Getting Things Done...Now!
NJ Complete Streets Summit  Tony Garcia
Better Streets, Better Places

- Transportation Planning
- Placemaking + Tactical Urbanism
- Architecture
- Public Outreach
- Training | Workshops
Existing
Automobile Space: 80%
People Space: 20%
Awesome! Now What?! 

Proposed

Automobile Space: 50%
People Space: 50%
Real Change is Hard!
This is where it all started

Action Alert: MDX Expansion Plan Review
by COMMUNITY COMMENTARY on JANUARY 24, 2012 · 2 COMMENTS

Do you love the Everglades? If so, then come to a meeting tonight.

Miami Dade Expressway Authority plans to use money from existing toll
WE NEED BETTER TRANSIT NOW!

Urban Areas =
15% of Land Area  (284 sq mi)
45% of Population  (1.1 Million)
This is what was promised in 2002

COUNTY

County Transportation Expansion Question

Shall the County implement the People’s Transportation Plan including: Plans to build rapid transit lines to West Dade, Kendall, Florida City, Miami Beach and North Dade; expanding bus service; adding 635 buses; improving traffic signalization to reduce traffic backups; improving major and neighborhood roads and highways, including drainage; and funding to municipalities for road and transportation projects by levying a ½ percent sales surtax whose proceeds will be overseen by the Citizen’s Independent Transportation Trust?

YES 134

NO 135

LEGEND

CURRENT EXPANSION PROJECTS

EXISTING METRO RAIL

FUTURE EXPANSION PROJECTS

CURRENT TRI-RAIL
This is what we got $2\text{B} + 10 \text{ yrs} \text{ later}
Lessons In Iterative Design

- **2009** – 3-day pop-up plaza, with lawn chairs
- **2010** – Pilot plaza with paint and temporary materials
- **2012** – Iterate design, evaluate outcomes, move forward with permanent design
- **2014** – Permanent plaza construction underway
- **2015** – Project Complete!
Great Recession

Sorry!
The lifestyle you ordered is currently out of stock

Bail out People
Not the Banks!
Public Trust in Government: 1958-2014

Public trust in the government remains near historic lows, although somewhat higher than during the October 2013 government shutdown. In a survey conducted in February 2014, 24% said they trust the government in Washington always or most of the time.

Explore public attitudes towards the federal government over time and compare the data with other key national indicators, such as consumer sentiment, the unemployment rate and changes within the elected leadership.
Public planning process broken

- (too) large scale aka. “Silver Bullet”
- Lack of transparency
- One way / static input
- Inflexible / Not results oriented
Expectation of progress + innovation

- We expect software + products will always get better.
- We are willing to tolerate imperfections; in fact these are expected.
BUILD, MEASURE, LEARN

TEST
PLAN, TEST AGAIN
PLAN, INVEST

LEARN
IDEAS
BUILD
PROJECT
MEASURE
DATA

TACTICAL PROJECTS

Adapted from The Lean Startup by Eric Ries
The Tactical Urbanism Spectrum

CONDITIONS FOR AN UNSANCTIONED PROJECT

» Intervention is smaller in scale
» There are few if any organizational champions
» Leaders aren’t willing to address existing plans, policies, project delivery protocols with action
» Can’t find a way to utilize the system
» City/entities will not help obtain/expedite permits, traffic control plans etc.

CONDITIONS FOR A SANCTIONED PROJECT

» Intervention is larger in scale
» You have identified organizational champion(s)
» There are existing plans and/or policies that city leaders want to address with action
» There are ways to use the system creatively
» City/entities will help obtain/expedite permits, traffic control plans etc.

