Shared Streets Pilot Program

Informational Webinar

May 14, 2020
Housekeeping

• All webinar attendees are muted by default
• There will be time for Q&A at the end of the webinar
• PowerPoint and audio recording will be posted to: sandag.org/sharedstreets
Agenda

• Shared Streets Pilot Program overview
• Request for applications process
• Eligible pilot project examples
• City of San Diego Slow Streets Program
• Peer city inspiration
• Q&A
Shared Streets
Pilot Program Overview
Shared Streets Pilot Program Overview

- Established in light of the current public health crisis and in recognition of National Bike Month
- Will award funding up to $5,000 to each jurisdiction
- Non-competitive application – all 18 cities and the County of San Diego are eligible to claim funding
Shared Streets Pilot Program Overview

• Temporary improvements that create safe spaces for people to bike, walk, run, scoot, and more during the COVID-19 pandemic

• May also support local economic recovery efforts

• Similar programs are rolling out across the globe to support health and economic needs
Request for Applications
Eligibility

• All 18 incorporated cities and County of San Diego
• Jurisdictions may partner with a non-profit, advocacy group, or community-based organization
• Eligible expenses
  ✓ Materials (e.g., barriers, signage necessary for traffic control)
  ✓ Consultant fees, public agency staff time, and/or related expenses for design, production, placement, and printing of promotional materials
  ✓ Consultant fees, public agency staff time, and/or related expenses to develop traffic control plans (if required)
Shared Streets Application

- Three-page application requesting:
  - ✔ Project scope
  - ✔ Street location(s)
  - ✔ Estimated budget

- Supplemental funding option included

- Application deadline: 5/22, 5pm
Summary Report

• Description of the pilot's activities, challenges, successes, and estimated impact
• Itemized invoice and copies of all receipts
• 15 digital photos of the funded pilot
• Copies of press release or other communications materials promoting the pilot
• Social media posts tagging @SANDAG are encouraged!
• Report deadline: 7/31/20
Timeline and Resources

• Key deadlines
  o 5/18, 4pm – Question submission
  o 5/22, 5pm – Application submission
  o 5/29 – Award notification
  o 6/30 – Pilot project implementation
  o 7/31 – Summary report submission

• Application, sample agreement, and peer city resources available at: sandag.org/sharedstreets
Eligible Pilot Project Examples
Limit Through-Traffic

Closing or limiting through traffic on residential streets or streets connecting to/within parks open for passive use

Source: Oakland Department of Transportation

Source: Bicycle Coalition of Greater Philadelphia
Wider Walkways

Creating wider walkways in more congested areas to support physical distancing

Source: Portland Bureau of Transportation
Wider Walkways

Shared streets with active businesses

Source: Portland Bureau of Transportation

Source: Zack Perry, twitter.com/zackrperry

Source: Portland Bureau of Transportation
Wider Bikeways

• Expand width of existing bikeways for safer passing
• Create “pop-up” bike lanes on key roadways where there is less vehicular demand for curb space

Source: San Diego Assn of Pedestrian and Bicycle Professionals
Source: Kristina Perkins, BikewaysForEveryone
Supporting Signage

Installing clear signage and messaging to alert all roadway users of new “Shared Streets” conditions.

Source: City of Burlington, VT

Source: City of Alameda, CA
City of San Diego
Slow Streets Program
City of San Diego Slow Streets Program

- Implemented on April 30th
- Three initial street segments
  - Pacific Beach: Diamond St, from Mission Blvd to Olney St
  - Normal Heights: Adams Ave over I-805
  - North Park: Howard/Orange Ave from

Source: Brer Marsh, twitter.com/brerbear
City of San Diego Slow Streets Program

- Temporary barriers and signage diverting traffic for single travel or parking lanes
- Residential access to driveways and commercial deliveries maintained
- Soliciting public input on future segments: sandiego.gov/tsx/programs/slow-streets-program

Source: Katie Matchett, twitter.com/sidewalkstarts
Peer City Inspiration
Peer City Pilot Examples – Providence, RI

Source: Steve Ahlquist, twitter.com/steveahlquist
Peer City Pilot Examples – Oakland, CA

Oakland Slow Streets Feedback Map
City of Oakland Department of Transportation

- Like/dislike a current/proposed Slow Street: click Up or Downvote icon below, then on the map.
- Propose a new street: click dashed line below, draw on the map.
- Comment on a current/proposed Slow Street: click Comment icon below, then on the map.
- Complete form fields (ZIP required).

