
"WE CANNOT SOLVE OUR PROBLEMS WITH THE SAME THINKING WE USED WHEN WE CREATED THEM"
THE MISSION OF STRONG TOWNS IS TO SUPPORT A MODEL OF DEVELOPMENT THAT ALLOWS AMERICA'S CITIES, TOWNS AND NEIGHBORHOODS TO BECOME FINANCIALLY STRONG AND RESILIENT.

For the United States to be a prosperous country, it must have strong cities, towns and neighborhoods. Enabling prosperity for our communities cannot be artificially created from the outside but must be built from within, incrementally over time.
Tactical Urbanism Lightning Grants

ABOUT THE GRANT PROGRAM

PURPOSE

Build Maine is excited to be able to offer a series of "Lightning Grants" for planning and implementing Tactical Urbanism demonstration projects in Maine. The purpose of the program is:

- To promote greater communication between residents, municipal staff, elected officials, state officials, and stakeholders.
- To fund and demonstrate the benefits of tactical improvements made possible by low-cost installations.
- To fund and demonstrate the benefits of testing ideas before spending significant funds to install permanent changes.
- To gather data that can be used to refine conversations and decisions at the state and local level.

WHO CAN APPLY?

Our goal is support small to mid-sized projects that are driven by community members, city leaders, or public works staff who can demonstrate a need and the capacity to execute the project.
THANKS!
Important street design lessons to keep in mind.
Why 12-Foot Traffic Lanes Are Disastrous for Safety and Must Be Replaced Now

Let's make “10 not 12!” a new mantra for saving our cities and towns.

JEFF SPECK | @JeffSpeckAICP | Oct 6, 2014 | 578 Comments
“FOR RURAL AND URBAN ARTERIALS, LANE WIDTHS MAY VARY FROM 10 TO 12 FEET.”

- AASHTO, the American Association of State Highway and Transportation Officials, the standards setting body which publishes specifications, test protocols and guidelines, which are used in highway design and construction throughout the United States.
“INCREASED LANE WIDTHS ARE RESPONSIBLE FOR APPROXIMATELY 900 ADDITIONAL TRAFFIC FATALITIES PER YEAR.”

IN 1972, **472 TRAFFIC SIGNALS WERE REMOVED IN PHILADELPHIA.**

DATA COLLECTED ON 199 STREETS.

CRASHES REDUCED 24%.

SEVERE INJURY CRASHES REDUCED 63%.

**SEVERE PEDESTRIAN INJURY CRASHES REDUCED 68%.**

“TRAFFIC ENGINEERS IN PHILADELPHIA BELIEVE THAT THE SAFETY BENEFIT STEM FROM ELIMINATION OF THE LOCAL HABIT OF SPEEDING TO BEAT THE RED LIGHT.”

The Return of the Two-Way Street

Why the double-yellow stripe is making a comeback in downtowns.

By Alan Ehrenhalt | December 2009

Over the past couple of decades, Vancouver, Washington, has spent millions of dollars trying to revitalize its downtown, and especially the area around Main Street that used to be the primary commercial center. Just how much the city has spent isn’t easy to determine. But it’s been an ambitious program. Vancouver has totally refurbished a downtown park, subsidized condos and apartment buildings overlooking it and built a new downtown Hilton hotel.

Some of these investments have been successful, but they did next to nothing for Main Street itself. Through most of this decade, the street remained about as dreary as ever. Then, a year ago, the city council tried a new strategy. Rather than wait for the $14 million more in state and federal money it was
EAST BROAD STREET, SAVANNAH

CONVERTED 1-WAY, 1969
64% LOSS OF BUSINESS ADDRESSES.

REVERTED 2-WAY, 1990
50% GAIN IN BUSINESS ADDRESSES.
“I’m supportive of it with the caveat that the majority of downtown businesses and building owners support it,” he said. “In order for them to do that, we’re going to have to address the concerns when it comes to planning.”

Waterville council to vote on supporting two-way traffic on Main, Front streets

Council also to eye request to rezone Main and Oak street lots to allow a credit union to be built there.

CENTRALMAINE.COM