Open Streets, Open Cities
How to Hang Out and Move Together Again!

@MikeLydon | @StreetPlans
GrowSmart Maine Webinar | August 12th, 2020
Bogota: 1974

GRAN MANIFESTACION DEL PEDAL

ORGANIZACION PROCICLA
Building a US Open Streets Movement

The Open Streets Guide

Opening Streets to People | Sharing Resources | Transforming Communities

1. Primary focus on physical activity (walking, cycling, running, skating etc.)
2. Secondary focus on building community / social connections
3. Tertiary focus on economic activity.
Maine Equivalent: Sundays on the Boulevard
### Conventional Project Delivery

#### PROJECT TYPE
- **(time interval ∙ relative cost)**
  - **Quick-Build**
    - LONG-TERM/CAPITAL (20 years - 50+ years ∙ $$$$)
  - **DEMONSTRATION** (1 day - 1 month ∙ $)
  - **PILOT** (1 month - 1+ year ∙ $$)
  - **INTERIM DESIGN** (1 year - 5+ years ∙ $$$)

#### Why? This is How Most Cities Still Think about Project Delivery.

<table>
<thead>
<tr>
<th>Time Interval</th>
<th>Relative Cost</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 years - 50+ years</td>
<td>$$$$</td>
<td>Long-term/capital projects are intended to create long-term change.</td>
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</table>

#### Quick-Build Projects
- **LONG-TERM/CAPITAL**
  - **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**

#### Demonstration Projects
- **1 day - 1 month ∙ $**
- Optional before project implementation, recommended during brief project lifespan.

#### Pilot Projects
- **1 month - 1+ year ∙ $$**
- Required, frequent before implementation and frequent during evaluation period.

#### Interim Design Projects
- **1 year - 5+ years ∙ $$$**
- Recommended, frequent before implementation, required during initial evaluation period, optional thereafter.
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
Tactical Urbanism
An approach to community-building using short-term, low-cost, and scalable projects intended to catalyze long-term change.
Build | Measure | Learn
### Tactical Urbanism

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Time Interval</th>
<th>Relative Cost</th>
<th>Sanction Status</th>
<th>Design Flexibility</th>
<th>Public Involvement</th>
<th>Materials + Maintenance</th>
<th>Term and Diagram Format</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DEMONSTRATION</strong></td>
<td>(1 day - 1 month ∙ $)</td>
<td>Sanctioned</td>
<td>Low-cost, semi-durable</td>
<td>Optional before project implementation, Recommended during brief project lifespan</td>
<td>Required before project implementation, Recommended during implementation and frequent during evaluation period</td>
<td>Very low-cost, typically low-durability. May be borrowed, easily made, or purchased; no maintenance required</td>
<td>Quick-Build projects. To access Quick Builds for Better Streets, visit: bit.ly/QuickBuildsReport (Images: Street Plans).</td>
</tr>
<tr>
<td><strong>PILOT</strong></td>
<td>(1 month - 1+ year ∙ $$)</td>
<td>Sanctioned</td>
<td>Relatively low-cost, but semi-durable materials to maximize design flexibility while minimizing maintenance needs</td>
<td>Required, frequent before implementation and frequent during evaluation period</td>
<td>High: proponents expect project to be adjusted; it may be removed if it does not meet goals upon initial evaluation</td>
<td>Low and moderate cost materials, designed to balance design flexibility, performance outcomes, and maintenance</td>
<td></td>
</tr>
<tr>
<td><strong>INTERIM DESIGN</strong></td>
<td>(1 year - 5+ years ∙ $$$)</td>
<td>Sanctioned</td>
<td>Recommended, frequent before implementation, required during initial evaluation period, optional thereafter</td>
<td>Required before implementation, recommended during implementation and initial evaluation period, optional thereafter</td>
<td>Moderate: organizers expect project to be adjusted, but it is intended to remain in place until capital upgrades are possible</td>
<td>High-cost, permanent materials that cannot be adjusted easily; maintenance needs vary tremendously</td>
<td></td>
</tr>
<tr>
<td><strong>LONG-TERM/CAPITAL</strong></td>
<td>(20 years - 50+ years ∙ $$$$)</td>
<td>Sanctioned</td>
<td>Required before implementation, organizational leadership + involvement required</td>
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<td>High-cost, permanent materials that cannot be adjusted easily; maintenance needs vary tremendously</td>
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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!
Flexible Human-Oriented Streets
• 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
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
Road Testing Maintenance Practices

Asheville On Bikes
Next Step: Capital Investment

Coxe Avenue and South Lexington Avenue Design and Engineering Project, Asheville NC

Buncombe County

**Owner Reference:** 298-RFLOI-Coxe-Lexington

**Bid Date:** 03/31/2020

In accordance with North Carolina General Statute Chapter 143 Article 3D, the City of Asheville, North Carolina, cordially invites you to submit Letters of Interest (Statements of Qualifications) for professional design and engineering for the Coxe Avenue and South Lexington Avenue Complete Streets Projects. This project encouraged MBE/WBE participation.

