



Seeing is

Believing

The power of interim interventions



**Bloomberg
Philanthropies**

INITIATIVE FOR GLOBAL ROAD SAFETY



**Global
Designing
Cities
Initiative**

Global

Street

Design

Guide

Global Designing Cities Initiative

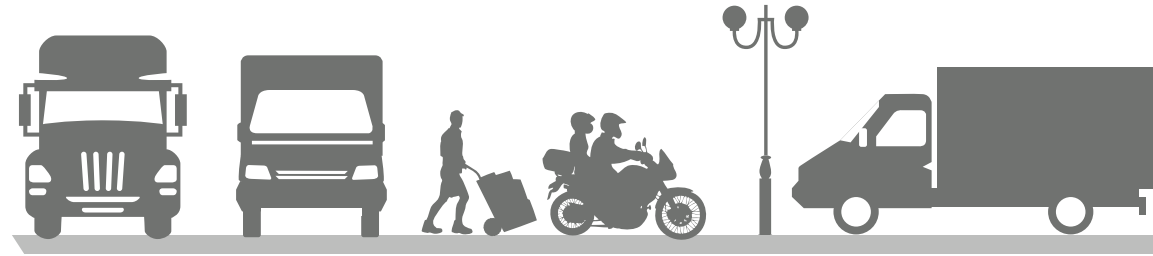
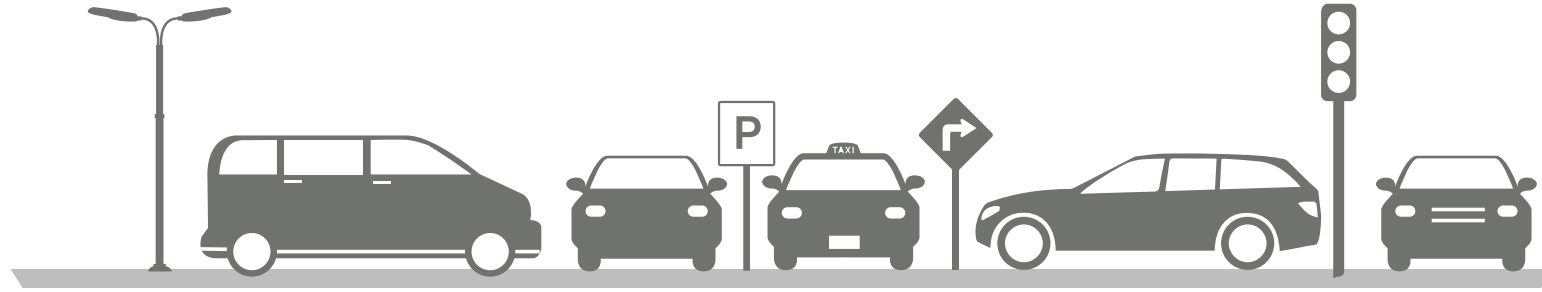
Global Expert Network



What is Possible?



- Invite Street Activity
- Change Street Geometry
- Create Cycle Facilities
- Add Seating
- Add or Improve Pedestrian Crossings
- Add Energy-Efficient Lighting
- Improve Signals
- Enhance Enforcement
- Organize Transit
- Integrate Public Artwork
- Connect Walking Networks
- Upgrade Materials
- Reduce Speed Limits
- Add Green Infrastructure
- Provide Street Furniture
- Include Wayfinding
- Activate Ground Floors
- Provide Climate Protection





As of May 2017

Free Download

www.globaldesigningcities.org



Global
Designing
Cities
Initiative



Endorsed by: 35+ Cities and 25+ Organizations



São Paulo Brasil



Bogotá Colombia



Addis Ababa Ethiopia



Fortaleza Brasil



Mumbai India



Global
Designing
Cities
Initiative

Policy and Design Guidance



Capacity Building and Community Engagement



Interventions and Transformations



Metric Collection and Evaluation

Policy and Design Guidance

Capacity Building and Community Engagement

Interventions and Transformations

Metric Collection and Evaluation



2.7 | Phasing and Interim Strategies



Interim design strategies offer an opportunity to quickly demonstrate change, allowing communities to experience an alternative condition and see progress in a short time frame.

Changing decades of embedded practice in designing urban streets can be challenging. A lack of proven local precedents, limited funding, and regulatory restrictions can lead to hesitation in the face of innovative solutions. Lengthy construction periods and frustrating wait times for nearby residents and businesses further add to reluctance toward implementation.

Interim materials or phased solutions provide opportunities to quickly demonstrate change, at a lower cost, and are therefore more easily approved. Before and after comparisons reveal solutions that work and ones that don't. Interim phasing should be used to inform long-term solutions.

Some cities brand the interim design as a pilot or test phase for a project, and others view the design as equivalent to permanent reconstruction. While a majority of these pilot projects go on to become permanent capital projects, some are altered or redesigned in the process based on their performance. This results in a better final product and saves the expenditure of future improvements or revisions.

Interim Elements and Material

During the life cycle of a street, the original design and roadway geometry may no longer meet the needs of the community. To address the need for roadway retrofits and urban traffic calming, use inexpensive, easily deployable, and non-permanent solutions that work on an area-wide scale.²

Modular Curbs
Small concrete dividers or parking bumpers can be installed for overnight transformation of streets to reflect the desired configurations, without expensive and permanent infrastructure.

Flexible Bollards
Plastic delineators are easy to install and remove. They can help in directing traffic flows and offer resistance to vehicular speeding without posing a risk. These also augment other vertical devices such as stone bollards and jersey barriers.

Paint and Thermoplastic
Surface materials can be applied quickly and relatively inexpensively. They do not create a physical barrier and may be combined with other elements for that purpose. These generally act as visual devices that force drivers to slow down, carefully read the roadbed for movement, and yield to pedestrians.

Planters
Planters can be used to create inexpensive yet aesthetically pleasing installations that define medians, islands, curb extensions, plazas, footpaths, and cycle tracks. Planters also add vegetation and greenery to the street.

Temporary Site Interventions
Temporary interventions can be implemented and tried on site for varying durations, from a few hours, a day, or even a week. They help street users visualize alternate uses of the street space and can be effective tools for public engagement.



Movable chairs and table reclaim pedestrian space in a parking lot.



Flexible bollards delineate an interim bike lane.



Parklet installed to provide additional pedestrian space.



Planters and paint used to create an interim plaza.

Moving the Curb

Many streets have a curb to indicate a separation of space between pedestrians and other modes of transport. Rethinking the curb and moving it to better balance all the users of the street can transform how the street functions, looks, and feels. Interim strategies allow streets to adapt quickly to changing contexts. Use the following strategies to transform streets and intersections to make them safer and more convenient for sustainable mobility choices.

Parklets
Parklets are public seating platforms that replace several parking spaces. They serve as a gathering place for the community and can revitalize local businesses. See 10.9: Pedestrian-Priority Spaces.

Sidewalk Widening
Sidewalks can be expanded using interim materials, such as spaced gravel, paint, planter beds, and bollards, easing pedestrian congestion in advance of a full reconstruction.

Intersection Redesign
Interim markings with bollards or planters can change the geometry of an intersection and help revitalize a neighborhood, while increasing accessibility and making mobility more intuitive.

Traffic Calming
Temporary traffic calming devices may be installed using pedestrian curb extensions at mid-block crossings or at street corners, or by using landscaping and narrow drainage channels. These may be designed as quick, inexpensive elements using paint and plastic bollards, or with use of permanent elements such as raised islands.

Cycle Corrals
Cycle corrals typically replace one parking space at the request of a local business or property owner and accommodate 12–24 cycles. Corrals can be installed at corners to increase visibility.³

Vendors and Food Trucks
Vendors and food trucks can provide valuable services where they are lacking. Areas close to key destinations such as transit stations may dedicate parking spaces for these uses so that clear walking paths may be safely maintained.

