

City of Miami Beach City Commission
1700 Convention Center Drive
Miami Beach, FL 33139

June 2019

Dear Commissioners

Plazas. Parklets. Open Streets Events. Pilot Complete Streets Upgrades. Cities around the world are embracing the incremental approach of Quick Build Projects as a way to implement street safety and neighborhood improvements, and bring life to vacant storefronts and other underutilized spaces. Examples of Quick Build Programs include highly-visible and formalized efforts, such as New York's Pavement to Plazas program, or San Francisco's Parklet program, both of which have been replicated in dozens of cities across North America. Here in South Florida, Miami-Dade County Transportation and Public Works recently launched a Quick Build program in partnership with Street Plans and Green Mobility Network. Now we want to work with you to bring this program to Miami Beach. Quick Build projects are defined by the following characteristics:

- A deliberate, phased approach to instigating change;
- Short-term commitment and realistic expectations;
- Low-risk/low-cost approach, with a possibility for high reward;
- The development of social capital and social cohesion among community members; and
- Enhanced collaboration between public, private, and non-profits sectors.

A growing body of international case studies demonstrate that Quick Build programs:

- Are responsive and action-oriented, simultaneously testing the long-term vision while making sure community needs are met in the short-term.
- Are economic development tools that lead to increases in sales and retail rents.
- Can enhance resiliency by accelerating needed transportation projects to lower GHG emissions.
- Present a low-cost and low-risk option for experimenting with controversial projects, allowing a host of local actors to test new concepts before making substantial political and financial commitments.

This is not about a single "silver bullet" project that will solve your challenges. This approach is more akin to a creating series of small projects and activations ("breadcrumbs") that can be implemented around the city over time that when taken together make a big impact.

In the pages that follow, we detail some of our recent Quick Build projects in the hopes of inspiring you as you move forward in developing your own Quick Build Program. We look forward to helping Miami Beach take advantage of this approach and take big strides in continuing to be the most livable community in South Florida.



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A temporary crosswalk designed with local students, installed by Street Plans, as a part of a day-long demonstration and event in Rancho Cucamonga, CA in 2017.



One of multiple public space and transportation projects led by Street Plans in partnership with the City of Providence for the City Walk Broad Street Visioning initiative in April 2018.



Existing



Photosimulation: The Grand Street "Peopleway," by Street Plans for Transportation Alternatives.



The first monthly community event in Miami Shores' *Plaza 98*. Created in November 2017 along NE 2 Ave in Miami Shores, the project was initiated by the Chamber of Commerce as a way of advancing a key component of their long-term vision for their Main Street. Street Plans installed the asphalt art through the MDT Quick-Build Program. Image Credit: Joe Clark.

Miami-Dade Transportation Quick-Build Program | Miami-Dade, FL

Start/Completion: Jan. 2017 - In Progress

The Miami-Dade Transportation Quick-Build Program is an ongoing collaboration between Street Plans, Green Mobility Network, and the Miami-Dade County Department of Transportation and Public Works (DTPW) dedicated to making it easy for citizens to make meaningful improvements to their neighborhoods. Projects range from protected bike lanes to pavement-to-plaza projects.

Over \$400,000 in funding for the this program was provided by grants from Knight Foundation, TransitCenter, and local partner The Miami Foundation.

In addition to getting infrastructure projects in the ground, the overarching objectives of the program include: empower Miami-Dade County residents to voice their own ideas for transportation projects; form a working relationship with the Department of Transportation and Public Works to enable easier delivery of citizen-proposed projects in the future; and foster partnerships between residents, advocacy groups, agencies, and government entities.

The Program started as a county-wide open competition for transportation pilot projects. Street Plans created the marketing and outreach materials for the program, including the logo and overall brand identity. Workshops were held once a month between January and June 2017 across the county to teach the quick-build process, encourage attendees to apply, and brainstorm application ideas. In July, a selection committee comprised of Street Plans, the DTPW, Miami-Dade County Dept. of Parks, Recreation, and Open Spaces, Green Mobility Network, and TransitCenter selected 18 (out of 68 applications) based on criteria like geographic diversity, feasibility of installation, proximity to transit, matching funds, connection to adjacent community assets, etc. The selected projects included separated bus lanes, separated bike lanes, bus stop improvements, traffic calming measures, and wayfinding.

