



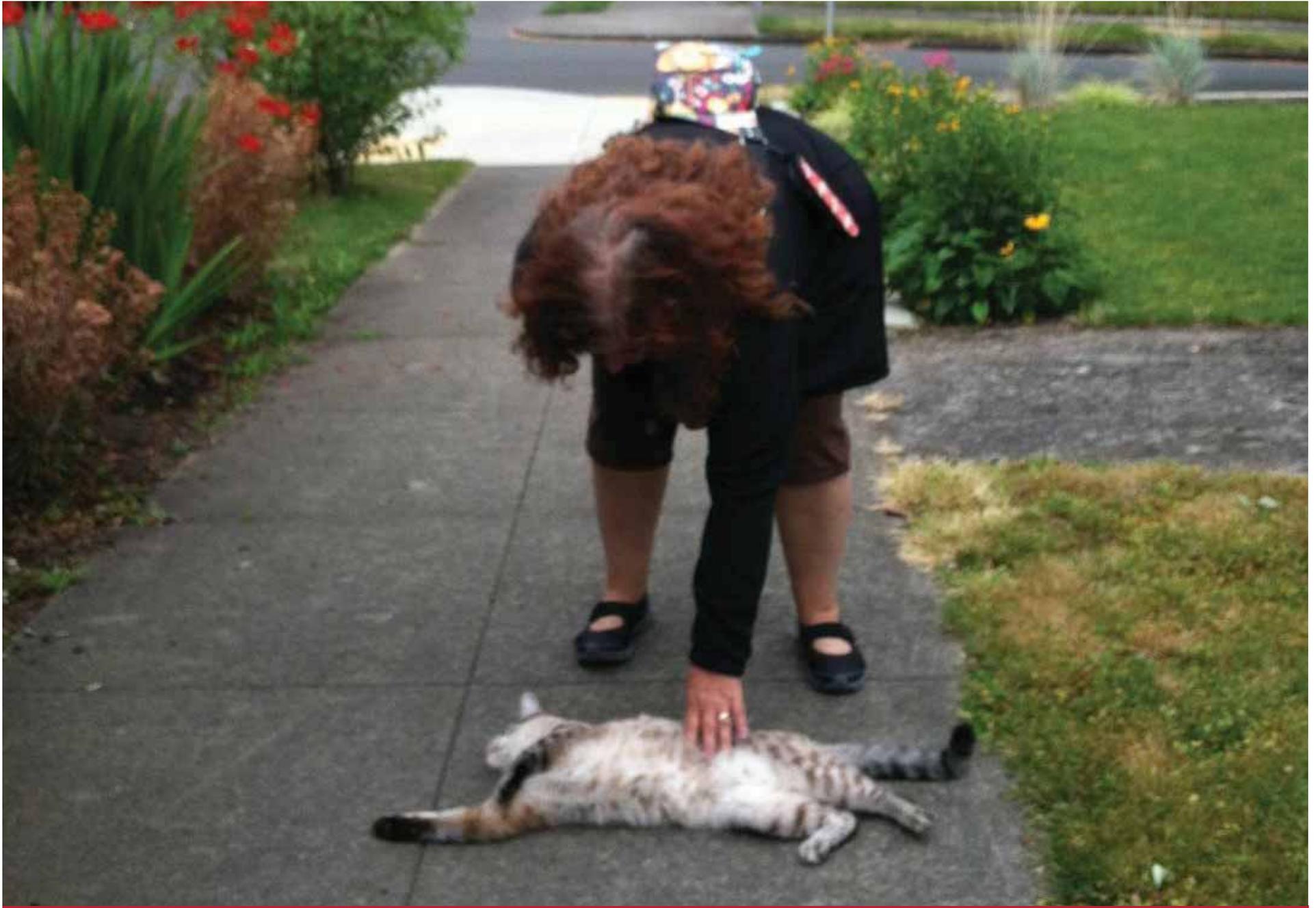
Faster, Cheaper,
Better

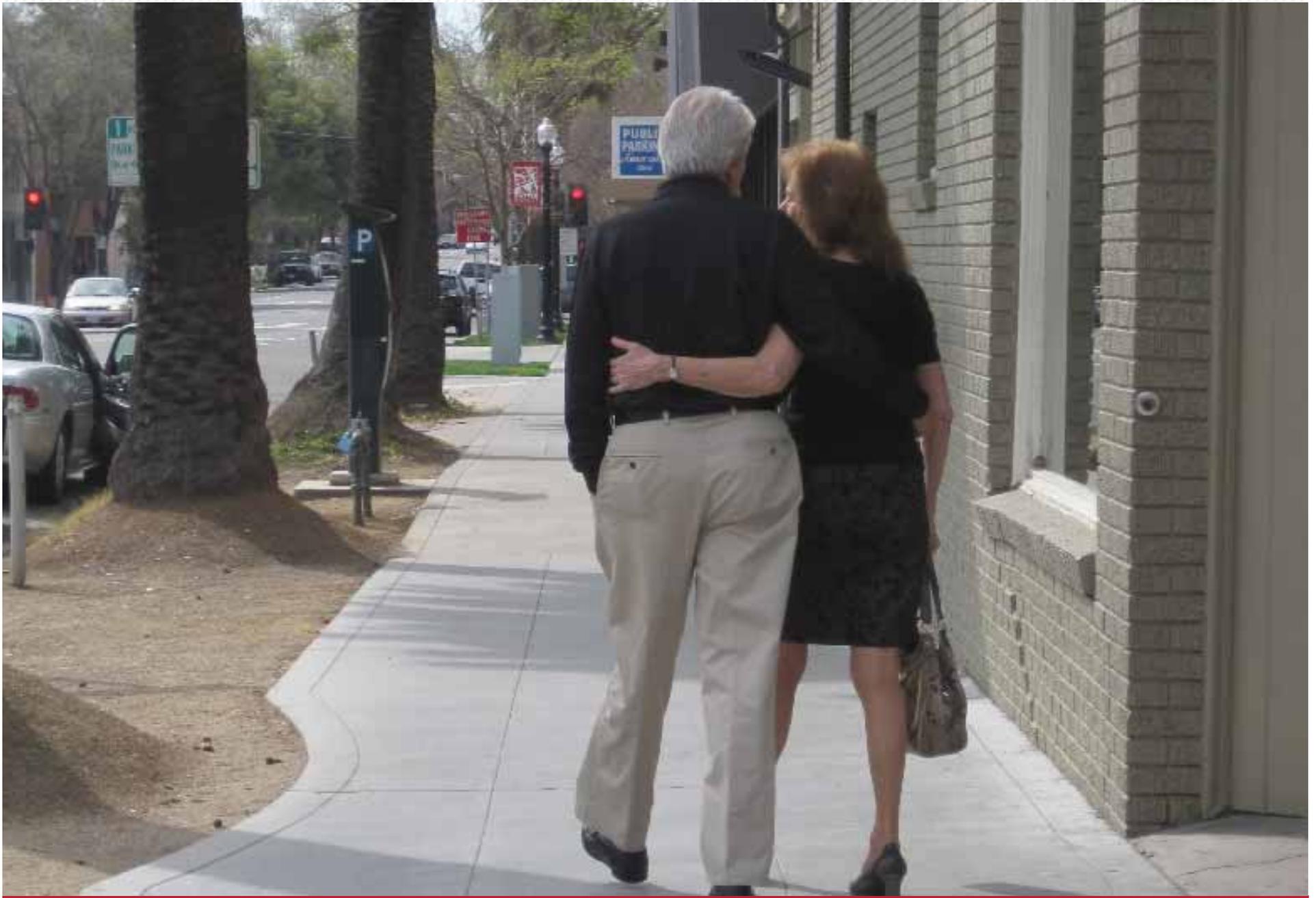












Creating Active Communities















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Creating Active Communities







Creating Active Communities



- “The more successfully a city **mingles** everyday diversity of uses and users in its everyday streets, the more successfully, casually (and economically) its people thereby enliven and support”
— Jane Jacobs, *The Death and Life of Great American Cities*





