



# Seeing is Believing

## The Power of Interim Interventions

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[@GlobalStreets](https://twitter.com/GlobalStreets)

[www.globaldesigningcities.org](http://www.globaldesigningcities.org)

NACTO National Association of City  
Transportation Officials  
GDCI Global Designing Cities Initiative



# 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



## 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.<sup>1</sup>

**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.



Parklets 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 10.2: Pedestrian-Priority Spaces.

**Sidewalk Widening**  
Sidewalks can be expanded using interim materials, such as exposed 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.<sup>1</sup>

**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.



Opportunity to *quickly*  
transform streets  
using *temporary* or  
*interim* materials

**why?**







FEWER... = EXTREME MAKEOVER  
(D.O.T. STYLE)  
PARKING SPOTS

THE 'NEW' PPA  
ALL RISK  
NO REWARD

DON'T BE  
CONNED  
BY  
SAPIK-KHAN

TIME TRAFFIC LIGHTS CHANGING  
TRAFFIC! R LINES  
IS  
ASKING  
YOUR LIVES!

THE BIKE LANE =  
TRAFFIC CONGESTION  
and  
DANGER!

DON'T  
BLOCK THE FLOW!

RST

POLICE LINE DO NOT

DO NOT CROSS

Dear DOT, Tear Out This Bike Lane NOW!

**NEW YORK**  **OBSERVER**

Janette Sadik-Khan Is the Best Mechanic the City Streets Have Had in a Generation—So Why Do Motorists Hate Her So Much?

Kiss her asphalt, drivers!

**The bike-lane cancer**

**NEW YORK POST**

**Bike lanes, bike lies**

*For City's Transportation Chief,  
Kudos and Criticism*

**The New York Times**

*Expansion of Bike Lanes in City Brings Backlash*

Marty Markowitz lays into DOT Commissioner Janette Sadik-Khan for being bicycling 'zealot'

**DAILY NEWS**

Transportation Commish Sadik-Khan owes New Yorkers full disclosure of her plans for bike lanes



# Why?

- 1. It's faster**
- 2. It's cheaper**
- 3. Test/ refine designs**
- 4. To build local capacity**
- 5. To catalyze policy change**
- 6. Show what's possible**
- 7. To prove something works**