The program kicked off in November 2017 with Plaza 98, a pavement to plaza project in Miami Shores Village that transformed a portion of a street into a temporary plaza to be used for periodic community events. Following Plaza 98, two wayfinding projects were installed in the neighborhood of Little Havana, Miami for both the city's trolley system, and the county Metrobus system, followed by a placemaking project called Paseo on Avenue 3 in Downtown Miami.



Plaza 98 in Miami Shores Village is now the location of community events held every second Friday of the month.



Opposite: Taste of Avenue Three was a weeklong event on NW 3 Avenue in Downtown Miami. The project envisions a complete transformation of one of downtown Miami's most intimate streets. For the project, the parking lanes were painted, and a 200 person table was set up in the middle of the street (above, top). A parklet was created to test the City's new parklet ordinance, and even Commissioner Russell got in on the action (above, bottom). Over 600 people came out to celebrate the temporary re-imagining of the street as a public space



Quick Build Design Guide | Burlington, Vermont

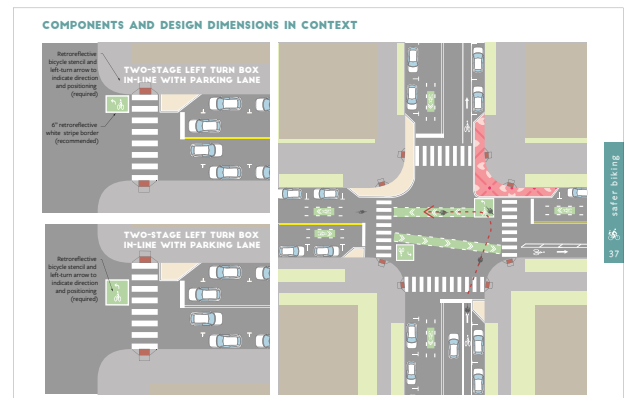
Start/Completion: 2017-2018

Following the creation of the bicycle plan, the City of Burlington Department of Public Works developed and implemented a citywide “quick build” program, which provides an interim design “tactical” approach to delivering a range of priority street redesign projects outlined in the city’s recently approved planBTV Walk/Bike Master Plan. Street Plans worked with the city to develop the branding, design, and outreach materials for the Quick-Build program; completing a number of design plans for the implementation of priority projects identified in the master plan; designing the wayfinding signs for the city’s nascent Neighborhood Greenway projects; and developing a design and materials guide for quick build projects.

As part of the branding effort, Street Plans created a Quick Build Program logo to be used in promoting a variety of bicycle and pedestrian projects that fall under the Quick Build Program banner. The branding materials will be incorporated into all project outreach and promotion collateral (posters, postcards, Facebook posts etc.) with the expressed intent of educating the public to the program’s goals and soliciting feedback on actual projects after they’ve been installed.

The guide has become the go-to resource for the Department of Public Works as it implements a wide variety of Quick Build projects. More specifically, the materials standards include surface and barrier element treatments for walking, cycling, and general traffic-calming projects. The standards provide a detailed list of application guidance so that the city may mix and match materials and design treatments to assess what works and what does not, with the goal of providing safety and accessibility benefits before investing in long-term capital infrastructure projects.

As of Summer 2018, the City of Burlington has used the Design + Materials Standards to install five pilot pedestrian, bicycle, and public space projects, most notably the 1.25-mile Old North End Neighborhood Greenway.



Design Standards in the Guide contain specs and application examples for a wide range of street design elements, like curb extensions (above), which have already been implemented by Burlington Public Works along priority corridors identified in the plan btv walk/bike master plan.

JC Walks Pedestrian Enhancement Plan | Jersey City, NJ

Start/Completion: June 2017 - May 2018

In 2017 the City of Jersey City launched a Pedestrian Enhancement Plan, focusing on six key corridors across the city. Street Plans was tasked with supporting six public workshops with small-scale pedestrian improvement demonstrations designed to gather feedback from residents and passersby to inform the forthcoming Plan.