**Come in
many shapes
and sizes!**

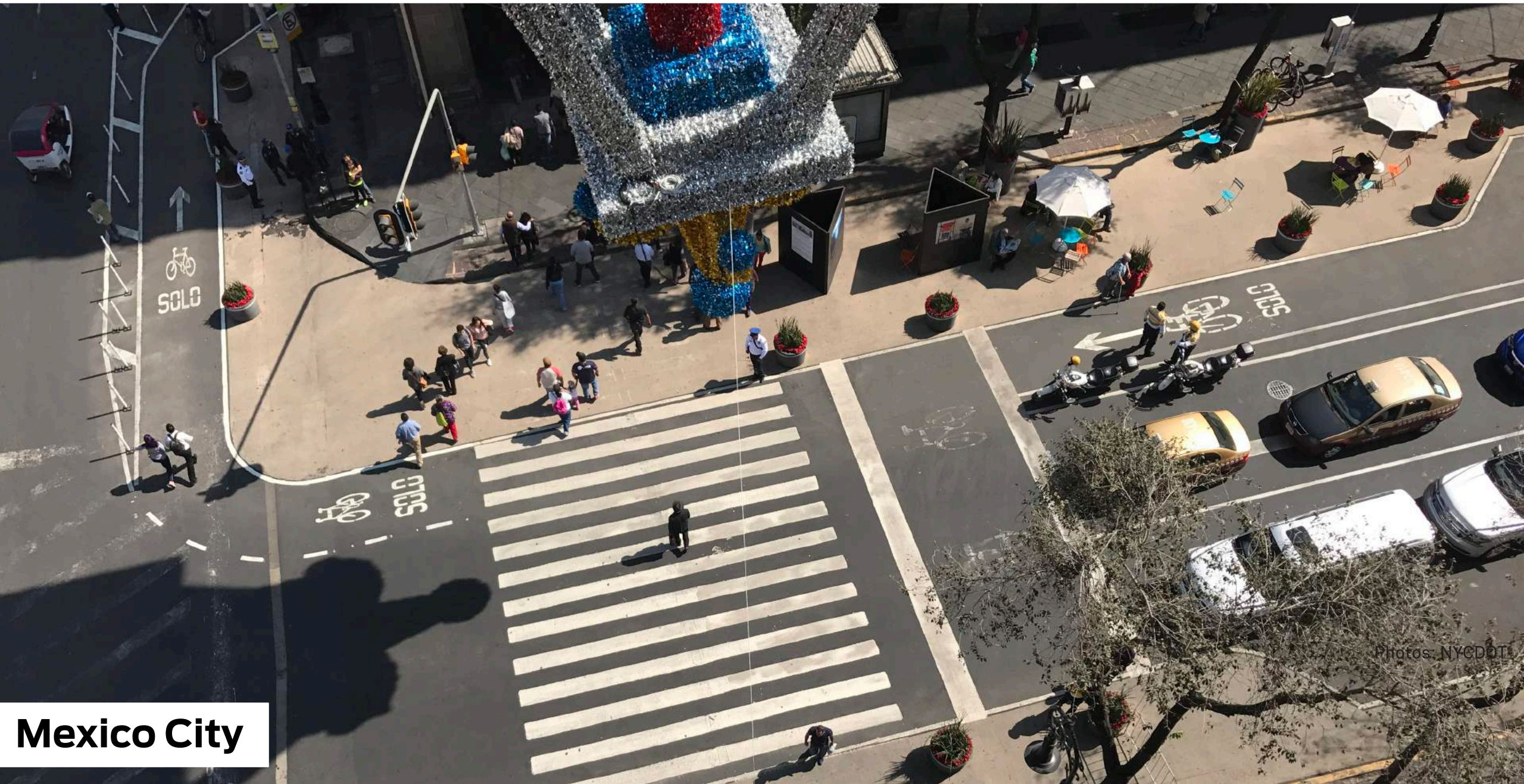
Intersection Redesigns



Photos: NYCDOT

New York

Traffic Calming Strategies



Photos: NYCDOT

Mexico City

Mid-block crossings



São Paulo, Brazil

Transit Streets



King Street, Toronto, Canada

King Street, Toronto, Canada

Bike Lanes



Brisbane, Australia

<https://space4cyclingbne.com/2017/09/04/pop-up-bike-lane/>



Pedestrian Only Streets



Santiago, Chile



Moscow

Image: Artur†Shakhbazyan



New York



New York





New York

How?

Duration /Length

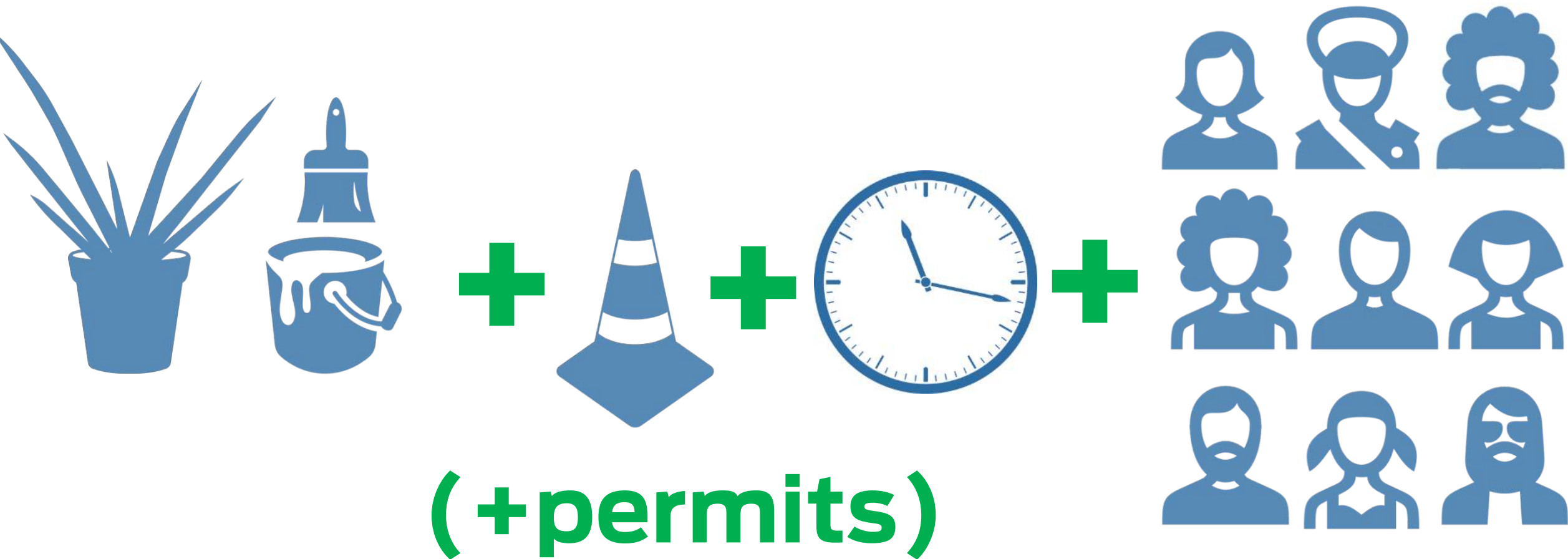
days
(pop-up)

months
Interim Intervention

years



Simple Recipe

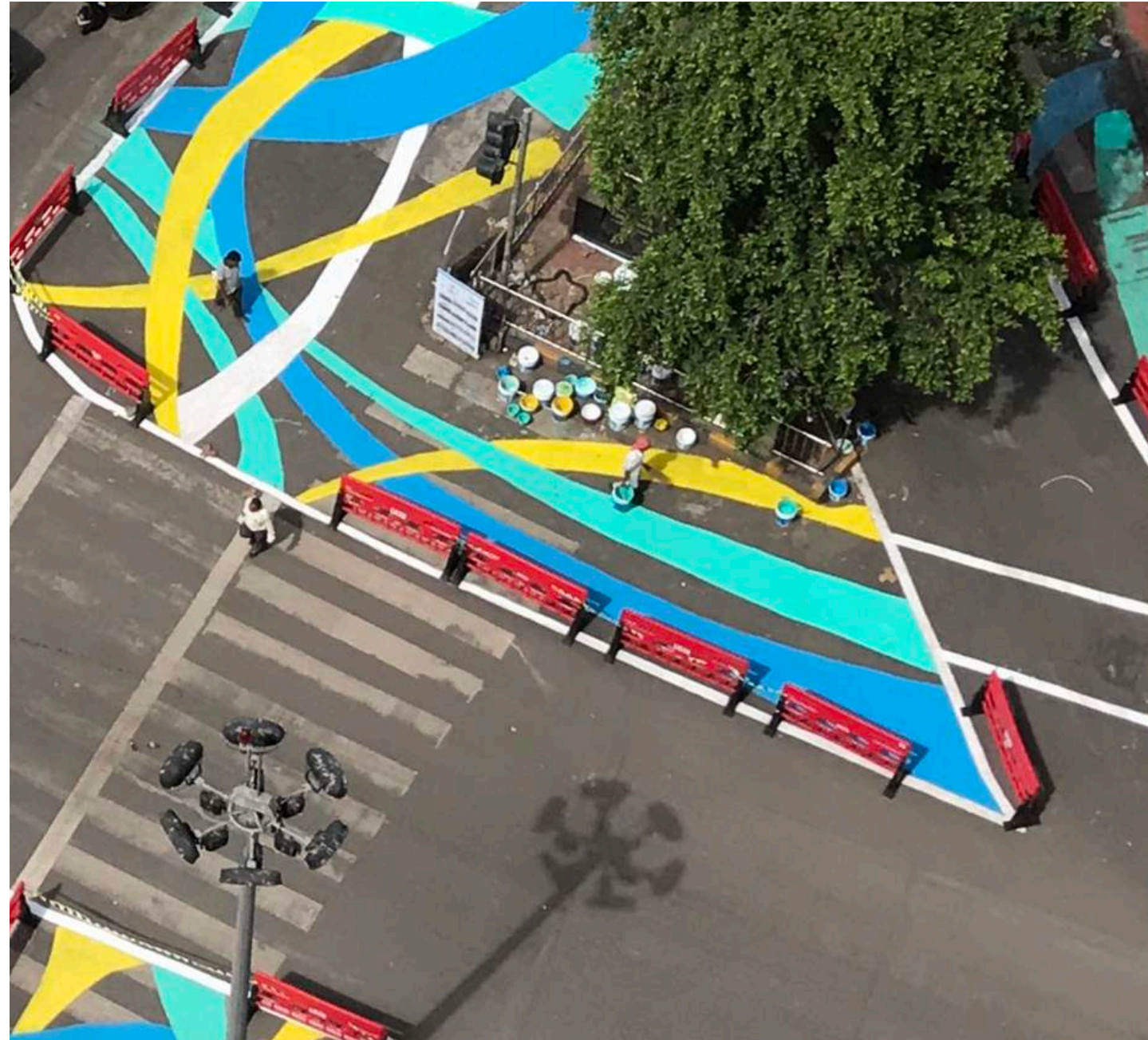


Toolkit: The basics



Chalk , Paint, Buckets, Rope, Brushes, Water and Tape (or official city paint)

Toolkit: Planters and Surface Treatments



Toolkit: Additional features for place-making



Seating



Tables



Umbrellas



Kiosks/ Vendors

Most Importantly - People!!