In Planning by Doing, Gehl Studio created a Scope Compass, providing another way to outline how a project could be positioned within the spectrum of sanctioned to unsanctioned, and across the axes of time intervals, from short-term to long-term. To read more in the Planning by Doing document, visit: bit.ly/GehPlanningbyDoing

INTRODUCTION • 17
It’s about balancing planning with real life.
And Putting the **Making** back in Placemaking
2011 – North America

2012 – North America

2013 – South America

2014 – AUS / NZ

2015 - Book

2016 – North America

2017 - Italy

tacticalurbanismguide.com
Thank you

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Randy Wade | Director of Pedestrian Projects, NYCDOT | New York, NY
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Nathan Wilkes | Engineer, City of Austin | Austin, TX
Bob Wilson | CFO, Statewide Striping | Parsippany, NJ
Cliff Wilson | Director of Operations, Statewide Striping | Parsippany, NJ
Howard Wu, AICP | Associate Transportation Civil Engineer, City of Seattle | Seattle, WA
Project Delivery Spectrum

- very low budget (< $10,000)
- short timeline (< 1 week)
- Citizen led

- low budget (< $100,000)
- Short timeline (6 mo – 1 yr)
- developer, non-profit, gov’t

- modest budget (> $200,000)
- extended timeline (1-3 yr)
- gov’t led
**ARMADILLOS**

**Typical Dimensions:** Available in 3 and 5” length sizes, requires 15ft of width for buffer area.

**Estimated Cost:** $40-50 per unit, depending on size and quantity ordered.

**Overview:** Low, mountable plastic bump that can be used to achieve a curb-like barrier effect.

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**CONCRETE “TURTLE” BUMPS**

**Typical Dimensions:** Require 15 ft. of width.

**Estimated Cost:** $3-5/ft. ($15k-$30k/lane, per mile)

**Overview:** Often used as barrier near light rail tracks, these low, mountable bumps can be used to achieve a curb-like barrier effect.

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**Recommended Applications and Installation**

**Bike Lanes:** Place cones along edge of lane, 1 every 5-8 ft. Installation does not require specialized equipment. Simply drill holes and install. A team of three people can install about 100 meters in a day. The product's pre-sunk bolt holes can accommodate anchors of various sizes.

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**Tips and Considerations**

- Easily installed and removed.
- Durable and mountable for emergency vehicles, city service vehicles, etc.
- Minimal/no stormwater obstruction.
- Set armadillos at an angle to allow cyclists to cross barrier if necessary.
- Low visual profile can lead to a decreased perception of safety for people walking or biking.
- Manufacturer recommends using mechanical anchors with chemical adhesives. Plastic mechanical anchors are not recommended.

**Potential Sources**

- Purchase from traffic control or construction equipment suppliers.

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**Recommended Applications and Installation**

**Bike Lanes:** Place cones along edge of lane, 1 every 5-8 ft. Affix to pavement using chemical adhesives such as epoxy.

**Curb Extensions and Plazas:** May be combined with planters or other barrier elements to define the edge of a plaza or curb extension. Affix to pavement using chemical adhesives such as epoxy.

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**Tips and Considerations**

- Note that installation/set time will be impacted by weather and temperature. Buttons should be allowed to fully set before sustaining any impact.
- Durable and mountable for emergency vehicles, city service vehicles, etc.
- Minimal/no stormwater obstruction.
- Low visual profile can lead to a decreased perception of safety for people walking or biking.

**Potential Sources**

- Purchase from traffic control or construction equipment suppliers.
Why Tactical Urbanism?

✓ Expedite **delivery of public benefits**.
✓ **Test a program, project or plan** before investments are made.
✓ Allow people to **physically experience alternative options**.
✓ **Widen public engagement** from real-world users.
I. Widen Public Engagement + Accelerate Public Benefits
Ludlam Trail Case Study
I'm a neighbor!
A Public Hearing is not a Public Process

Ludlam Trail Corridor Charrette • Follow-Up Presentation
The community is invited to see the results of the recent Ludlam Trail Corridor public workshops.

<table>
<thead>
<tr>
<th>District 6</th>
<th>District 7</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commissioner Rebeca Sosa</td>
<td>Commissioner Xavier L. Suarez</td>
</tr>
</tbody>
</table>

**Thursday, April 23 at 6:00 pm**
West Miami Middle School
7525 Coral Way
Miami, FL 33155

**Wednesday, April 29 at 6:00 pm**
South Miami Senior High School
6856 SW 53rd St.
Miami, FL 33155

The study area for District 6 includes the FEC Railroad Corridor from Blue Lagoon (NW 7th St.) to Bird Road (SW 40th St.).
The study area for District 7 includes the FEC Railroad Corridor from Bird Road (SW 40th St.) to the Snapper Creek Expressway (SR 878).