Creating Active Communities



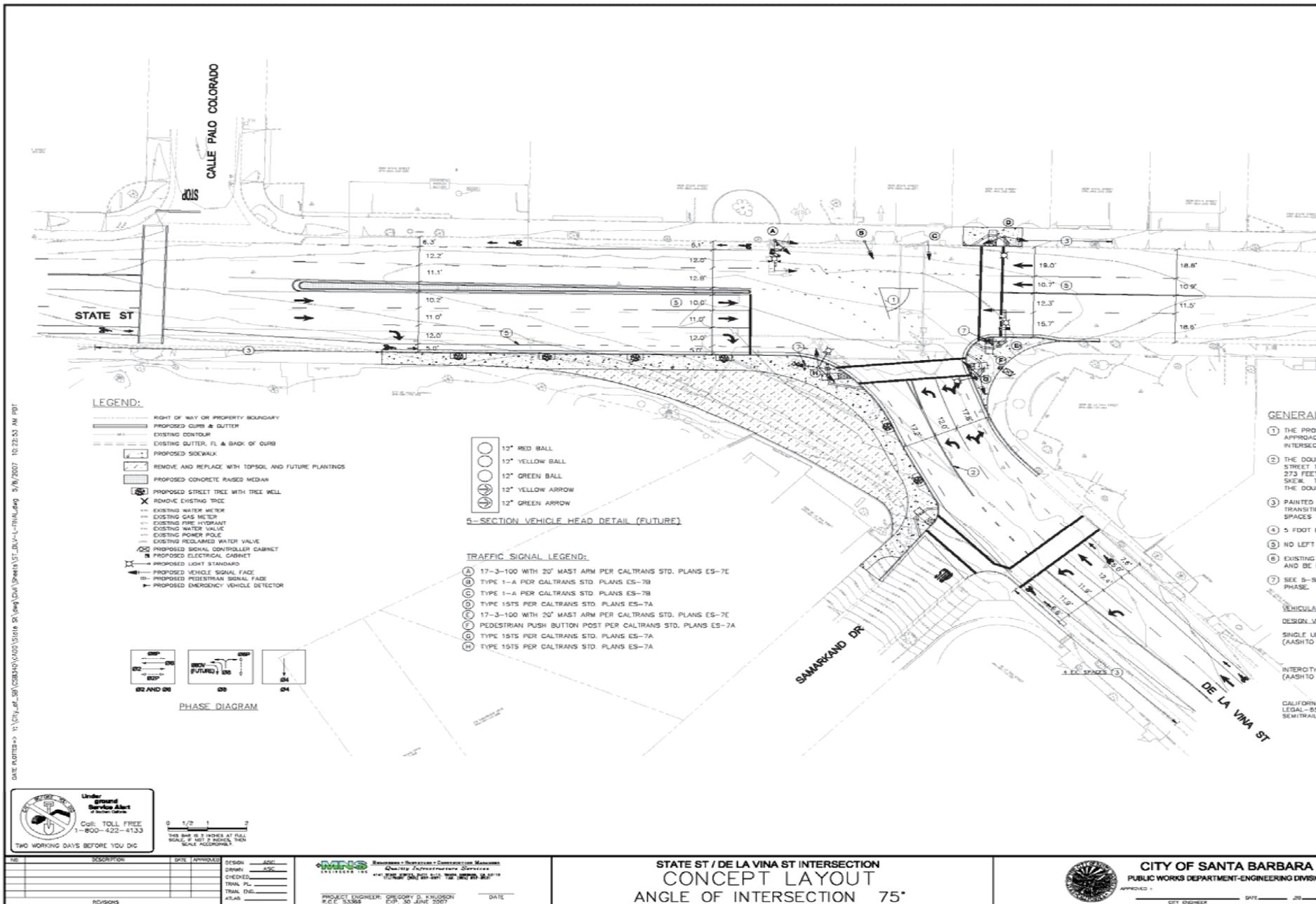












DATE PLOTTED => 1: \City_of_Santa_Barbara\GIS\Projects\State St\Map\DWG\Sheet\STATE ST.DWG - L-TITLE.dwg 3/7/2007 10:22:53 AM PDT

LEGEND:

- RIGHT OF WAY OR PROPERTY BOUNDARY
- PROPOSED CURB & GUTTER
- EXISTING CONTOUR
- EXISTING GUTTER, FL & BACK OF CURB
- PROPOSED SIDEWALK
- REMOVE AND REPLACE WITH TOPSOIL AND FUTURE PLANTINGS
- PROPOSED CONCRETE RAISED MEDIAN
- PROPOSED STREET TREE WITH TREE WELL
- X REMOVE EXISTING TREE
- EXISTING WATER METER
- EXISTING GAS METER
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING POWER POLE
- EXISTING RECLAIMED WATER VALVE
- PROPOSED SIGNAL CONTROLLER CABINET
- PROPOSED ELECTRICAL CABINET
- PROPOSED LIGHT STANDARD
- PROPOSED VEHICLE SIGNAL FACE
- PROPOSED PEDESTRIAN SIGNAL FACE
- PROPOSED EMERGENCY VEHICLE DETECTOR

- 12" RED BALL
- 12" YELLOW BALL
- 12" GREEN BALL
- 12" YELLOW ARROW
- 12" GREEN ARROW

5-SECTION VEHICLE HEAD DETAIL (FUTURE)

TRAFFIC SIGNAL LEGEND:

- (A) 17-3-100 WITH 20' MAST ARM PER CALTRANS STD. PLANS ES-7E
- (B) TYPE 1-A PER CALTRANS STD. PLANS ES-7B
- (C) TYPE 1-A PER CALTRANS STD. PLANS ES-7B
- (D) TYPE 15TS PER CALTRANS STD. PLANS ES-7A
- (E) 17-3-100 WITH 20' MAST ARM PER CALTRANS STD. PLANS ES-7E
- (F) PEDESTRIAN PUSH BUTTON POST PER CALTRANS STD. PLANS ES-7A
- (G) TYPE 15TS PER CALTRANS STD. PLANS ES-7A
- (H) TYPE 15TS PER CALTRANS STD. PLANS ES-7A



PHASE DIAGRAM

GENERAL

- (1) THE PRO APPROX INTERSEC
 - (2) THE DOU STREET 1 273 FEET SKEW 3 THE DOU
 - (3) PAINTED TRANSIT SPACES
 - (4) 5 FOOT I
 - (5) NO LEFT
 - (6) EXISTING AND BE I
 - (7) SEE S-S PHASE
- VEHICLE DESIGNS SINGLE L3 (AASHTO)
- INTERCTY (AASHTO)
- CALIFORN LEGAL - 85 SEMITRAIL

Under **General Service Alert** & **Construction**

Call: TOLL FREE 1-800-422-6133

TWO WORKING DAYS BEFORE YOU DIG



NO.	DESCRIPTION	DATE	APPROVAL	DESIGN	DATE

WINS ENGINEERS INC. REGISTERED PROFESSIONAL ENGINEERS

PROJECT ENGINEER: GREGORY D. KILGOREN DATE: 30 JUNE 2007

STATE ST / DE LA VINA ST INTERSECTION
CONCEPT LAYOUT
 ANGLE OF INTERSECTION 75°

CITY OF SANTA BARBARA
 PUBLIC WORKS DEPARTMENT-ENGINEERING DIVISION

APPROVED: _____ DATE: _____

SANTA BARBARA NEWS-PRESS

CLIPPING YEAR

SUNDAY, JANUARY 23, 2011

22/04

State treasurer warns of IOUs, if no cuts

By JAMES WILLIAMS
SANTA BARBARA

SANTA BARBARA — State Treasurer Ed Lujaner said Sunday that a solution must be found to limit the amount of state IOUs (IOUs) issued to the state's many agencies.