Site selection



Plan ahead



People + partners



Collect metrics



Programming



Implementation Plan





Site selection

- Manageable scale?
- Can you test innovative new ideas? Have an impact?
- What are you trying to achieve – have goals in mind
- Can you use this as an interim step to a longer term project?
- Check any permits required
- Place where people can activate the space





Plan Ahead

- Check dates (holidays/ strikes etc)
- Plan for enough staff support
- Make a materials checklist
- See what other projects / affecting this area?
- Spend time on site to observe
- Check dimensions
- Develop scaled drawings
- Let people know what's happening (flyers etc)

Materials for painting

Print and check

Print the list of materials and verify you have all you need before the implementation date

- ☐ Chalks
- ☐ Gypsum
- ☐ Food coloring (if you'd like different colors than just white)
- ☐ Buckets
- ☐ Brushes
- ☐ Brooms (Ideal for large surfaces like crossing)
- ☐ Water (verify if access to water)
- ☐ String (to do straight lines)
- ☐ Traffic Cones
- ☐ Measuring Tape
- ☐ Masking Tape
- ☐ Stirring paddle or paint mixers (to mix the gypsum with the water)
- ☐ Yellow tape "do not cross line" (delimitate/protect painted surface)
- ☐ Some rags/ towels (for wiping/cleaning hands etc)
- ☐ Gloves (to protect hands)



People + partners

- Local residents + businesses
- Which city agencies?
- Police?
- Local NGO's
- Universities/ academic groups
- Schools
- Artists
- Nursery to lend plants
- Invite media





Collect Metrics

- Allocate resources wisely?
- What are you trying to demonstrate?
- Counts
- Speeds
- Surveys
- Perceptions
- Photos/ videos
- Particular users?
- (Do the same for *during*)





Programming

- One day or longer period?
- Music
- Artists
- Outdoor movies
- Games for kids
- Health clinics
- Outdoor Classes
- Dance/ Yoga etc
- Boards for community feedback





Implementation Plan

- Game day (or night) plan!
- Meeting time and place – brief staff
- Delivery of furniture/ plants etc
- Programming schedule
- Coordinate crossing painting with low traffic (or do in two parts)



why?







VIA 9GAG.COM





TRIALS

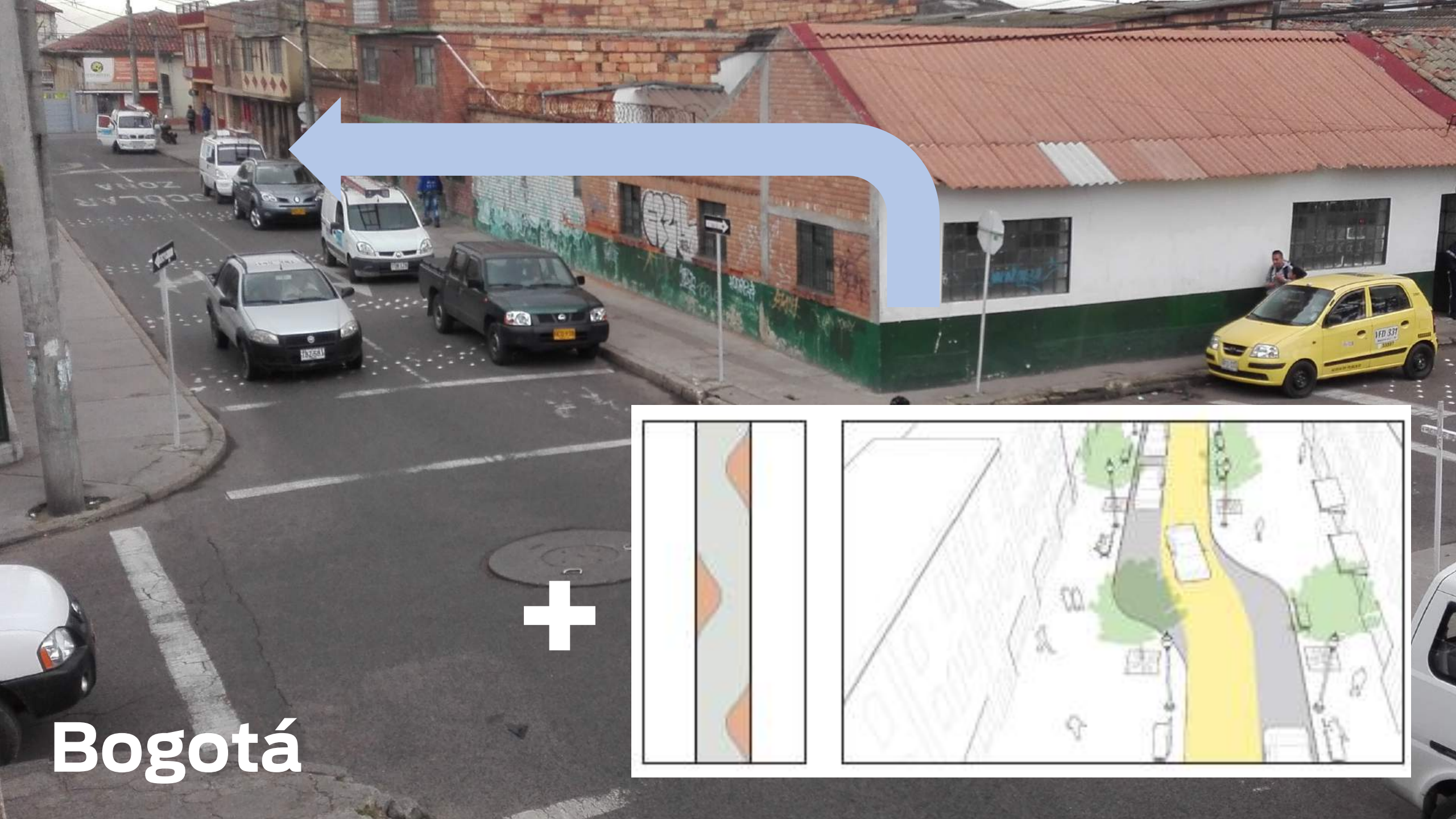
& Trainings

SHOW

What's possible



Bogotá



Bogotá





Bogotá

Fotos: NACTO-GDCI



Fotos: NACTO-GDCI



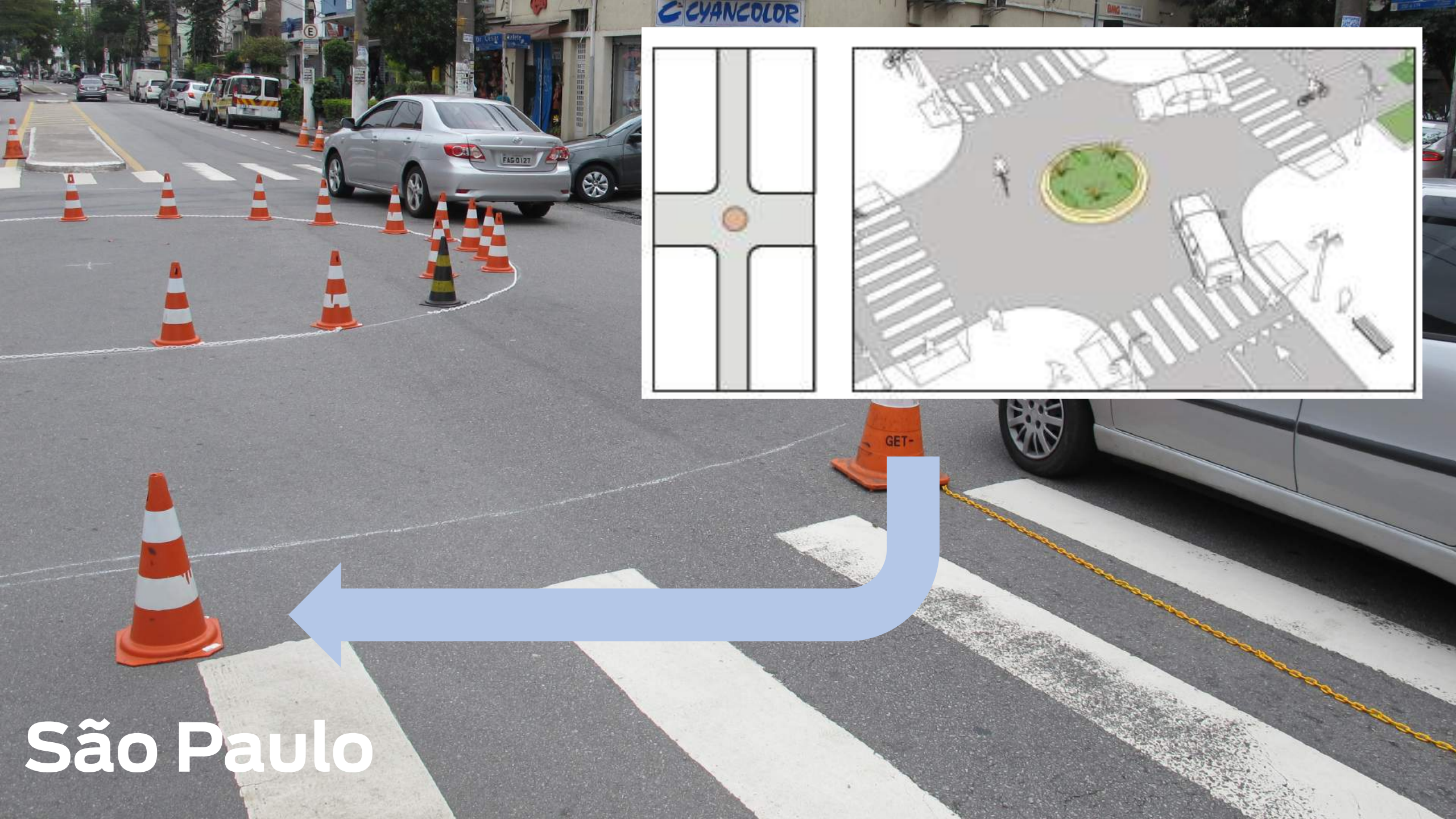
Now seeing local engineers applying this strategy!