For more information, please call: 305-375-2513

Multiple members of individual community councils may be present. These events are free and open to the public. For sign language interpreter services and for materials in accessible format, call Alain Donderiz at 305-372-6779 five days in advance.

For legal ads online, go to: http://legalads.miamidade.gov
The public speaks
1 month + $200k later....
What a difference a year makes!

November 2014

November 2015
2. Test Elements of Design + Physically Experience Design Alternatives

Bike NWA Case Study
Bike NWA

• 3 cities, 2 months!
• $30,000 material budget
• 1 month duration

Project Goals

• Test bikeway types + materials
• Build protected bikeways
• Bikeway education
• Building relationships + local capacity
So you have an idea? Assemble your Core Project Team

PRO Tips

✓ The core project team must include community partners. Cannot be exclusively consultants and city staff!

✓ Your team should have political cover; look for a high ranking champion.

✓ Core project team members should be in regular contact (these are your new best friends).
4 Main elements of TU Project Planning

• Communication (Branding + Public Outreach)
• Planning (Site Plan + Install Plan)
• Build (Procurement + Equipment)
• Evaluation (Data collection + Surveys)
Communication

- Project Branding
- Digital Communications
- Public Outreach
- Media Outreach
Start with a communication plan

**PRO Tips**

- Communications plan includes:
  - Dates for Media outreach
  - Dates for Public outreach
  - Talk to folks who already have media connections + outlets.
  - Rely on partners to spread the word and make connections
Help us make a more bikeable Rogers!

Downtown Farmer's Market

Thursday, Sept. 29 | 5:30pm

Connecting Downtown, the Railyard, and Lake Atalanta to the Activity Center

Join us!

What is BikeNWA?

BikeNWA is a series of month-long bikeway pilot projects in the Cities of Bentonville, Rogers, and Bella Vista, AR.

This pilot project will enhance mobility in Downtown Rogers, and better connect the Activity Center with the Railyard Bike Park.

Visit http://bit.ly/BikeRogers to take our brief survey!

bikeNWA.org

November 2016

#BikeRogers #BikeNWA2016

ProTECTED BIKEWAY
Bicycle Lane Markings
Digital Communication
Look for partners!

- Non-profits
- Downtown Associations
- Neighborhood associations
- BID
- Relevant industry partners
- Tourism Board
- Chamber of Commerce
- Local businesses
Planning

Site Planning
Install Planning
Programming*
**Start With Existing Plans + Studies**

**PRO Tips**

- Identifying right project is key
- Don’t get detailed yet
- Look for existing plans /studies that merit testing
- Identify the widest number of alternatives from the start
- Keep an eye on constructability + red flags. Some projects are easier to implement than others. (supportive businesses, ease of construction, politics...etc.)
Share plans early + often with Public

PRO Tips

- Hash out site plan ideas IRL
- Identify champions, volunteers, sponsors
- Leave meetings with homework – for you and public
PRO Tips

✓ Follow up with folks 1 on 1.

✓ Go door to door. The best way to communicate is still face to face.

✓ Make changes to the site plan based on what you hear and what resources start to pop up.
Talking to People We Don’t Normally Talk To
The Build Team - Identify Team Roles

- Moneymakers (fundraisers)
- Hunter-Gatherers (materials)
- Makers (design/construction)
- Coordinators (logistics)
- Mouthpieces (communication)
- Documentarians (film, blog etc.)
Develop a site plan...