Mr. Lujaner, a Democrat, said that if lawmakers don't adopt a hard budget that addresses the structural deficit in coming months, we will have cut so many for the bills either in this fiscal year or shortly after the year end.

The treasurer made the statement at a public workshop being held by the University of California, Santa Barbara for the University of California.

California faces a \$14 billion deficit through the end of June 2012, including the \$2.2 billion shortfall in the budget year beginning in July.

To show the state's fiscal health, a \$1.4 billion amount of IOUs and borrowing and more to be issued is needed to meet the requirements of the state's budget. The state's Department of Finance said it has had to raise the amount of IOUs issued to \$1.4 billion and that the state's fiscal health is "very poor."

Council members want end of bulbout requirement

By MICHAEL CLAYTON
SANTA BARBARA

The controversial issue of street widening through bulbouts will return to the Santa Barbara City Council Tuesday.

The council is set to review the Chapala Street design guidelines, adopted by the City Council in 2007, and possibly adopting a resolution to require the city to require bulbouts at every intersection.

Last year, the Urban Land Institute approved a resolution to require a minimum amount of bulbouts at Chapala and Canon Streets. The resolution proposed that the council, along with the Chapala Street guidelines, including a requirement for a bulbout at every intersection.

When the design was approved by a Chapala Street business owner who expressed concern about the "bulbouts" widening the street, "it was a compromise," the requirement was postponed until the City Council reviewed the policy.

Council members Michael Hill and Dale Francisco reviewed the proposal to require the requirement from the guidelines.

"We need to get up with a way to get around the requirement," Francisco said.

Francisco said the requirement to have a bulbout at every intersection is "not a good idea" and that the city should consider other options.

Francisco said that the city should consider other options, such as "narrowing the street" or "reducing the number of lanes" to reduce the need for bulbouts.



A view of a street intersection with a bulbout as it turns onto Chapala Street from West Ortega Street.



Jeremy Young, owner of the McConnell's Ice Cream in Ventura, is pictured in front of a stack of the company's new biodegradable ice cream cups.

McConnell's Ice Cream now coming in Earth-friendly cups

By RAY EZEADA
SANTA BARBARA

One of the best-known local names in the Santa Barbara area is McConnell's Ice Cream.

The owners of McConnell's Ice Cream are serving their customers with biodegradable cups for the first time in their 40-year history.

The John McConnell family of the business said the move to biodegradable cups is a "big step" for the company.



Creating Active Communities





WE BELIEVE IN A HEALTHY FUTURE

KAISER PERMANENTE. thrive

BIKE
PARKING
FOR PHOTO
BOOTH

KAISER PERMANENTE. thrive



THE ROLE OF

Transportation

IN PROMOTING PHYSICAL ACTIVITY



SIDEWALKS

People who live in neighborhoods with sidewalks on most streets are

47%

more likely to be active at least 30 minutes a day.

TRAFFIC CALMING

Medians, speed bumps and other traffic-calming efforts can reduce the number of automobile crashes with pedestrian injuries by up to

15%

PUBLIC TRANSPORTATION

Public transit users take

30%

more steps per day than people who rely on cars.

BIKE FACILITIES

In Portland, Ore., bicycle commuters ride

49% of their miles

on roads with bike facilities, even though these are only 8% of road miles.



Active Living Research
www.activelivingresearch.org

STREETS = 25%
CITY'S TOTAL AREA.

Goals

Design for **safety**

Design for **all users of the street**

Design **great public spaces**

Strategies

Designing safer streets, to provide safe and attractive options for all street users

Building great public spaces to create economic value and neighborhood vitality

Improving bus service to bring rapid transit beyond the subway

Reducing delay and speeding to allow for faster, safer travel.....

Efficiency in parking and loading to improve access to businesses and





Creating Active Communities







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William Lindeke











Creating Active Communities







From Pilot to Permanent

The conventional project development process proceeds from plan to capital construction over a number of years, during which momentum and funding for the project may fizzle out. From a project's conceptualization to its actual implementation, a lot can change in terms of political will, citizen involvement, and prevailing city policies. While many of these processes are designed to assess and evaluate the potential impacts of a project, small scale, interim changes - wider sidewalks, public plazas, street seating can deliver results to communities more quickly.

Interim design strategies allow cities to assess the impacts of their intended project in real time and realize their benefits faster than typical processes allow. While a majority of these interim designs go on to become full-scale capital projects, some are altered or redesigned in the process based on how they perform in real time. This results in a better final product and saves on future expenditures and improvements that need to be made in revision.

While interim design strategies can be effective and instrumental towards realizing certain projects, they may not be appropriate at all locations nor for all communities. Cities should assess how an interim design will be received by local stakeholders in order to avoid derailing a project that might have been better received in its capital phase.

While many cities have branded the interim design as a pilot or test phase for a project, others view the design as equivalent to a permanent reconstruction. The level of permanence depends on the individual project, but should always be communicated at the outset.

	CONVENTIONAL PROJECT DEVELOPMENT	PHASED/INTERIM DESIGN STRATEGY
Year 1	Concept	Concept
	Plan/Outreach	Plan/Outreach
Year 2		Interim Installation
		Impacts Analysis
Year 3	Design	Design
Year 4		
Year 5	Construction	Construction

CRITICAL

1 Parking shall not be allowed or permitted within the public plaza. Parking may be maintained adjacent or parallel to the plaza, but should be designed along the footprint of the future capital implementation.