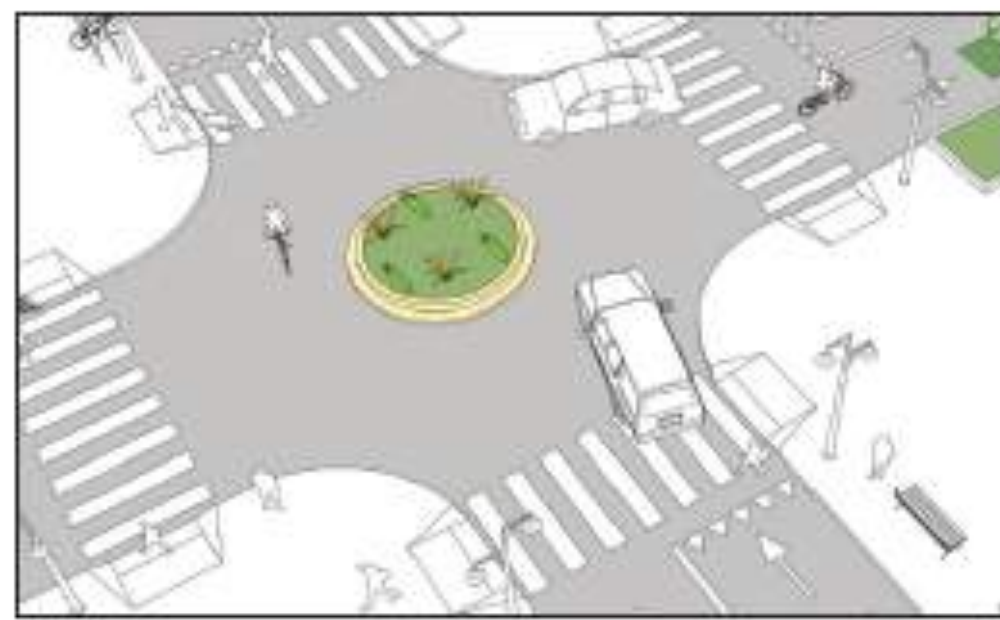
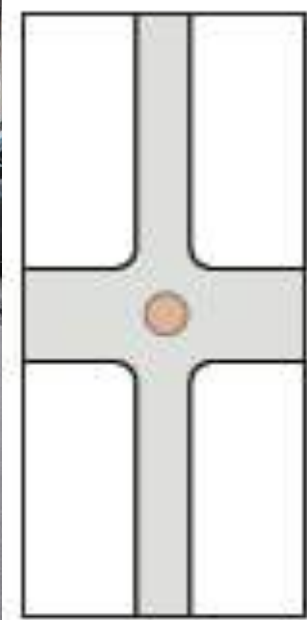
Fotos: NACTO-GDCI



São Paulo



CYANCOLOR



São Paulo





São Paulo



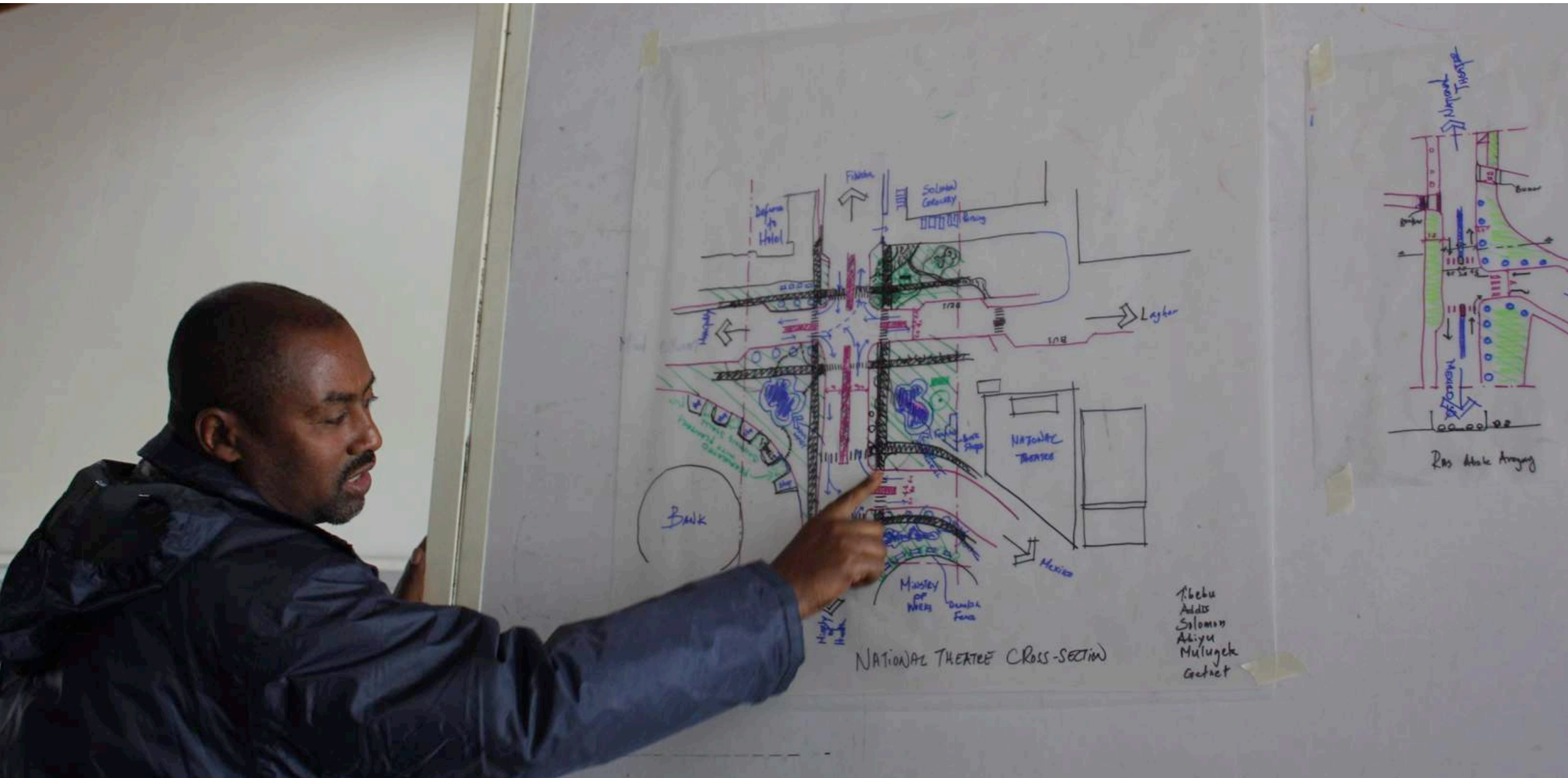
Can lead to change practices and manuals!



Addis Ababa....Indoor training + workshops



Addis Ababa.....draft design proposals on paper



to experimenting on site!