PRO Tips

✓ Include typical dimensions
✓ Note materials + install notes
✓ MUTCD Sign locations
✓ More clarity here means a smooth procurement process.
Setting the Date

PRO Tips

- Set a date early and stick with it! (Blackmail yourself)
- Look at the event calendar and leverage existing events (i.e., opening of trail, IMBA).
- Be aware of events that may impact your build.
- Pay attention to the weather. Have a contingency plan.
3-4 weeks out - Detailed Budget

PRO Tips

- Identify materials storage location early.
- Make sure you have access to storage for build day.
- Include a removal plan for everything.
- Identify stewardship of materials after project. Who will take care of removal and storage of items post-build?
Choosing the right materials

PRO Tips

✔ Consider durability - How long can the materials stay in the ground?

✔ Donated materials work for some items.

✔ Be mindful of long lead times for bulk/special orders.

✔ Expect things to go wrong.

✔ Use this as an opportunity to test materials.
2-3 weeks out - Build Day Schedule

PRO Tips

✓ The team should have one captain. The person who is directing work and knows all.

✓ Designate activity captains. Practice makes perfect!

✓ Set up should happen in the days before. Blocking lanes, parking, prelim install can all happen prior.

✓ Know when to hold ‘em and when to fold ‘em. Be realistic about resources.
Evaluation
Surveys

PRO Tips

- Get data early on for:
  - Traffic volumes + speeds
  - Bike/Ped Counts
- Use Intercept surveys – both digital + paper to get more info
- Make sure you get actual users, and not trolls.
What we learned

“Absolutely I’d like a stronger/permanent connection. The option for using Cherry St instead of Poplar between 1st and 3rd is not given below. That is the route I think would be safest, most direct and the best overall option. Glad to have the experiment and hope you get a lot of feedback.”
Documenting the Project

**PRO Tips**

- Get creative with locations!
- Look for aerial shots from local buildings, cranes.
- Don’t forget about time lapse photography and drone footage.
- Think about how the photos with build out plan when positioning shots.
The Build!
Putting it all together
**Draw + measure first**

**PRO Tips**

- Critical first step - measure + chalk out lines – this time saver will make everything else move smoothly.

- Expect variations from the site plan.
Installing protective barriers

PRO Tips

✓ Some devices will need to be drilled, others can be glued. Gorilla Glue works wonders!
Lay down tape and striping

PRO Tips

✓ Use a striping machine for easy, straight lines.

✓ Depending on project duration, you may want to change the type of paint used. Some are more permanent than others.
Pavement Marking Stencils
Bring out Your Politicians
Testing Materials + Types
Signs = wayfinding, educational, MUTCD
There will be adjustments and follow-up...
They still don’t get it…

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Mayor Gimenez to build Complete Streets demonstration project after county-wide civic leaders forum with transportation innovator Gabe Klein

MIAMI (January 19, 2016) — On the heels of the Safer Streets Forum with 75 elected officials and key transportation leaders, Miami-Dade Mayor Carlos A. Gimenez announced the County would build a Complete Streets demonstration project to highlight the benefits of designing streets for all modes of transportation and all users.

“Forward looking communities are those that plan for everyone, whether you are getting around on two feet, two wheels or more wheels,” said Mayor Gimenez. “To enhance walking and biking opportunities in Miami-Dade, I am committed to implementing a Complete Streets demonstration project this year. From this effort, I am confident we will learn how to move more people through our streets and increase mobility for all.”

In an effort to tackle the critical problem of bicyclist and pedestrian safety in Miami-Dade, public officials gathered last week at University of Miami Medical School for a presentation and panel discussion led by Gabe Klein, author of Start-Up City and former transportation director for both Chicago and Washington, D.C. Klein’s visit was underwritten by the John S. and James L. Knight Foundation and The Miami Foundation and coordinated with the Miami-Dade Local Action Team for Safer People, Safer Streets (LAT).

“Reshaping Greater Miami’s streets into multimodal corridors is a major step toward improving local transit,” said Javier Alberto Soto, president and CEO of The Miami Foundation. “It’s exciting to see Mayor Gimenez and Miami-Dade County use national best practices to create much-needed solutions here in our community.”