To kick off the public engagement process, pop-up public meetings were held at three different locations across Jersey City in late August and early September 2017. Street Plans led the implementation of three parklets and helped disseminate surveys to residents to help plan the subsequent walkability workshops.

In October and November of 2017, Street Plans planned and implemented six walkability workshops, one in each of Jersey City's wards. Based upon feedback from the pop-up public meetings, the workshop locations were carefully selected along corridors identified as unsafe for pedestrians.

For each workshop, Street Plans designed and facilitated temporary curb extensions using highly removable materials, which included a public-feedback board, tables and chairs, wayfinding signage, planters, and colorful paint. The curb extensions allowed residents to experience first-hand a potential safety improvement project and provide input for the creation of the City of Jersey City's Pedestrian Enhancement Plan.

The Pedestrian Enhancement Plan was completed in the spring of 2018 and led to the immediate implementation of 50 interim painted curb extensions, including all six locations tested by Street Plans. These interim design treatments will be further evaluated and upgraded with curb, concrete, and landscaping/bioswales as capital funding becomes available.



This parklet on Central Avenue served as a pop-up public meeting to help plan the Walkability Workshops.



Curb extensions at the busy intersection of Sip and Bergen shortened crossing distances, added color pop, and made pedestrians more visible to turning motorists.



Curb extensions at Westside and Belmont reduced crossing distances by 40%.

Coxe Avenue Interim Design Project | Asheville, NC

Start/Completion: May 2018 - Nov. 2018

Asheville on Bikes and The Blue Ridge Bicycle Club worked with Street Plans to implement a street mural and a complete streets demonstration project in Downtown Asheville, NC.

The efforts were kicked off in June of 2018 with a public workshop where Street Plans provided an overview of the Tactical Urbanism approach, and community members participated in reviewing design criteria. Following the first workshop, key stakeholders and potential project partners were identified. The selected partners formed the Project Advisory Committee which included partners from the City of Asheville, the AARP, and other community members. The committee reviewed project goals and selected a final design to be implemented during the first week of November 2018. A second public workshop was held in August 2018 for further community engagement and to further develop and refine recommendations tailored to local needs, as well as to target areas of specific concern.

Street Plans developed a project implementation plan for the various aspects of the installation, and assisted the client with the permitting process as well as the development of a traffic management plan and a de-installation plan. For the installation, the team focused on making public spaces more accessible, safe, and functional for all users.

The implementation occurred on .3-mile stretch along Coxe Avenue, a corridor that the city had been planning to redesign in the near future. From October 31 to November 4th, the team created six new crosswalks, a .3-mile parking and barrier-protected multi-use path, and installed a 6,000 sq. ft. mural created by Sound Mind Creative to test pedestrian and bicycle safety solutions on the corridor. Four new stop signs were also installed to slow traffic at intersections, and Asheville's first bike boxes were also installed as part of this project. The corridor maintained all parking spaces while creating sidewalk extensions that could be used as public space by pedestrians and cyclists. While this pilot project may last up to a year, it will ultimately inform the city's redesign of Coxe Avenue in the short-term.



The .3-mile corridor was lined with various planters and bollards to protect pedestrians and cyclists in the new shared path (top).

The shared path reduced the widths of the travel lanes where appropriate, and paid special attention to conflict zones (middle).

The project created two bike boxes, Asheville's first (bottom)!



Using large-format stencils (over 20 separate pieces), Street Plans and volunteers laid out the design created by local artist Jenny Fares. The 6,000 square foot mural took 1.5 days to lay out and paint.