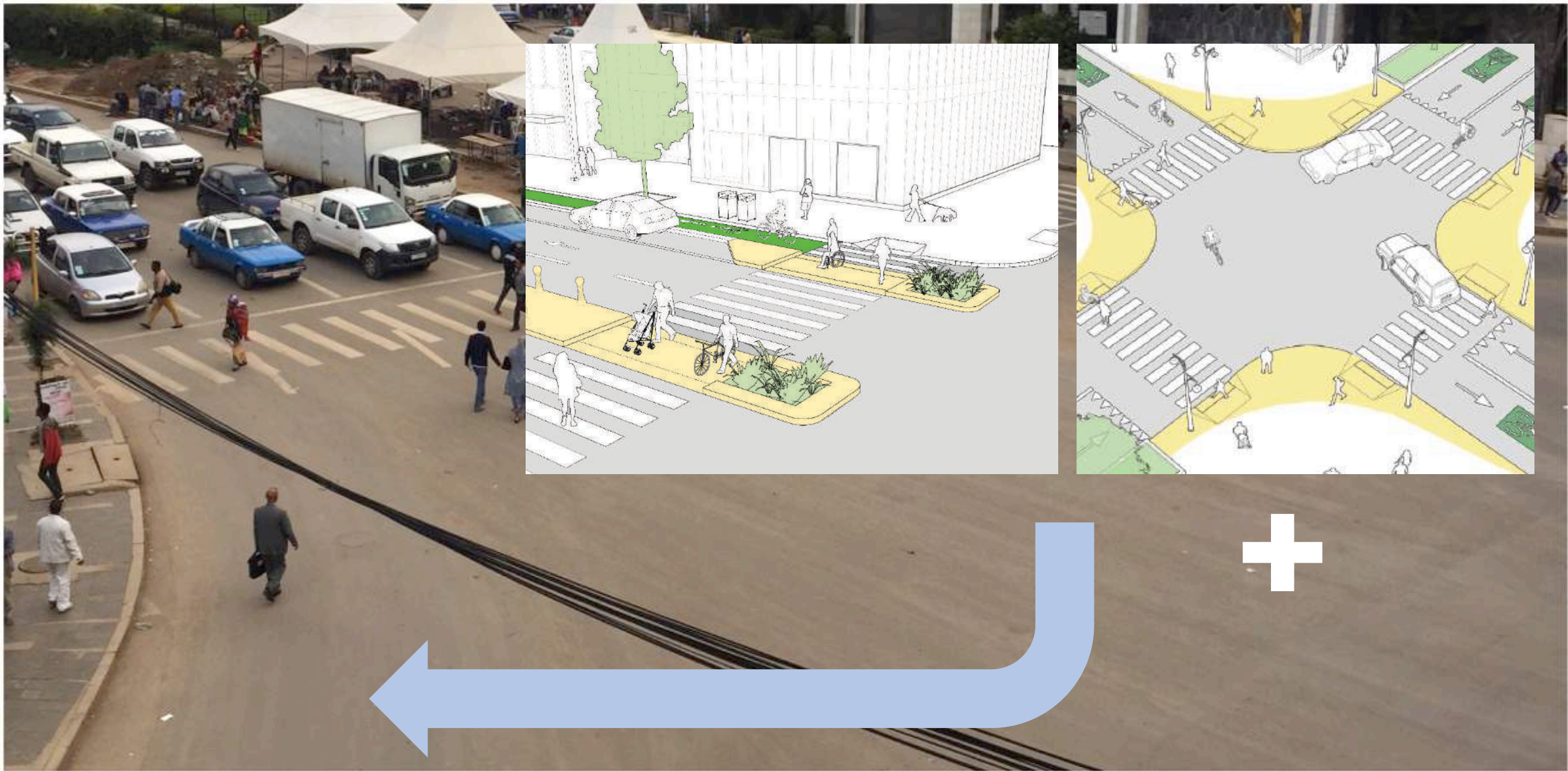


Learning through doing





Addis Ababa, Ethiopia



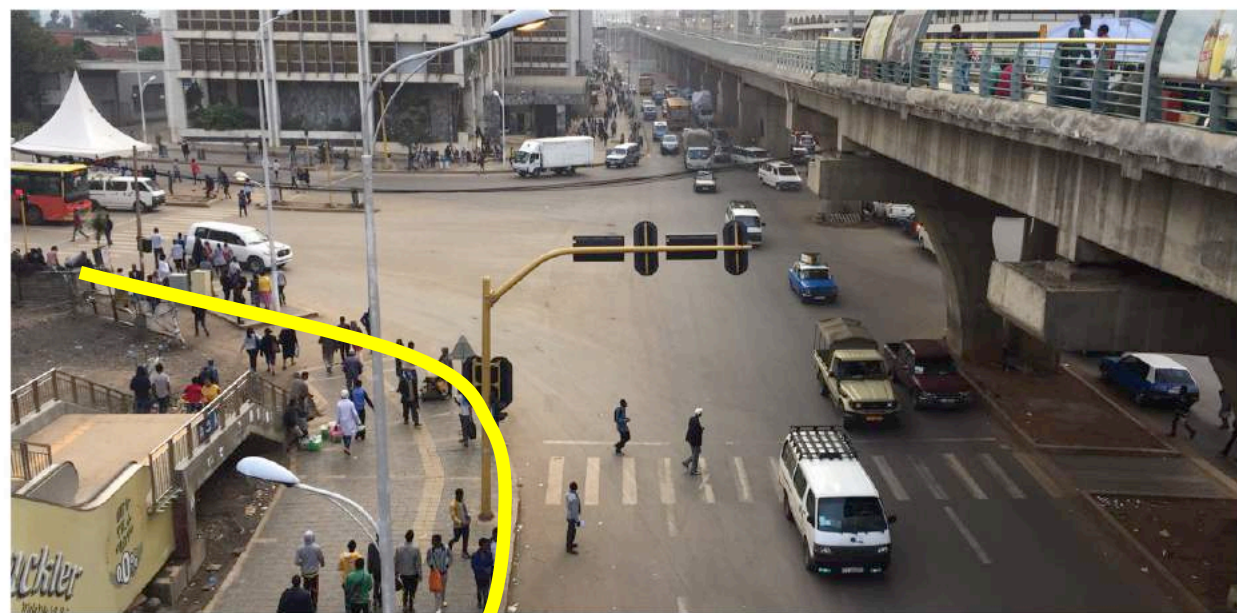
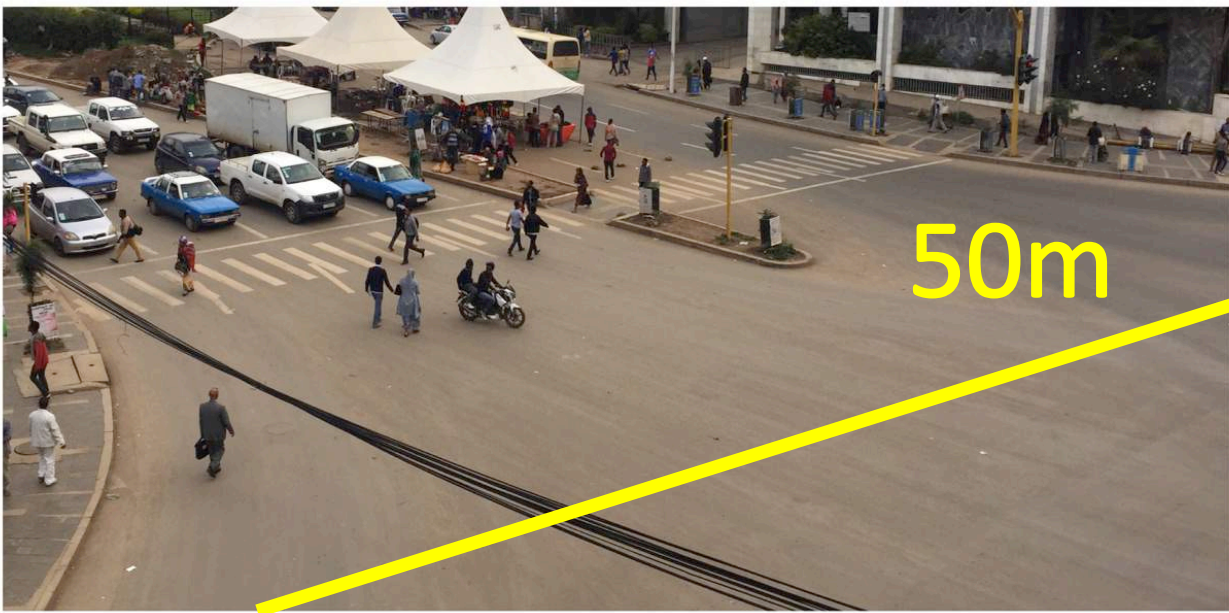
Addis Ababa, Ethiopia