2 Interim public plazas shall be constructed with ADA-compliant tactile warning strips at the crosswalks. Extra attention should be paid to how sight-impaired individuals will navigate these spaces.

Stripe a double white line along the edge of the plaza to legally prohibit vehicles from entering the space.



Location: New York, NY

Case Studies

RECOMMENDED

Plazas should be defined using low-cost, durable materials, such as epoxied gravel, paint, and thermo-plastic.² Climate factors into the selection of specific materials and their long-term durability.

3 Plazas should be designed with a strong edge and defined using a combination of striping, bollards, and larger fixed objects, such as granite rocks and/or planters.

[+ More Info](#)

Prior to implementation of a public plaza, cities are advised to post an informational placard advertising the plaza to ensure that local stakeholders are aware of the installation.

[+ More Info](#)

Tables and seating may be movable to permit flexible use of the space and to limit costs. Whether or not to secure seating at night should be determined by the maintenance partner.³

[+ More Info](#)

Corners and other areas of a plaza subject to encroachment by errant or turning vehicles should be reinforced using heavy objects and bollards that alert drivers of the new curb line.

Adequate lighting should be provided at plazas at all times of day.

OPTIONAL

4 Heavy planters, granite blocks, moveable seating, and other street furniture elements may be incorporated into the interim design.

[+ More Info](#)

Bicycle parking may be installed in coordination with the installation of a temporary plaza.

[+ More Info](#)

Art installations, performances, vendors, and markets can improve the quality and identification of a public plaza, while engaging local artists, communities, and business owners.

[+ More Info](#)

Plazas should be designed to accommodate freight loading and unloading where access to the curb is required at early morning hours for adjacent businesses.

Drainage should be considered in the design of the pilot plaza. Sites should have minimal cross slope or be designed using edge treatments that mitigate the overall slope.





2006

- Should one of the priorities of the Department of Transportation Services be to make Honolulu **a pedestrian- and bicycle-friendly city**, and should the powers, duties, and functions of the Director of Transportation Services include bikeway systems?



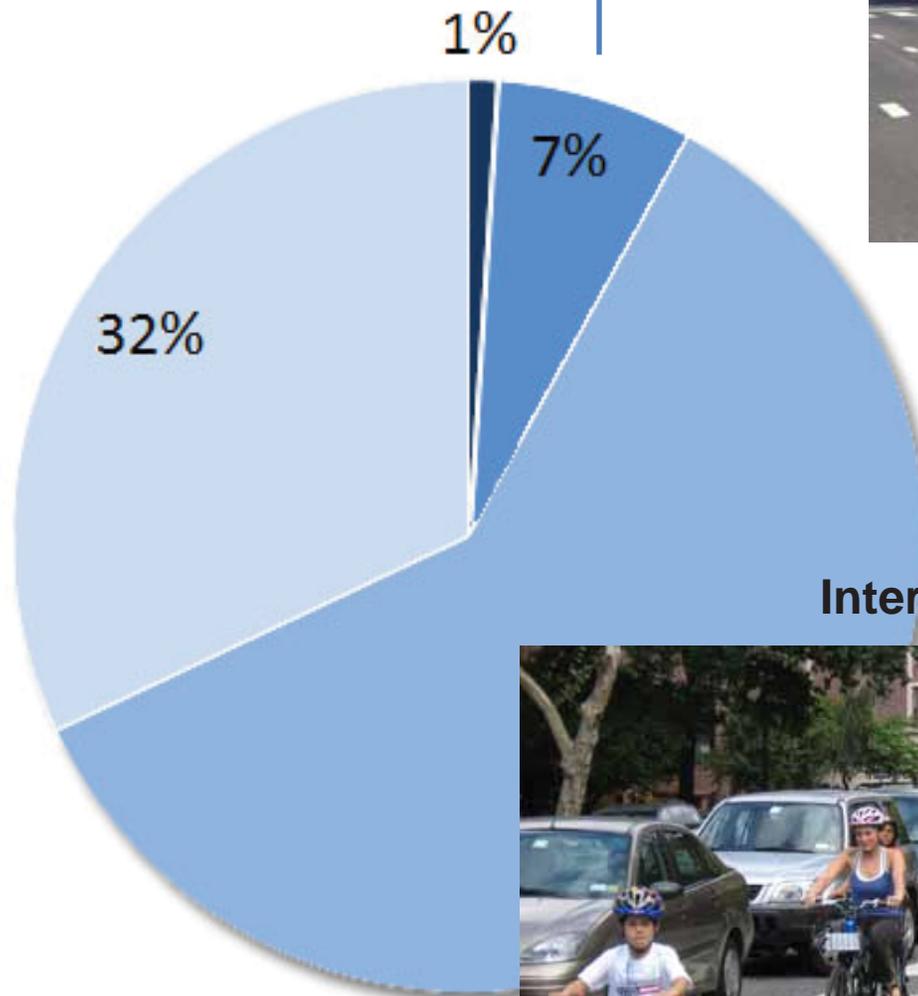
Yes



Strong and Fearless



Enthusied and Confident



Interested but Concerned



No Way, No How

















Land Use Transit Station Area Principles



Building an integrated land use and transit system is key to managing the rapid growth occurring in the Charlotte-Mecklenburg area and to invigorating existing communities into better places to live and work. This requires making land use decisions that encourage residents to use transit as an alternative for their daily and occasional travel. It also requires ensuring that the areas around transit stations encourage pedestrian activity and provide for a mix of land uses in a vibrant, active and safe environment.