**City of Asheville**
Dustin Clemens
(828) 575-4385

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STAY WICKED FAH APAHT
#COVID19Streets Response Typology

Open Streets

Open Streets - “Streateries”

Open Curbs

Shared Streets

Temporary Bike Lane

Pedestrian Signal Recall
Summary Data

400+ Cities

40+ Countries

6 Core Tactics

1200+ Applications
## Emerging Practice

### Streets for Pandemic Response & Recovery

#### Types of Policies to Consider

<table>
<thead>
<tr>
<th>Public Health Response</th>
<th>Neighborhood Streets (local/residential)</th>
<th>Neighborhood Main/High Streets (small retail/offices, residential, schools, institutions)</th>
<th>Major Urban Streets (transit, retail/offices, institutions, schools)</th>
<th>Edge Streets &amp; Boulevards (in/alongside parks, waterfronts, etc.)</th>
</tr>
</thead>
</table>
| Stay-at-home orders in place | - “Super streets” (pop-up parks)  
- Slow streets or local access only  
- Speed management (movable barriers, gateway treatments, signals)  
- Wi-Fi hotspots  
- Open-air cooling zones/sanitation | - Sidewalk expansions for queuing and outdoor markets & access  
- Pop-up bike and roll lanes  
- Temporary pick-up/drop-off delivery zones | - Sidewalk expansions for access & queuing  
- Temporary pick-up/drop-off zones  
- Shorten signal cycles  
- Put pedestrian signals on recall | - Street closures to vehicular traffic for medical services, recreation, markets, etc. |
| Pre-vaccine re-opening | - Local access only treatments  
- Lane removal/street closures for schools & religious/cultural service providers | - 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 | - Bus-only lane, Tactical islands in lane stop, 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 | - 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 | - Speed management (e.g., speed limit changes & geometry)  
- Pop streets, slow streets, and local-access-only policies & design | - Sidewalk widening  
- Speed management (e.g., speed limit changes & geometry)  
- Expanded bike lanes & bike/shared micromobility parking zones | - Bus-only lanes with offboard fare collection, bus islands, and amenities  
- High frequency bus service  
- Expanded bike lanes & bike/shared micromobility parking zones  
- Sidewalk widening  
- Speed management | - Open space expansions  
- Expanded bike lanes & bike/shared micromobility parking zones  
- Speed management |
Streets for Pandemic Response & Recovery

- Critical Services
- Managing Speeds
- Sidewalk Extensions
- Safe Crossings
- Slow Streets
- Open/Play Streets
- Bike & Roll Lanes
- Transit Lanes
- Transit Stops & Access
- Pick-up & Delivery
- Outdoor Dining
- Markets
- School Streets
- Streets for Protest
- Gatherings & Events
OUTDOOR DINING

1. Protected space for dining in the median
2. Physical delineators and markings

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 or delay 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

Vienna, Lithuania
Credit: Dario Vinner

Eighteen public spaces in Vienna, including the central Cathedral Squares, 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 or delay permit fees or set occupancy standards.
- Tap parking enforcement officers and public works to assist with support tasks; local associations can be assisted or 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 travel 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 OBOs, local associations, and other partnerships to publicize programs, fast-tracked assessment and notification within each neighborhood.
- Keep interagency communications open, especially emergency management and any cleaning or maintenance crews.

Design + Implementation
- Use heavy separation at and near to close streets 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-sdit to back-of-sdit 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.

Cincinnati, OH, USA
Credit: Albert Celardo/The Enquirer

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

Tampa, FL, USA
Credit: Tampa Downtown Partnership

Tampa has temporarily suspended approval requirements for restaurants to expand operating space in designated portions of the public right-of-way.
7 Lessons for COVID Response + Recovery
1. Expand What’s Good About Good Places!
2. Fast-Track Plan/Policy Implementation
3. The “Business Case” Matters
4. Equity + Communication

Legend
- Proposed Slow Streets
- Highest density, least yard space
- Highest density, average yard space
- Average density, least yard space
- Average density, average yard space
- Lowest density, most yard space
5. Adapt to What’s Important Right Now.
6. Focus on People, Not One Mode of Travel
7. You Can’t Scale What You Don’t Permit
Interim Design + Materials Standards

**SAFE PLACES TO WALK**

**CURB EXTENSIONS**
- Surface barrier meant to be used at crossings and in areas of pedestrian vulnerability.
- 16" high at intersections and 12" high at other locations.
- Planted boxes should be used in areas where pedestrian activity is high.

**APPLICATION GUIDANCE**
- Applications: Neighborhood, street, sidewalk, bicycle network.
- Components:
  - 16" high, 12" high.
  - Stanley, V1, baking, X-ray.
  - In place at intersections and along pedestrian routes.
- Variations: Plant beds,benches,etc.

**FINISHES/COLORS**
- All curbs in white with solid bands.

**IN CONTEXT**
- Curved edges.
- Adjacent to streets.
- At pedestrian crossings.

**PLANTER - CONCRETE, RECTANGULAR**

**APPLICATION GUIDANCE**
- Applications: Neighborhood, street, sidewalk, bicycle network.
- Components:
  - Concrete planter.
  - Steel base.
  - Dry cement.
- Variations: Planters, benches, etc.

**IN CONTEXT**
- Concrete planters.
- Steel bases.
- Dry cement.
- For pedestrian crossings, bike lanes.

**MATERIAL STANDARDS**

**Quick Build Burlington**

**DESIGN STANDARDS**
Scalability + Adaptability
What's Next? Streets for Voting
The Big Goal Remains: Streets for People
The Biggest Barrier: Us.
Questions + Discussion

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