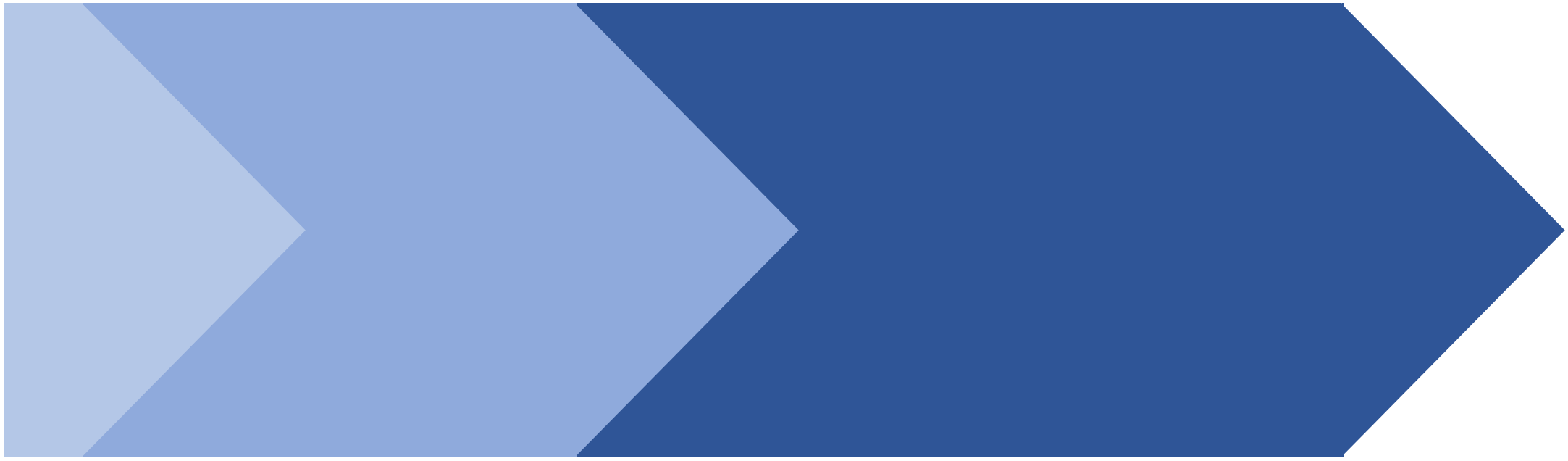
**When?**

# Duration / Length

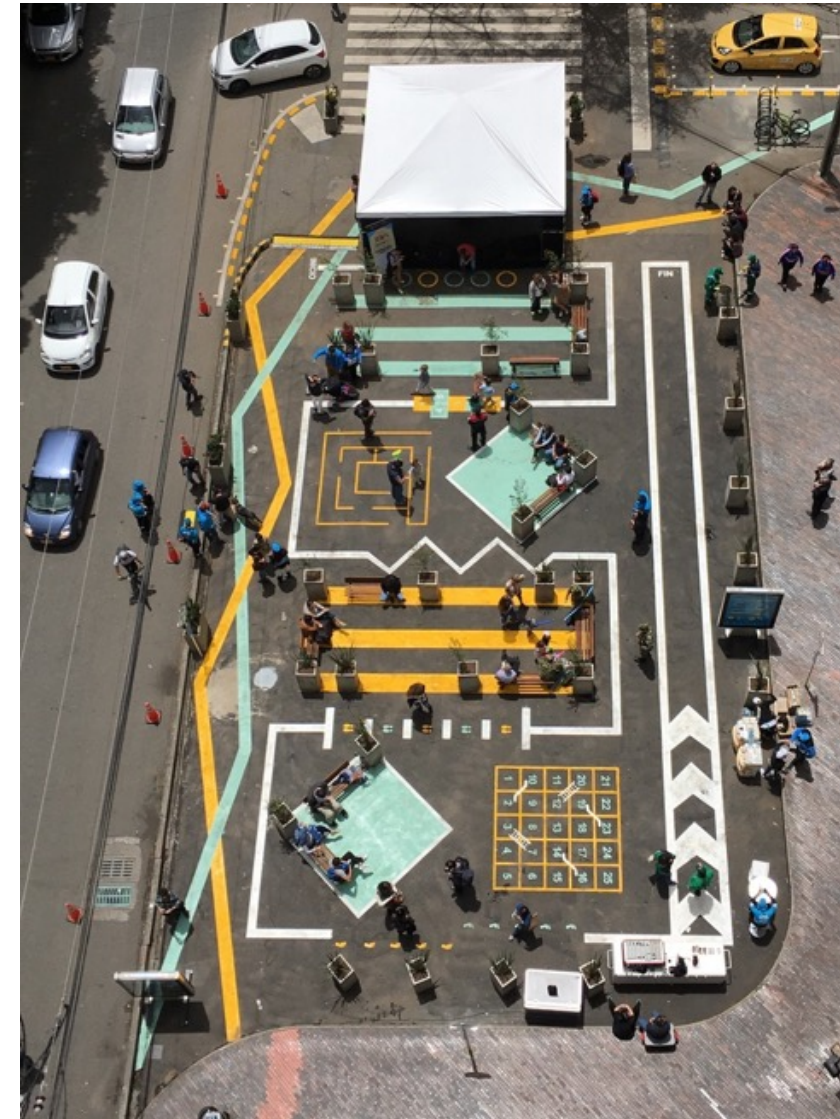
**days**  
(pop-up)