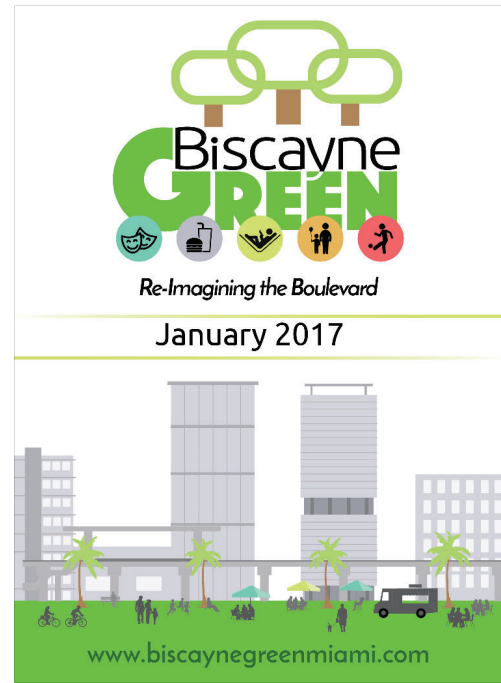
The asphalt design sits in the middle of the entire .3-mile corridor, slowing traffic and adding art to an area of Coxe Avenue with emerging residential and small business development.

Biscayne Green Pilot Project | Miami, FL

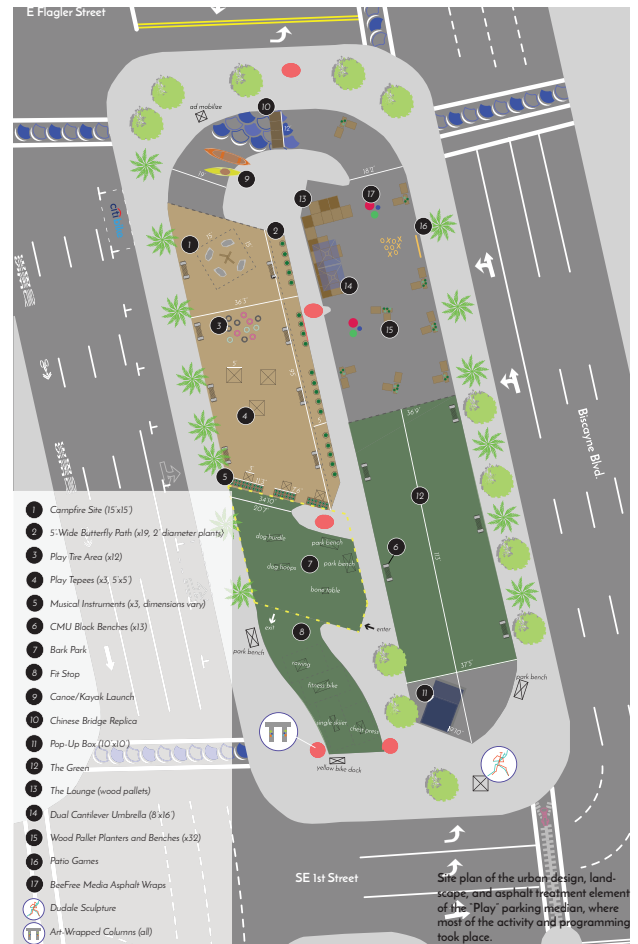
As a one-week “living rendering” in March of 2012, Street Plans used a small grant to transform one of the parking medians on Biscayne Boulevard in Miami to demonstrate how the parking lots could be transformed into a viable public space. For this project, Street Plans convened nearly 30 downtown stakeholders to support and contribute to the 3/4 acre project, which was built in less than a day. This Tactical Urbanism project galvanized the community in support of fast-tracking the permanent implementation of a pedestrian promenade along Biscayne Boulevard.

The permanent transformation of Biscayne Boulevard took another step forward in January of 2017, when Street Plans, in partnership with the Miami Downtown Development Authority and with seed funding from the John S. and James L. Knight Foundation and The Miami Foundation, implemented the next phase of the long-term vision: Biscayne Green. For three weeks, Biscayne Green transformed 101 parking spaces-- two parking medians-- into new public spaces, testing design ideas to inform the long-term re-design of Biscayne Boulevard. Two travel lanes were transformed into a dedicated bus/bike lane and on-street parallel parking, and the surrounding crosswalks were also enhanced with pavement art.

