Imagine People Here: Demonstration Projects, Planning and Advocacy

April 27, 2018 | New England Bike/Walk Summit
Imagine People Here: Demonstration Projects, Planning and Advocacy

1. Intros
2. About the Bicycle Coalition of Maine (BCM)
3. Demonstration Projects—Sanctioned Tactical Urbanism
4. BCM’s Imagine People Here!
5. How Can Tactical Urbanism Help with Planning?
6. How Can Tactical Urbanism Help with Advocacy?
8. Site Considerations
Bicycle Coalition of Maine

Making Maine Better for Bicycling and Walking

- Making Maine better for biking since 1992 and walking since 2015.
- Member organization with over 5000 members
- Statewide clearinghouse for information and resources about biking and walking in Maine
- Funded by members, event revenue, DOT and CDC contracts, grants and sponsorships.
- Events, Education, Advocacy, and Other Stuff
Demonstration Projects

= Sanctioned Tactical Urbanism

Mike Lydon setting up a demo project as part of BuildMaine, 2015
Tactical Urbanism is

“... an approach to neighborhood building and activation using short-term, low-cost, and scalable interventions and policies. [It] is used by a range of actors, including governments, business and nonprofits, citizen groups, and individuals. It makes use of open and iterative development processes, the efficient use of resources, and the creative potential unleashed by social interaction. . . [it] is a learned response to the slow and siloed conventional city building process. . . . “
“… For citizens, [tactical urbanism] allows the immediate reclamation, redesign, or reprogramming of public space. For developers or entrepreneurs, it provides a means of collecting design intelligence from the market they intent to serve. For advocacy organizations, it is a way to show what is possible to garner public and political support."

Tactical Urbanism

or more simply:

... using demonstration projects of short to moderate duration to show residents and decision-makers how possible, easy and cost effective it can be to improve safety and convenience for walkers and bicycle riders (and other vulnerable users).
Imagine People Here

• Our tactical urbanism program, first launched in 2014 with a Peoples For Bikes Grant, called Imagine Bikes Here!

• Executed a bike lane project on Cottage Road in South Portland

• Continued in 2015—Rebranded as Imagine People Here to better accommodate pedestrian projects

• Sanford, Yarmouth, Scarborough, Bangor, Lewiston, Rangeley, Saco, York, Gray, Old Orchard

• Toolkit in Process!

Imagine People Here

bikemaine.org/demosurvey

This demonstration project was created in partnership with the Bicycle Coalition of Maine.

Let us know what you think of this project at:

bikemaine.org/demosurvey
Imagine People Here

• South Portland
As an Advocacy Tool, Demonstration Projects:

- Permit new ideas be tried in a temporary, reversible fashion.
- Enable public input that can sway decision makers—surveys!
- Develop relationships with people who manage the roadways.
- Provide proof of concept that can be leveraged for more permanent installations.
Imagine People Here!

York
As a Planning Tool, Demonstration Projects:

• Move an idea from paper or projection into the real world!

• Enable members of the public and decision makers to interact with streetscape changes and imagine different configurations of public space.

• Enable design tweaks and revisions.

• Let people see something work before money is spent!
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South Portland
Pop Up vs Temporary

Pop Up Demonstrations are short term, usually lasting just a few hours to a day or two, are highly temporary, not very durable, require monitoring and oversight while they are up, and are best used to accompany events and for raising consciousness.
Pop Up vs Temporary

Temporary Demonstrations are medium term, usually lasting a week to 6+ months. They are generally much more durable than pop up projects, but are set up to be easily reverse-able. Temporary projects are best for testing facilities which might be considered for a more permanent pilot-type installation.
Site Considerations

- Keep it simple. Don’t try to solve a complex problem
- Choose locations where public support (or at least, minimal backlash) towards the project can be expected.
- Choose locally controlled, rather than state controlled, roadways.
- Choose locations where some planning or conversations about the need for a facility have already occurred. Connect to other existing or planned bicycle and pedestrian facilities.
- Choose locations that will be ok to leave for at least 1-4 days.
- Think about municipal support. Don’t pick projects that will be difficult to sell to decision makers.
- Conform to or exceed AASHTO or NACTO specifications for bicycle and pedestrian facilities.
- Collect Public Reactions to the Installation.
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Scarborough, Multi-Use Advisory Lane

KEEP RIGHT FOR ONCOMING TRAFFIC

YIELD TO BIKES AND PEDESTRIANS
Imagine People Here

Gray
Typical Process With Municipality

• Introduce concept
• Conduct site visit
• Solidify project design and scope (usually a plan is submitted, an MOU can be drafted as needed)
• Receive permission from municipality—planner? council? DPW?
• Arrange for supporting materials from municipality as needed (e.g. “Change in Traffic Pattern” signs)
• Project is carried out
• Collect feedback from community
• Clean up at the end of the demo
• Share results
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At a minimum, you’ll probably need to touch base with:

• The town planner, if there is one
• The town manager, if there is one
• The director of public works.
• The town engineer, if there is one
• The police chief or director of emergency services.
• You may need to do some outreach to people who live on the street.
• Note that you made also in some cases need or want council approval.
Imagine People Here

Saco
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Additional Considerations
• Traffic Management — police?
• Borrow Cones and Signs
• Hi Vis Clothing for Volunteers

Tools
• Measuring Wheel
• Paint Line Striper? Water vs. Acrylic base
• Screw Gun
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Yarmouth,
Multi Use Advisory
Lanes
Imagine People Here

Additional Considerations—Materials
MUTCD Grade
- Bollards
- Curb Stops
- Temporary Traffic Tables?

Ad Hoc
- Painted Spare Tires
- Crates
- Straw Bales
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Additional Considerations — Materials
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Sanford, Buffered Bike Lanes
Imagine People Here

Lewiston, Pop Up Block

BUILD MAINE STREET DEMO TRAFFIC CONTROL PLAN

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 demarcate 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.
Imagine People Here!

Bangor, Pedestrian Wayfinding
Imagine People Here

Rangeley
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