Integrated land use planning and transit oriented development (TOD) are the cornerstones of the 2030 Transit Corridor System Plan. These high-quality urban environments are carefully planned and designed to attract and retain transit ridership. TODs provide for a pedestrian-friendly environment, connected to rapid transit stations with an increased density of residential, retail and employment opportunities, creating a sense of place or community. These types of communities allow for a high quality of life and mobility, while simultaneously helping to reduce pollution and vehicle miles traveled. Here are some factors that make transit oriented developments so appealing:

- Transit contributes to the vitality and prosperity of quality urban communities by encouraging pedestrian activity at and around transit stations.
- Transit makes better use of existing investments in rail and road systems by
- The integration of transit and land use supports growth management while discouraging urban sprawl.
- Slowing the increase in vehicle trips means less increase in congestion and travel time, and improved air quality

Local municipalities within Mecklenburg County have taken the first steps to integrating land use and rapid transit. These policies were based from a set of principles and guidelines called the Transit Station Area Joint Development Principles and Policy Guidelines.

-  [Principles & Policy Guidelines - City of Charlotte](#)
-  [Principles & Policy Guidelines - North Meck Towns](#)
-  [Principles & Policy Guidelines - Matthews](#)
-  [Transit Station Area Principles](#)

The Charlotte-Mecklenburg Planning Commission has developed Transit Station Area Principles to ensure that future

ALTERNATE PERFORMANCE MEASURES

Cities are encouraged to use and adopt a variety of tools to complement or replace LOS as a performance measure. Below are some of the tools that cities are already using to assess conditions on their streets.

PEDESTRIANS

- Safety: Rate of crashes, injuries, and fatalities (typically based on Police Records)
- Pedestrian LOS (Highway Capacity Manual)
- Public Life Surveys
- WalkScore (walkability ratings)
- Pedestrian Environmental Quality Index (PEQI)
- Minimal delay at crossings
- Foot traffic volume

BICYCLISTS

- Safety: Crash records, injuries, and fatalities
- Bicycle LOS (Highway Capacity Manual)
- Travel Time and Delay
- Bicycle Environmental Quality Index
- Bicycle counts

VEHICLES

- LOS
- Travel Time
- Corridor Impact Analysis
- Safety: Crash records, injuries, and fatalities

TRANSIT

- On-time performance
- Average speed
- Farebox recovery ratio
- Ridership per revenue hour
- Operating cost per hour

FREIGHT

- Freight delivered by hour
- Time spent loading/unloading

EMERGENCY VEHICLES

- Response time

SUSTAINABILITY

- LEED Neighborhood Development
- STARS
- GreenRoads

MULTI-MODAL

- Multi-Modal LOS
- Retail revenues and business growth

WHAT WE DID



In 2013, 43% of people surveyed on Spring Street and in the parklets were there because they live in the area.



In 2013, 15% of people surveyed on Spring Street and in the parklets were there to eat or drink.

63%

of people surveyed in the parklet took five minutes or less to arrive there, attesting to the community orientation of the space.



RELAXED CONVERSATION MAKING DOWNTOWN WALKABLE PROUD
GOOD
 LIKE A NEIGHBORHOOD PLACE ADDS VIBRANCY TO CITY
HAPPY
 COMFORTABLE
 EXCITED ABOUT EVOLVING NICE HUNGRY - ITS BECOMING A REGULAR LUNCH SPOT



How does the parklet make you feel?

The parklet ranked significantly higher in terms of maintenance, safety, and cleanliness compared to the street.



SPRING STREET PARKLET EVALUATION Results Summary

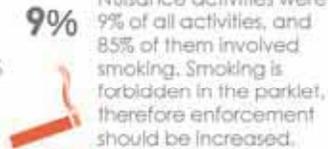
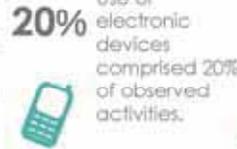
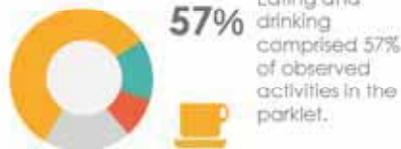


observed activity involved the machines. We recommend future parklets to have motivational signage to increase their use.

Please read our full evaluation report here: www.itl.ucla.edu/research/parkletassessment.pdf

This effort was conducted by the UCLA Complete Streets Initiative in collaboration with Parklet Studies, and supported by The Rosalinde & Arthur Gilbert Foundation.

Infographic design by Modeline Brozen



SPACE AMBIANCE FRIENDLY PLANTERS REST TABLE BIKES
PLANTS
 EXERCISE SWING FOOSBALL
 GREENSCAPING OUTDOOR

What is your favorite feature of the parklet?



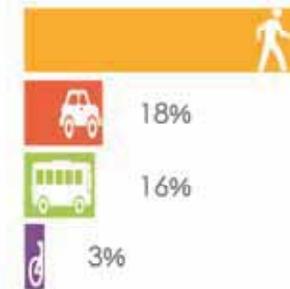
Some business operators are hesitant having parklets in front of their business, because of parking loss concerns.



Even though they believe that most customers arrive by foot.