Both parking islands were programmed throughout the three weeks, starting with 16 planned events, eventually reaching over 30 spontaneously organized activities. One parking median included a turf open lawn, a dog park, a children’s playground, and seating area. Elements of the second parking median were donated by the Miami-Dade County Department of Parks, Recreation, and Open Spaces, and created by Moonlighter Makerspace. The second median featured painted asphalt and hanging lights, and was used primarily for vendors, music, and dance. Over the course of the three weeks, Biscayne Green was visited by over 17,000 people who participated in the events, and who brought their families and pets to enjoy the project’s more passive amenities. Miami DDA’s long-term plan for Biscayne Boulevard includes cutting four lanes of traffic to make room for bikes, pedestrians, and public transit, and transforming four median parking lots into permanent public space. As a next step towards the permanent vision, FDOT just approved \$400,000 in funding for a “lane elimination analysis.”



Street Plans assisted the Miami Downtown Development Authority with the branding of Biscayne Green by providing graphics for the marketing and promotional material.



Street Plans created site plans of each parking island, including ground cover, overhead elements, and site furnishings and artistic elements to help guide the programming, materials procurement, and installation.



Poetry and coworking at The Lawn and The Lounge.



One of a regular series of exercise classes on The Lawn. Image Credit: Azeez Bakare.



Activation at Biscayne Green with The Standard Hotel & Spa on “The Lawn”. Biscayne Green activated the median parking islands for three weeks in Jan. 2017. Image Credit: Azeez Bakare.



The entertainment parking island included weekly music and market events, day and night. Image Credit: Prism Creative Group.



The “Puppy Brunch”, one of many activations with live music and vendors organized by Prism Creative Group.



The children's play area at Biscayne Green. Image Credit: Prism Creative Group.



Volunteers painting the "entertainment" parking island. Image Credit: Azeez Bakare.

City Walk Broad Street Vision Plan and Demonstration Projects | Providence, RI

Start/Completion: Sept. 2017 - June 2018

As part of the City Walk planning process, the City of Providence implemented a series of Quick Build Projects along Broad Street including a protected bike lane and public art plazas.

As part of this effort, public workshops were created, the team conducted focus group and stakeholder interviews, and lead all aspects of a delivery a large-scale demonstration project along Broad Street, one of Rhode Island’s most dangerous corridors. As the signature piece of the engagement strategy, the demonstration project was designed to temporarily showcase and obtain feedback for the cycling, walking, and public space elements being considered as part of the City Walk implementation plan – an effort to connect multiple neighborhoods throughout the City of Providence. Street Plans was responsible for the demonstration project from soup to nuts. This included creating the striping and traffic management plan; developing and executing the build plan obtaining permits and approvals; implementing the street closure; executing the traffic pattern change with temporary signage and markings; and marking out curb extensions and plazas for local artists to paint.

Working with planning team and a wide range of other collaborators, Street Plans designed and implemented a two-way protected bike lane along a three block stretch, terminating at a complex intersection where curb extensions were installed and painted with colorful murals in partnership with local artists. Implementing the protected bike lane on Broad Street involved temporarily shifting the center line of the street and installing a floating parking lane with “wave delineators”, gaps for driveways, and safety signage. Two large pedestrian plazas were also created, reclaiming more than 6,000 sq feet of street space with painted murals, and movable tables, chairs and umbrellas. The community-build day occurred on June 15th and 16th, 2018. Volunteers, children, and local passersby from the neighborhood all pitched in to help paint the large-scale murals. The demonstration was part of a multi-phase outreach effort informing the City’s plan to improve pedestrian and bicycle safety and connectivity in the City of Providence. By documenting the positive response to the temporary changes during the demonstration day, community input will directly influence more permanent changes to Broad Street as part of City Walk implementation in Spring/Summer 2019.



The two-way protected bike lane featured innovative conflict zone and intersection markings, to ensure that motorists knew to look for bike traffic before turning onto or from Broad St.



The above temporary plaza was created with tempera paint and designed by local artist Lisa Perez. It served as both a new public space and traffic calming measure-- encouraging motorists to slow down and make a wider right turn at an intersection with an oversupply of asphalt.