“In addition to the clear safety benefits, this project signals a recognition by Mayor Gimenez and the county that a more transit friendly Miami, where people can easily walk and bike, can reap greater benefits — from improving civic life and economic development to reducing air pollution and accidents on our streets,” said Soto.
Here we go again...another silver bullet

Big plans, and the property taxes that might pay for them

In 2002, Miami-Dade voters were promised 89 new miles of transit rail across the county if they approved a half-percent sales tax to fund the projects. Voters did, and Miami-Dade built two-and-half miles of rail in 14 years with the new funds.

Now there’s an effort to revive the 2002 ambitions, with property taxes being up revenue from the transit tax. Unveiled in the spring, Miami-Dade’s new SMART plan seeks to bring light rail or high-tech bus lines to six of the county’s most congested corridors. One way to pay for them is to establish special property-tax districts that would divert new revenue to the transit projects.

This chart shows the six corridors and their lengths.

Source: Miami-Dade County Department of Transportation and Public Works

MPO RESOLUTION #26-16
RESOLUTION ENDORSING THE STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN AND DIRECTING THE MPO EXECUTIVE DIRECTOR TO WORK WITH THE METROPOLITAN PLANNING ORGANIZATION FISCAL PRIORITIES COMMITTEE TO DETERMINE THE COSTS AND POTENTIAL SOURCES OF FUNDING FOR PROJECT DEVELOPMENT AND ENVIRONMENT STUDY FOR SAID PROJECTS

WHEREAS, in 2002, the electors of Miami-Dade County approved the imposition of a one-half percent surtax with the purpose of improving, among other things, mass transit within the County through the People’s Transportation Plan; and

WHEREAS, the People’s Transportation Plan included eight rapid transit corridors located throughout Miami-Dade County; and

WHEREAS, on February 16, 2016, the MPO Governing Board unanimously approved a policy to set as highest priority for this community the advancement of Rapid Transit Corridors and transit supportive projects in Miami-Dade County; and

WHEREAS, the Metropolitan Planning Organization Transit Solutions Committee has, over the past several months, received and considered state from transportation partner agencies, elected officials, and the public at large; and

WHEREAS, the Metropolitan Planning Organization Transit Solutions Committee has reviewed the
Miami-Dade Quickbuild Program
Trojan Horse Strategy

Transportation and Public Works

Quick-Build Program

The Miami-Dade Transportation Quick-Build Program is a County effort that provides funding and technical assistance to anyone who wants to make short-term, low-cost transportation improvements in their neighborhood. Funding for this program is provided by a grant awarded to the non-profit Green Mobility Network by the New York City-based non-profit, Transit Center.

Quick-Build projects are based off of the project delivery process called Tactical Urbanism, coined by Miami-based, urban planning/design firm The Street Plans Collaborative.

By using the Tactical Urbanism framework, we hope to inspire city leaders, citizens, institutions, and other entities to take action now in their neighborhoods.

> Learn more Information

Tactical Urbanism projects include:

Public Spaces
Biscayne Green in Downtown Miami transformed two parking medians into a dog park, playground, seating area, open lawn, and venue for live entertainment. The city is still evaluating the impact it will have on the surrounding area.

Bike lanes
This month-long project in Bella Vista, Arkansas, allowed the city to test out a new route for a protected bicycle facility. Information they collected informed their efforts to make it permanent in the future.
Going straight to the people!

I WANT TO:
☑ BUILD A BIKE LANE.
☑ PAINT A CROSSWALK.
☐ ____________________

Want to improve your transit ride? So do we.
Green Mobility Network and Miami-Dade Transportation and Public Works want to work with you to fund YOUR big idea for transit improvements.
From better signage to seating, from bike lanes to bus shelters, we’re looking for low-cost, easy to build projects that we can build together. Submit your idea by May 1st to apply for funding!
For more info: quickbuild.greenmobilitynetwork.org

Thanks to:

$350k in funding so far...
20 projects
Five Lessons For Getting Things Done NOW!

1. Small steps, short timelines
2. Be frugal + efficient
3. Expect things to go wrong!
4. Don’t ask for permission
5. Look at existing plans

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