Addis Ababa, Ethiopia



Addis Ababa, Ethiopia



Addis Ababa, Ethiopia



Mr. Fikade



Addis Ababa, Ethiopia



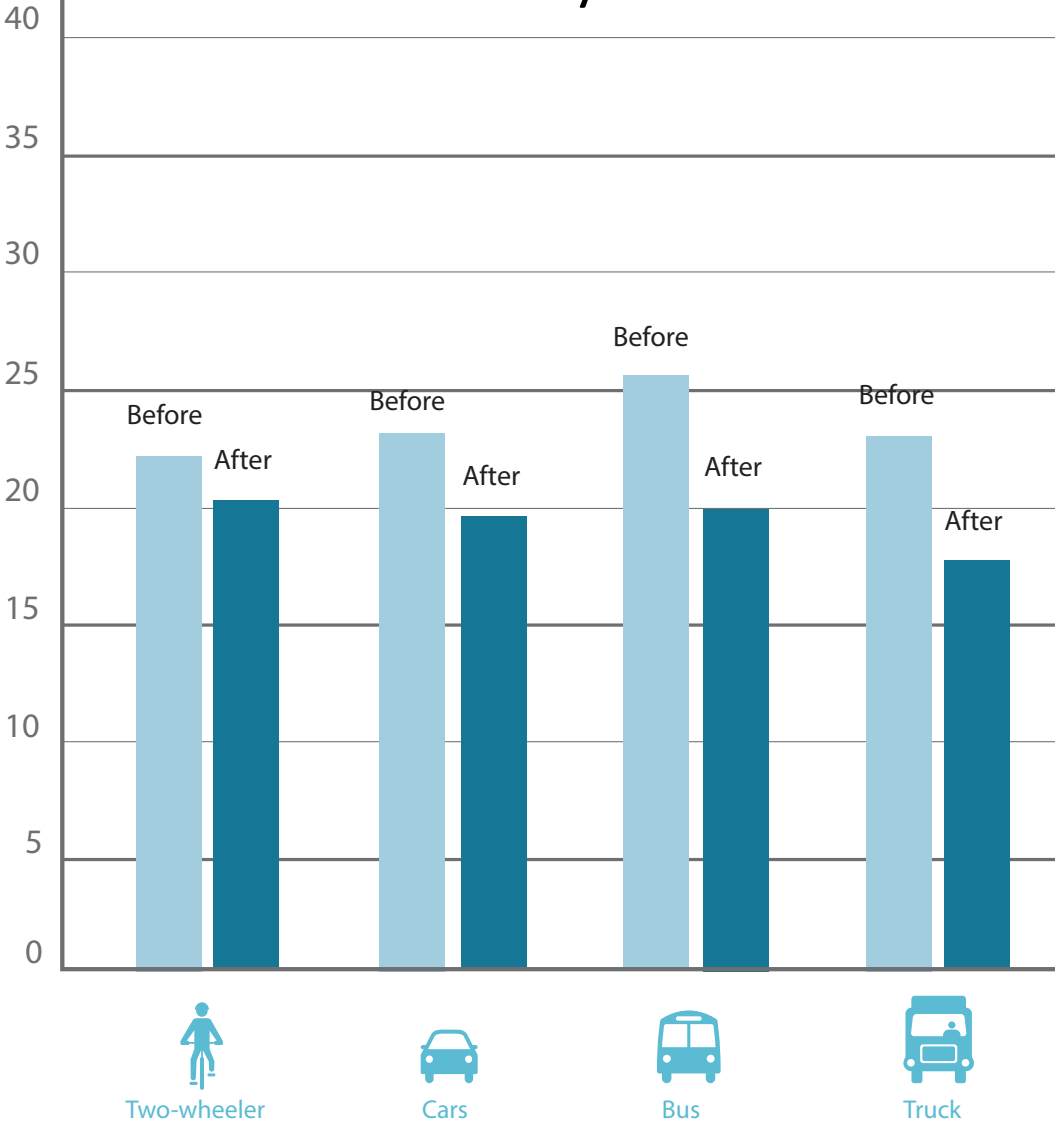
Addis Ababa, Ethiopia

Turning Speed Observations

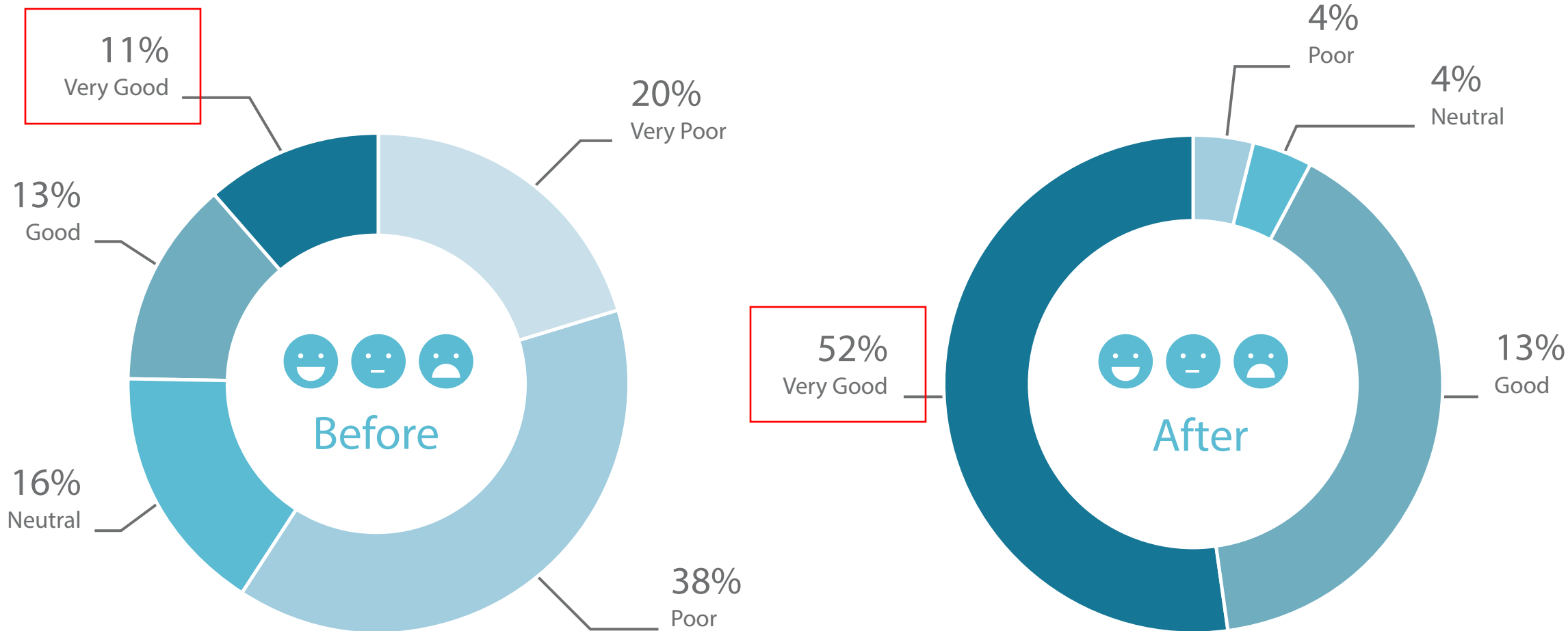
Weekends



Weekdays



Road users' responses on the comfort, convenience, safety, and attractiveness of intersection before and after transformation



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የተጠበቀ
መጋጠሚያዎች
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Safe
Intersections
Program



TMA



AACRA



ARTISTS +
ACADEMICS



LOCAL COMMUNITIES



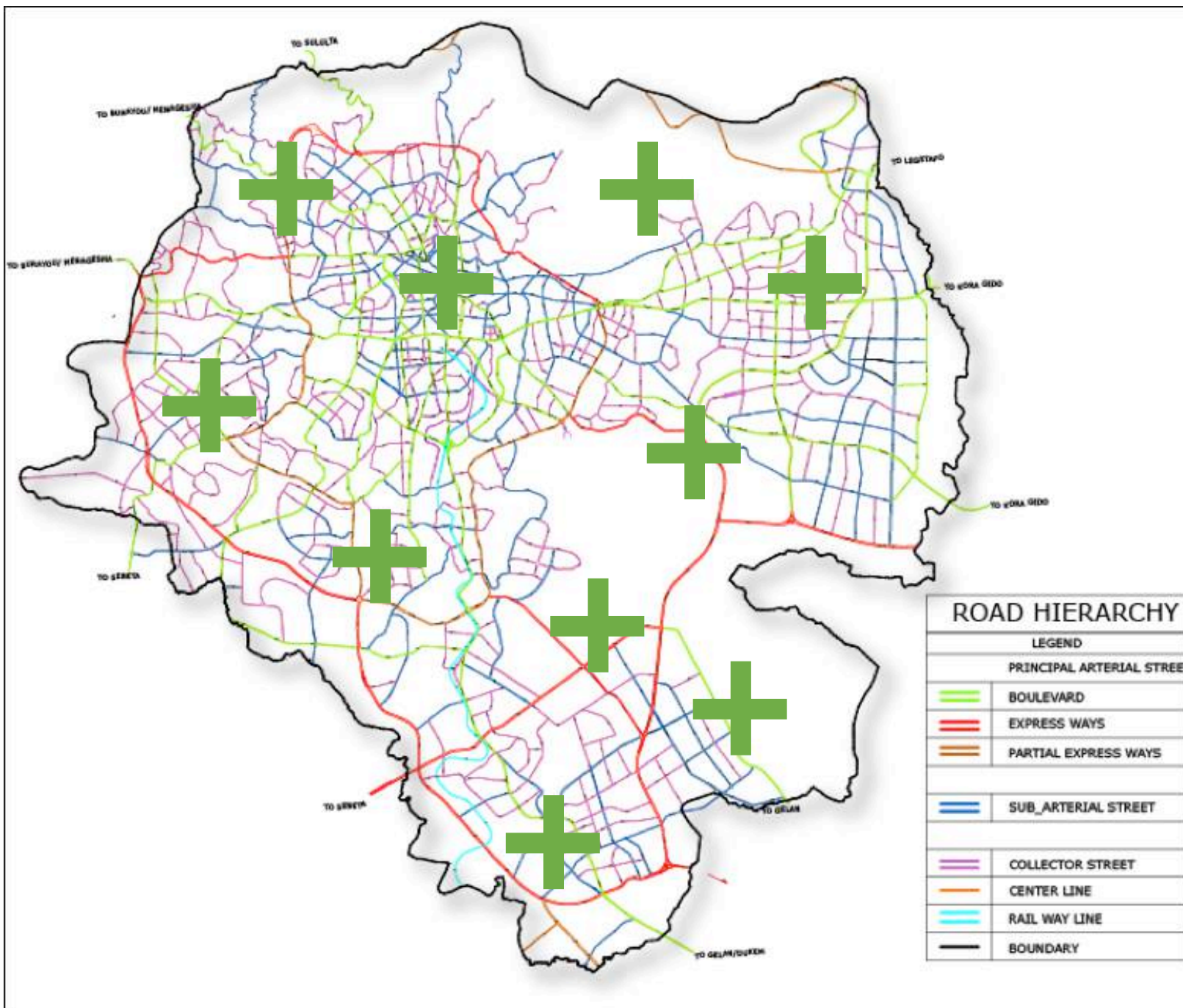
POLICE



Beautification



TPMO



Scaling Up
x10
per/year





MEASURE

Change





**If you can't measure it,
you can't manage it.**

Michael Bloomberg

Plaza Activity Map

name: Calvin

date: 20/11/17 time: 10:00

location: 20-27 direction: SW

weather: cloudy temperature: 12-15

wind: strong, windy

notes:

Plaza Plaza Plaza Plaza Plaza Plaza

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28

taking selfies

taking photos of plants

work for mobile lab

sleeping in the grass

taking biopsies

Legend:

- taking selfies
- taking photos of plants
- work for mobile lab
- sleeping in the grass
- taking biopsies