Another large curb extension at Broad St. and Public St. corrected the geometry of the intersection, and created space for people to gather.



Hands on Exchange, a .75-mile long two-way bikeway installed as a pilot project by Street Plans, the Knight Foundation, and the University of Akron in August 2018.

Exchange Street Vision Plan and Pilot Project | Akron, OH

Start/Completion: Sept. 2017 - August 2018

As part of an ongoing planning process for Exchange Street, the Knight Foundation, the City of Akron and the University of Akron worked together to design and construct a three-month Complete Streets pilot project of a complete street, with a protected bike lane and improved crosswalks and bus stops.

Street Plans kicked off the public engagement process with a community workshop in November 2017. Multiple design scenarios were presented, and the project designed continued to be refined through collaboration with the City of Akron, and a follow-up public meeting in Spring 2018. Collaboration with METRO was necessary to carefully incorporate the bus routes along the corridor, and how these stops would be treated through the design of the bikeway. After several meetings, four bus stops were either relocated or consolidated to make for more efficient traffic flow along Exchange Street, and the design of the bike lane at the bus stops was finalized. From Saturday, August 11th to Sunday, August 12th Street Plans, the University of Akron, and about 50 total volunteers installed a two-way protected bike lane on the north side of East Exchange Street between Arc Drive and Goodkirk Street. Hands on Exchange tested new bikeway infrastructure on this portion of Exchange Street in anticipation of the City-led redesign of the street to take place in 2022.

About 9,000 sq. ft. of bike lane was painted with green or tan traffic paint, and about 380 flex stakes were placed along the .75-mile route to bring this project to life. Local businesses along the corridor sponsored free drinks, lunch, and snacks during the build days to all the volunteers that joined the project team. To execute the project, Street Plans established four stations at the beginning intersection of each segment of the bike lane, and had volunteers work from west to east until each task for each station was completed. Eighty percent of the work was completed in the first day!

The project culminated in a bike party celebration on Friday, August 17th, attended by 100 community members and hosted by the University of Akron.



BikeNWA Bicycle + Pedestrian Pilot Projects | Northwest Arkansas

Start/Completion: August 2016 - November 2016

The Walton Family Foundation and in partnership with the Bicycle Coalition of the Ozarks, and the Northwest Arkansas Regional Planning Commission worked with the cities of Bentonville, Bella Vista, and Rogers to create a series of month-long bikeway pilot projects. P

Public outreach for the pilot projects began in late September, with two sets of public meetings for each city. The installation of the pilot projects occurred during the first week of November 2016. Following the installations, the three cities collected public input and evaluated the usage and impact of the pilots.

In Bella Vista: the pilot project connected the Lake Bella Vista Trail with the Blowing Springs trails via a combination of two-way protected bike lanes and off-road trails.

In Rogers: the pilot project connected the Rogers Activity Center with the Railyard Bike Park, while improving the overall connectivity of Downtown Rogers. The project included two-way protected bike lanes and a neighborhood greenway, complete with diverters.

In Bentonville: the pilot project connected Bentonville's Public Library with Downtown via a combination of two-way protected bike lanes and shared use lanes.

Across the three projects, Street Plans tested out four different materials for barrier elements, including flexible delineators, delineator posts, parking curb stops, and Zicla Armadillos. In the Neighborhood Greenways, Street Plans made large sharrow markings, and placed them in the center of the street, noting that they also functioned to slow traffic.

Street Plans made a final report that will soon be available on the Walton Family Foundation website. From the survey data, it was revealed that overall public support for the pilot projects was high. However, in the future, more traffic data will be collected, and public outreach will be done farther in advance to improve community participation and better inform community members of the projects' possible impact.





Fern + Tamarind Intersection Mural, West Palm Beach, FL completed as part of Street Plans' Tactical Urbanists Materials Guide Workshops.



North Beach First Friday in the recently completed Rue Vendome Plaza. The plaza was first proposed by Street Plans as part of Plan NoBe, then later designed and executed by Street Plans.