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
Tactical Urbanism
An approach to community-building using short-term, low-cost, and scalable projects intended to catalyze long-term change.
What Came Next: Tactical Resilience

- Open Streets
- Open Streets - "Streateries"
- Open Curbs
- Slow /Shared Streets
- Temporary Bike Lane
- Pedestrian Signal Recall
1300+ Initiatives
400+ Cities
25+ Countries
6 Core Tactics
Emerging Guidance

Streets for Pandemic Response & Recovery

CRITICAL SERVICES

Provide space for critical/temporary food, sanitation, health, medical, or social services distribution centers.

**CONTEXT**
- Near high-density/deserved areas such as markets, clinics, community centers, and transit stops.
- Areas prone to pandemics that require additional capacity.

**KEY STEPS**
- Identify and prioritize relevant locations based on city demographics, health data, and medical center capacity.
- Work with local medical centers to forecast where additional capacity might be needed.
- Set up temporary shelters to track tents, distribution centers, or mobile stations.

**TIMELINE:** Days to weeks.

**DURATION:** Hours, days, weeks, or months.

San Francisco, CA, USA
A sanctioned tent encampment for people experiencing homelessness in San Francisco provides physical distancing markers for tents and amenities.

1. Dedicated space and resources tailored for critical services (food, medical, sanitation).
2. Clear markings to indicate service areas.
3. Light separation for non-medical use and pedestrian separation for continuous use.
Tactical Urbanism as a Crisis Response Tool

Tactical Urbanism

Covid 19 Responses

<table>
<thead>
<tr>
<th>Project Type</th>
<th>(time interval ∙ relative cost)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DEMONSTRATION</td>
<td>(1 day – 1 month ∙ $)</td>
</tr>
<tr>
<td>PILOT</td>
<td>(1 month – 1+ year ∙ $$)</td>
</tr>
<tr>
<td>INTERIM DESIGN</td>
<td>(1 year – 5+ years ∙ $$$)</td>
</tr>
<tr>
<td>LONG-TERM/CAPITAL</td>
<td>(20 years – 50+ years ∙ $$$$)</td>
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</tbody>
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What have we learned?
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1. Curb Space is Way Underpriced
2. Do The Math: Measure Value Creation; Distribute Equitably
"Open Restaurants was a big, bold experiment in supporting a vital industry and reimagining our public space — and it worked...It’s time for a new tradition."

- Mayor de Blasio

- 11,000 Participating Restaurants
- 100,000+ jobs preserved
- 488% government revenue increase from parking as usual*

*~$6,800/yr @ 100% parking occupancy vs. ~$40,000/yr @ 5 servings per table, 6 days/week, at citywide average meal cost.
As far as the new permit fees go, there are reduced fees for restaurants in lower-income areas as prescribed under the city’s Climate Equity Index. Restaurant owners in very-low to low access opportunity areas will pay the city $10 per square foot of the structure per year, or approximately $2,000. Restaurants in very high opportunity areas can expect to pay about $6,000 per year.”

- Voice of San Diego
3. Evolve but Don’t Encumber Outdoor Dining

Did Boston’s new outdoor dining rules have to be so cumbersome?

There’s no reason to end what has been a successful program. But new regulations and surcharges have been difficult for restaurants to navigate, as well as expensive.

By The Editorial Board  Updated April 6, 2022, 4:00 a.m.
4. Streets + Sidewalks Can Be Managed Flexibly
5. *Most* People Love These Changes; Plan for Permanence!
Establish Clear Material + Design Criteria
Continue to Iterate and Engage as Needed!
6. Resilient Streets = Resilient Downtowns = Resilient Communities
Thanks!

@mikelydon @streetplans street-plans.com
Street Talks: Reimagining Streets + Sidewalks

Frank A. Filiciotto, PE

April 7, 2022
Constantly improving transportation

Bicycle + pedestrian facilities
Transit systems
Traffic + mobility
Complete Streets
Public engagement
Land development
Bridge design
Surveying
Construction inspection
How to elevate the street: Strategies

- Parklets
- Reclaimed Pedestrian Space
- Pedestrian Activity
- Street Closures
- Road Diets
Considerations for downtown areas

Mobility
- Quantitative vs. Qualitative MOEs

Parking
- Supply
- Revenue

Multiple jurisdictions (DOT, county, local)

Maintenance responsibility

Permanence
Lessons from the street

Seek balance and equity

Pursue input from community

Focus less on catering to vehicles and more on people

Consider temporary measures and pilots

Invite community to help implement and program space
Street closure: Esther Street, Peekskill

Source: Nearmap.com
Esther Street before

One-way city street
~110 feet in total length
Three metered parking spaces
Commercial loading zone
Underwent streetscape in 2016

Source: maps.google.com
Esther Street now

- Fully closed to vehicle traffic with artful barriers
- Seasonal plantings
- Year-round seating
- Bike racks
- Venue for music, movies, coffee, conversations
- Ties in with future plaza under DRI

Source: Fred Dennstedt
Route 9 in Ossining existing
Route 9 in Ossining proposed