Overall, business operators would recommend a parklet to merchants in other districts, with some caveats - focus on small pedestrian oriented streets and cafes and restaurants rather than retail establishments.



63% of people arrived on Spring Street and in the parklet by foot in 2013. This increased from 50% in 2012.

WHY: BENEFITS

PAVEMENT TO PARKS

economic benefits:



Mission Community Market,
Near 22nd street and Bartlett parklet
Host: Neighborhood Collaborative

TODAY

GREAT INTEREST IN PARKLETS

- 35 installed
- 30 under design review
- 200+ potential sponsor on waiting list
- NEW RFP OPEN

INTERVIEWS TO SPONSORS SHOW
INCREASE IN BUSINESS

PAVEMENT TO PARKS RESERACH LAB-
POST-OCCUPANCY EVALUATION OF
PROJECTS



WHY: BENEFITS

PAVEMENT TO PARKS

social benefits:



Deepistan National Parklet
Wedding event, August 2012

DEMOCRATIC SPACE

- application open to everyone
- less emphasis on design skills
- emphasis on neighborhood participation in the design/ construction process

INCREASED PUBLIC SPACE

- more space allocated to the City's public realm

HUMAN INTERACTION

- neighborhood interaction
- new connections and partnerships

SPILOVER INTO NEIGHBORHOOD

- parklet as seed for greater urban regeneration process

Reducing delay and speeding

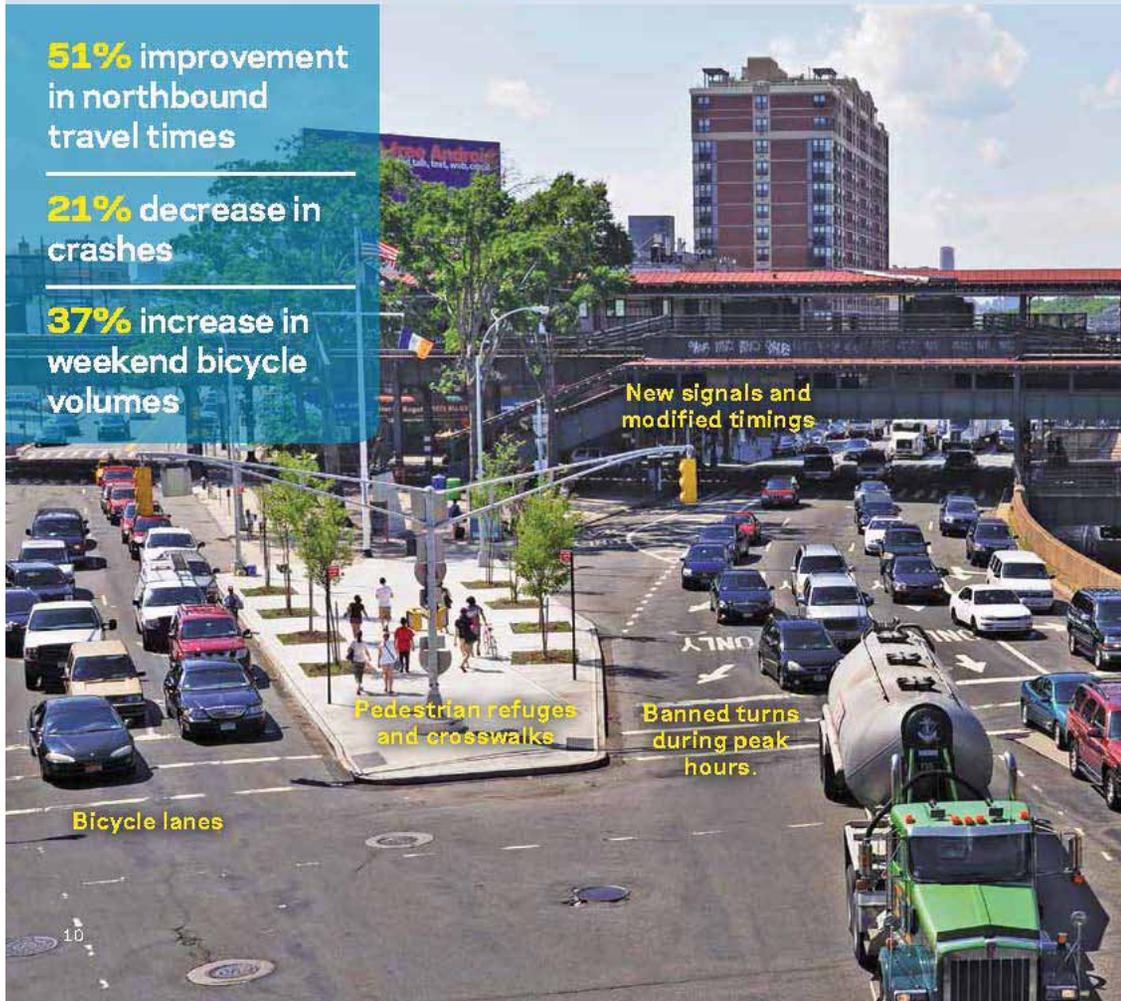
Faster, safer travel

Creative traffic engineering for wide streets:
Hoyt Avenue at the RFK Bridge (Queens)

51% improvement
in northbound
travel times

21% decrease in
crashes

37% increase in
weekend bicycle
volumes



New signals and
modified timings

Pedestrian refuges
and crosswalks

Banned turns
during peak
hours.