Timeframe, date and surveyors information

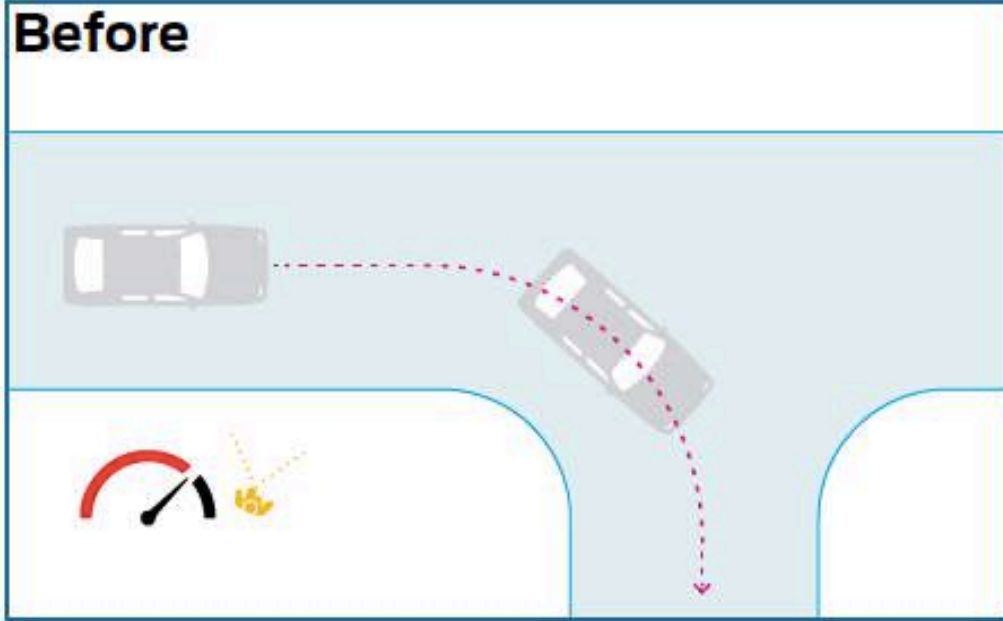
Clearly register the according metrics

Key location maps

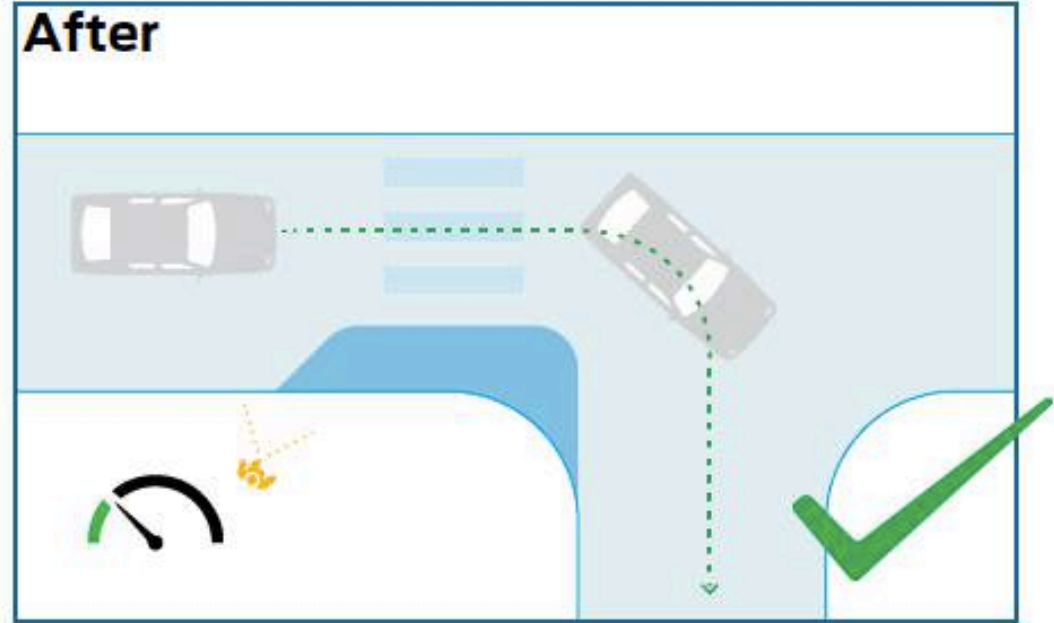
Space for
surveyor notes
and observations

Design strategies impacts

Before



After



Speed
reduction **30%**

Intersection A



- Surveyor 1
- Surveyor 2
- Surveyor 3

Intersection B



- Surveyor 4
- Surveyor 5
- Surveyor 6



Sao Paulo, Brazil





5%



15%



24%



18%



38%



51%



31%



8%



4%



6%

How safe to you feel on the **sidewalks**?



😊 1%

😊 5%

😐 12%

☹️ 25%

☹️ 57%

😊 48%

😊 22%

😐 13%

☹️ 9%

☹️ 8%

How safe to you feel on the **crosswalks**?





Average speeds reduced by **30%**





ህንጻቸው የተጠበቀ መሆኑንና
ደስተኛ የመሆኑን ተጠቅሟል!



Global Designing Cities Initiative



Bloomberg Philanthropies
INITIATIVE FOR GLOBAL ROAD SAFETY



Vital Strategies

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Change

the conversation!

From considering only one user.....

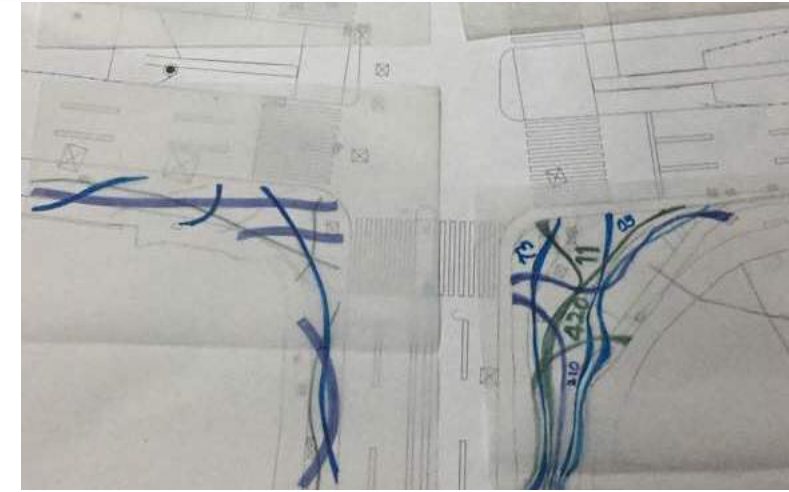


.....to considering all users



Inclusive . Quantitative . Qualitative . Contextual

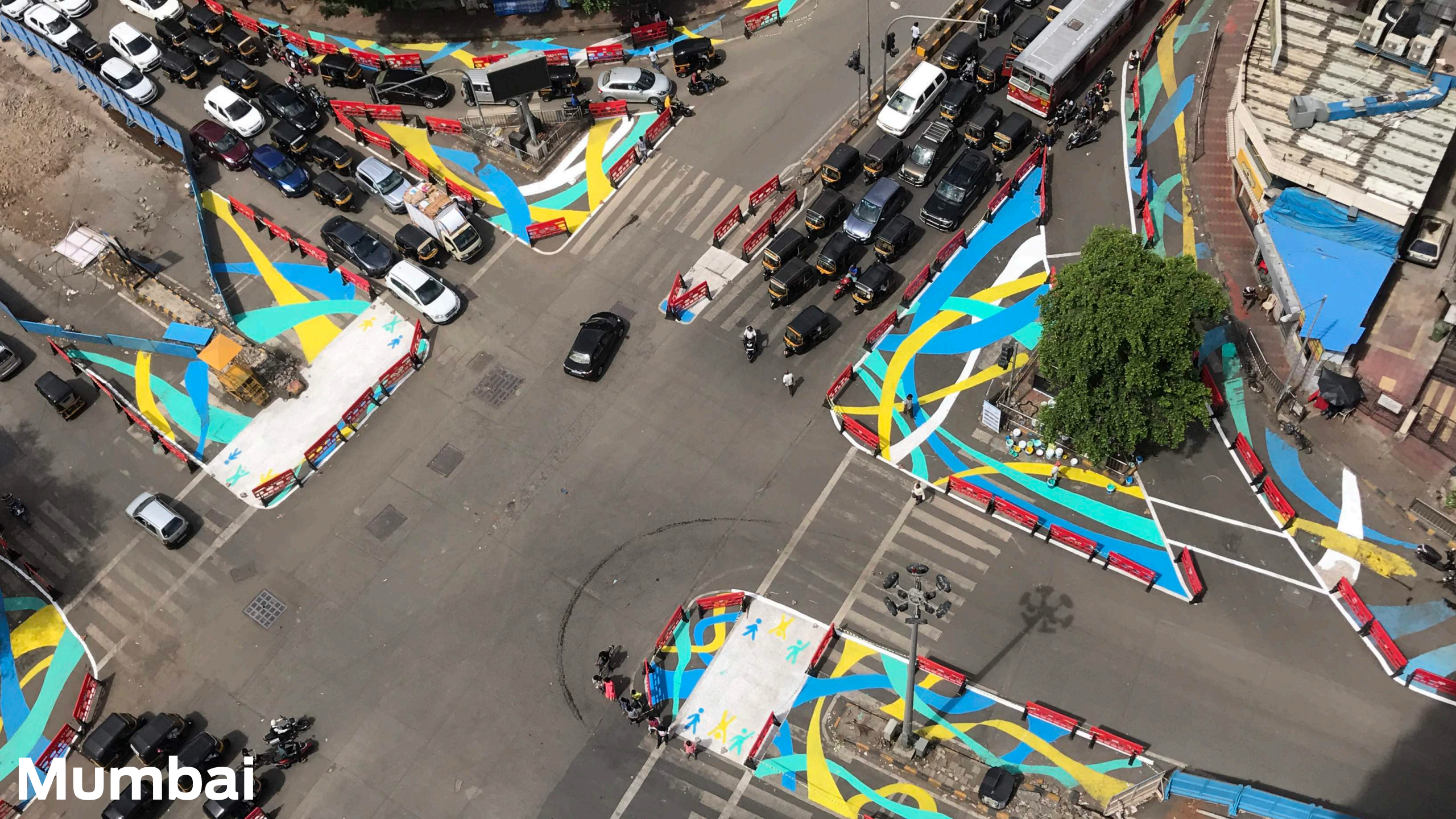
Most Importantly - People!! (Local art/ design schools)



KRVIA University – Art Concept = Pedestrian Flows

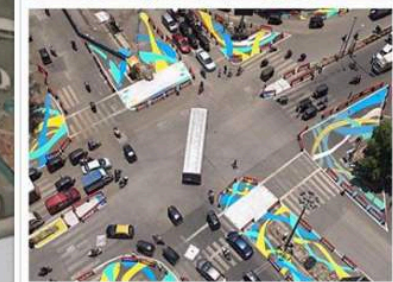
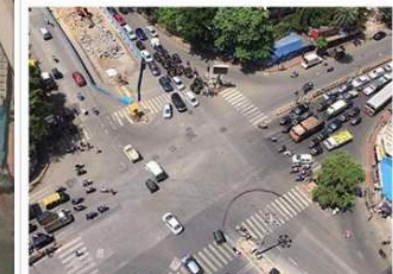
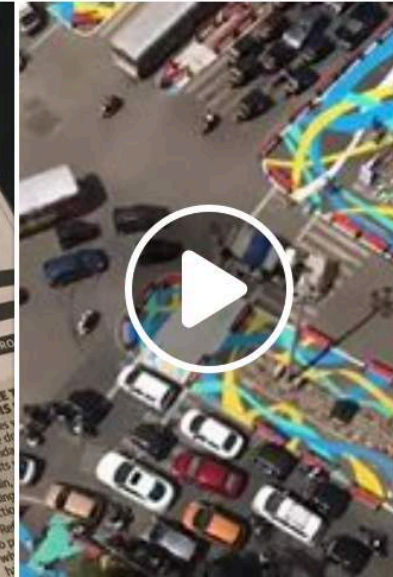


Mumbai



Mumbai

Getting the media involved



Like



Comment



Share



Empower



communities

Learning from local expertise



What's happening, when, why, for how long....