Select a template to create features

Legend:
- May 8th Installation
- Under Consideration
- Completed

Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA NG.
Peer City Pilot Examples – Bikeways 101

**Bicycle Facility Classifications**

Caltrans defines several classifications of bicycle facilities. These facilities provide varying levels of separation from other traffic and some are shared use.

- **Class I**
  - Sidepath
  - Roadway Separation
  - Travel Lanes
  - Trail

- **Class II**
  - Parking
  - Bike Lane
  - Travel
  - Buffered Bike Lane
  - Sidewalk

- **Class III**
  - Sidewalk
  - Parking
  - Shared Travel Lanes
  - Sidewalk

- **Class IV**
  - Sidewalk
  - Separated Bike Lane
  - Parking
  - Travel Lanes
  - Separated Bike Lane

Source: Caltrans, Statewide Bike and Ped Plan
Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.

Source: NACTO, Urban Bikeway Design Guide
Peer City Pilot Examples – Oakland, CA

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Source: Bike East Bay

https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/
https://ruraldesignguide.com/mixed-traffic/bicycle-boulevard
Peer City Pilot Examples – Oakland, CA

Source: City of Oakland Community Survey Findings to Date

Credit: Bike East Bay
Peer City Pilot Examples – San Francisco

Source: SFMTA

Source: SFMTA
Peer City Pilot Examples – Portland, OR

Below is a set of Slow Streets | Safe Streets neighborhood greenway treatment examples:

Treatment A

A: CENTER STRIP OR NARROW ROADWAY

Treatment B

B: STANDARD ROAD 24-34 FEET WIDE

In the shadow of the parking lane (either side of road) black/white sign always near travel lane; right side preferred.

Treatment C

C: STANDARD ROAD 36 FT OR MORE WIDE

Local access only
RS130

Source: PBOT
Peer City Pilot Examples – Portland, OR

PHASE 2.5 STRATEGY:

“Harden” temporary installations in key locations to keep Neighborhood Greenways slow and safe as traffic begins to increase

Source: PBOT
Partial closures will continue even after Gov. Jay Inslee’s stay-at-home order is lifted.

Seattle will permanently close 20 miles of residential streets to most vehicle traffic.
“To provide additional outdoor space for walking, running and biking, the city of Nashville is unveiling 4.5 miles of temporary street closures in 8 Nashville neighborhoods. The effort is a collaboration between Metro Public Works, the office of Mayor John Cooper, and Metro Planning Department. The closures, which will apply to thru traffic, will allow local residents to spend time outside while maintaining 6 feet of physical distance from their neighbors. Streets will remain open to local traffic, including deliveries. Signage will be put in place beginning tomorrow, May 9.”

Source: Metro Nashville Public Works
Peer City Pilot Examples – Tampa, FL

CITY OF TAMPA’S
LIFT UP LOCAL
ECONOMIC RECOVERY PLAN

A Guide for Expanded Restaurant + Retail Space

Source: Tampa Lift Up Local Guidebook
Webinar Q&A
Webinar Q&A

• Please submit your questions or comments in the GoToWebinar questions field, and we’ll do our best to address them all

• All questions will be added to an FAQ document that will be posted to sandag.org/sharedstreets by 5/19
Thank you for tuning in

Request for Applications, sample agreement, and helpful resources available at: sandag.org/sharedstreets

Contact: sharedstreets@sandag.org