Bicycle lanes

10

Designing safer streets

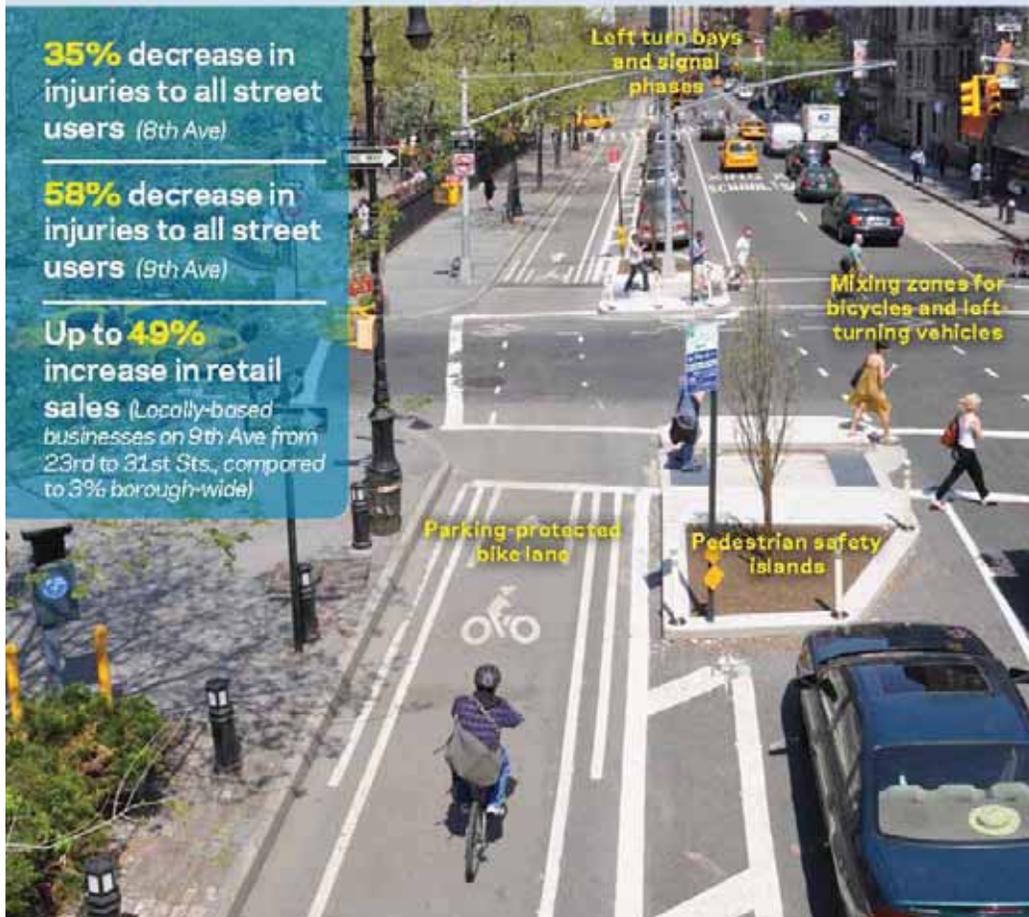
Safe and attractive options for all users

First protected bicycle lane in the US:
8th and 9th Avenues (Manhattan)

35% decrease in injuries to all street users (8th Ave)

58% decrease in injuries to all street users (9th Ave)

Up to 49% increase in retail sales (Locally-based businesses on 9th Ave from 23rd to 31st Sts., compared to 3% borough-wide)



Creating Active Communities

Curb frontage is a scarce resource in New York. At the curb, drivers need to park, buses and taxis need to drop-off and pickup passengers, truckers need to load and unload freight, all without interfering with safe pedestrian, bicycle, and traffic flow. When curbs are congested, streets become congested. When curb space is available, the street works better for all users. We have used parking regulations and pricing (through our PARK Smart and commercial paid parking programs) to reduce the amount of time vehicles park, stand, or stop at the curb, so that space turns over for new users, and double parking is minimized. Reducing parking duration by 10-20% can have the same effect as creating hundreds of new parking spaces in a neighborhood, while improving traffic flow.

KEY METRICS

- Vehicle travel speeds and volumes
- Double parking
- Parking duration
- Number of unique visitors



Reducing double parking on a busy truck route: Church Avenue (Brooklyn)

21% increase in travel speeds at peak hours

19% increase in reliability of travel speeds

Outreach to inform truckers of new rules

Exclusive truck use of certain meters early in the morning

19





INTERIM DESIGN STRATEGIES



With limited funding streams, complex approval and regulatory processes, and lengthy construction timetables, cities are often challenged to deliver the results that communities demand as quickly as they would like. Interim design strategies are a set of tools and tactics that cities can use to improve their roadways and public spaces in the near-term. They include low-cost, interim materials, new public amenities, and creative partnerships with local stakeholders, which together enable faster project delivery, and more flexible and responsive design.

Whether setting a parklet along a curb, pedestrianizing a narrow corridor, or redesigning a complex intersection, cities have the opportunity and the responsibility to make the most efficient use of valuable street space. An interim design can serve as a bridge to the community, helping to build support for a project and test its functionality before going into construction.

- [Moving the Curb](#)
- [From Pilot to Permanent](#)
- [Parklets](#)
- [Temporary Street Closures](#)
- [Interim Public Plazas](#)