PENSEMOS NUESTRO BARRIO

Fecha: 9 de julio
Hora: 7:30 am - 11:00 m
Lugar: Fundación Santafe
Carrera 7 N° 116 - 05
Salón CP - 302
Cupos limitados

Nuestro espacio a pensar:
Desde la Carrera 9a hasta la Carrera 5
y desde la Calle 121 a la Calle 112

Te invitamos a participar
en el taller de
Diseño Urbano
y Seguridad Vial
de Usaquén

Logos: NACTO, Global Designing Cities Initiative, Bloomberg Philanthropies INITIATIVE FOR GLOBAL ROAD SAFETY, ALCALDIA MAYOR DE BOGOTÁ D.C.

¿QUÉ PODRÍA SUCEDER AQUÍ?

NATURALEZA
ACTIVIDADES
DIÁLOGO

LAS PLAZAS TRANSFORMAN EL ESPACIO PÚBLICO

PLAZA ALQUERÍA
PLAZACALLE80

Logos: ALCALDIA MAYOR DE BOGOTÁ D.C.

Subprefectura de São Miguel convida:

SÃO MIGUEL MAIS HUMANA - Rua para Todos

Essas ruas foram pensadas, não só para os carros, mas também para as pessoas? Venha conhecer o projeto urbano de segurança viária para a Área 40 de São Miguel e experimentar uma rua para todos! A Praça Getúlio Vargas Filho será transformada em um espaço de lazer com atrações e atividades para todas as idades.

- 10:00 Grupo Aldeia Salêta Canção & Poesia
- 11:00 Crianças Cuidadoras do Caminho da Escola
- 12:00 Pinte sua florêira (atividade para crianças)
- 12:30 Zê da Lua & Convidados (forró pé de serra)
- 13:30 Canção da Leste & DJ Biki (hip hop nostalgia)
- 14:00 Yaya Bonneges & Amigo (MPB, rock e xote)
- 15:00 Desenhe a sua praça!
- 16:00 Grupo de Dança Afro Babalorim

Pinura Artística no asfalto por Fernando RV
Exposição de horta orgânica e Ikebana por Johrei

sábado, 19 de novembro
das 10h às 17h
na Praça Getúlio Vargas Filho
evento aberto ao público

Logos: PREFEITURA DE SÃO PAULO, CET, Bloemberg Philanthropies INITIATIVE FOR GLOBAL ROAD SAFETY, Vital Strategies, NACTO, ITOP, Global Designing Cities Initiative, citi, BJIARI, ANP, m-bifilm, WRI BRASIL

During the event – inviting leaders



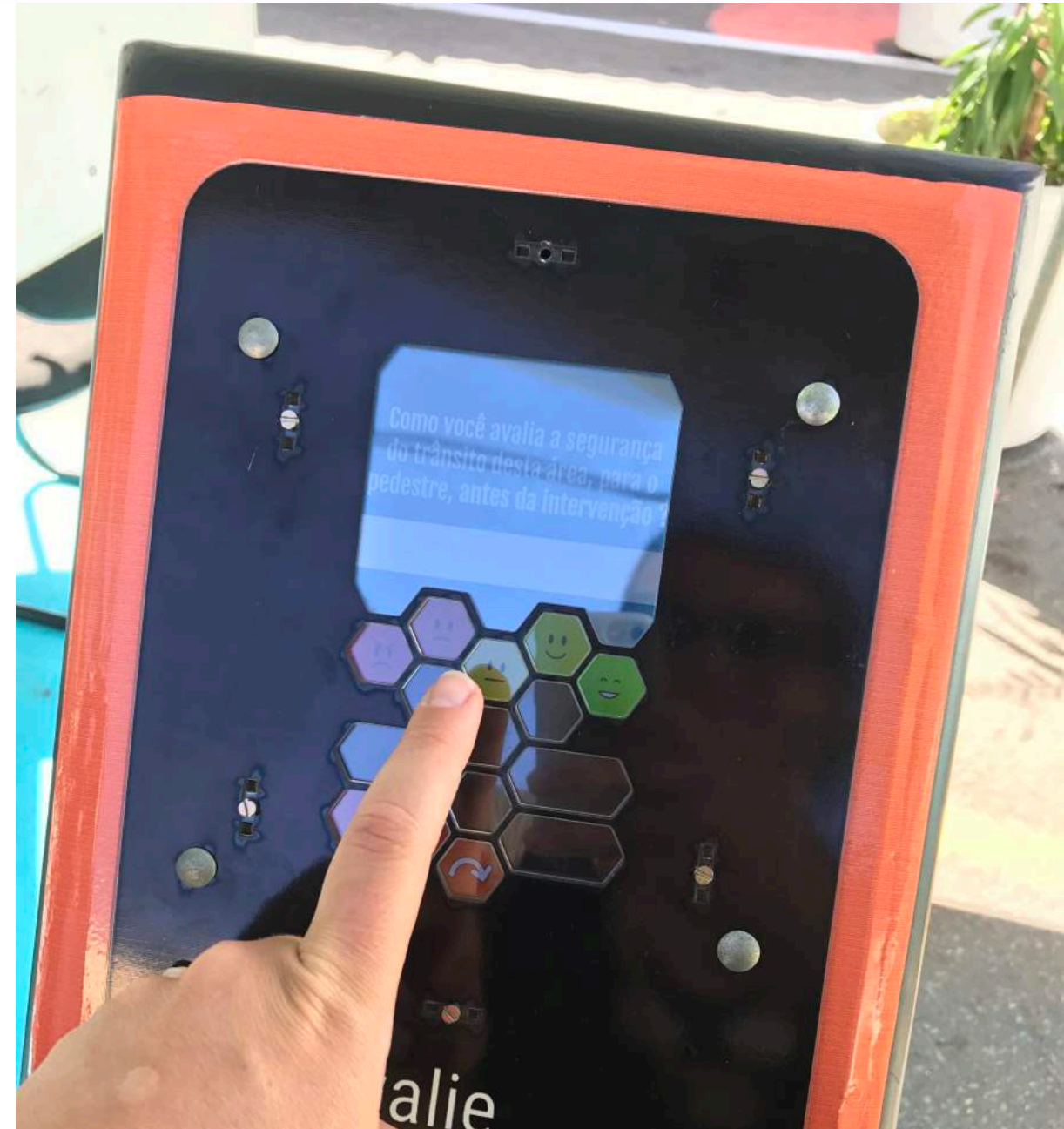
During the event – talking to people



During the event – learning what people care about



During the event – digital surveys



During the event - branding



During the event - partners





ANTES
Cidade 2000, Fortaleza



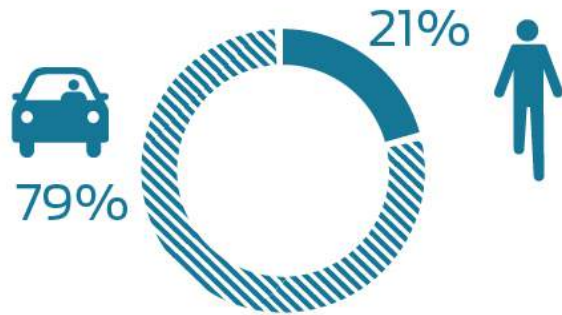
DEPOIS
Cidade 2000, Fortaleza

Fortaleza

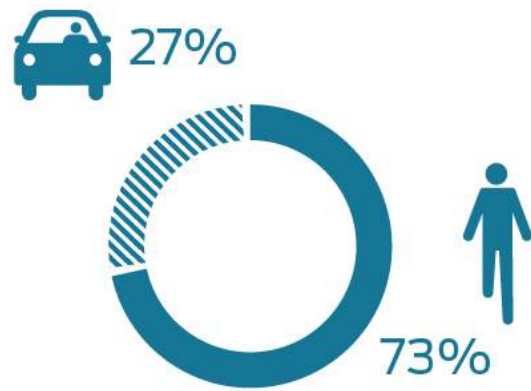
Quantitative survey

Pedestrians Share of the Street

Cidade 2000



BEFORE



AFTER





Cidade 2000, Fortaleza



Cidade 2000, Fortaleza



Cidade 2000, Fortaleza



Cidade 2000, Fortaleza







Cidade 2000, Fortaleza



Global
Designing
Cities
Initiative

Fortaleza

Quantitative survey

Cidade 2000



94%
Approve of the
intervention



97%
Believe Pedestrians
should be prioritized
over motorized traffic







Cidade 2000, Fortaleza





Seeing is

Believing

The power of interim interventions



Thank You!

Download the guide at
www.globaldesigningcities.org

Skye Duncan
skye@nacto.org



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@skyejduncan



facebook.com/globalstreets