**months**  
(Interim  
Intervention)

**years**



# Multiple steps



**Where/**

**What?**

**Are opportunities for interim interventions?**



**Come in  
many shapes  
and sizes!**

# Intersection Redesigns



Photos: NYCDOT

**New York**

# Traffic Calming Strategies



Mexico City

Photos: NYCDOT

# Mid-block crossings



São Paulo, Brazil

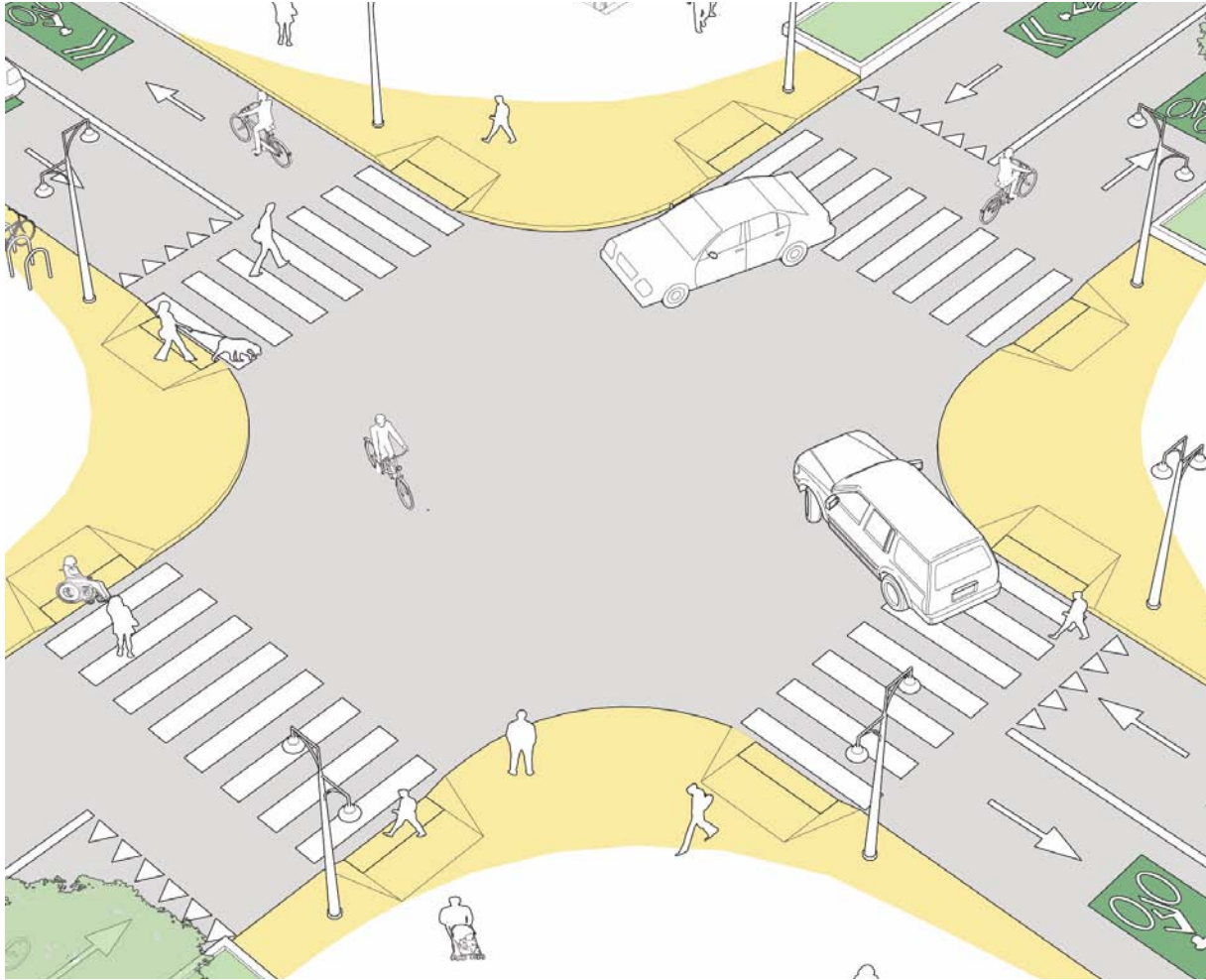
# Reduce Corner Radii



# Add Medians and Refuge Islands



# Align Travel Lanes



# 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

# Car park conversions



New York

Photos: NYCDOT



New York



New York



New York





New York

**How?**



How to  
implement  
temporary  
street  
interventions  
handbook

Measuring  
and  
evaluating  
streets  
handbook

Site selection

Plan ahead

People + partners

Collect metrics

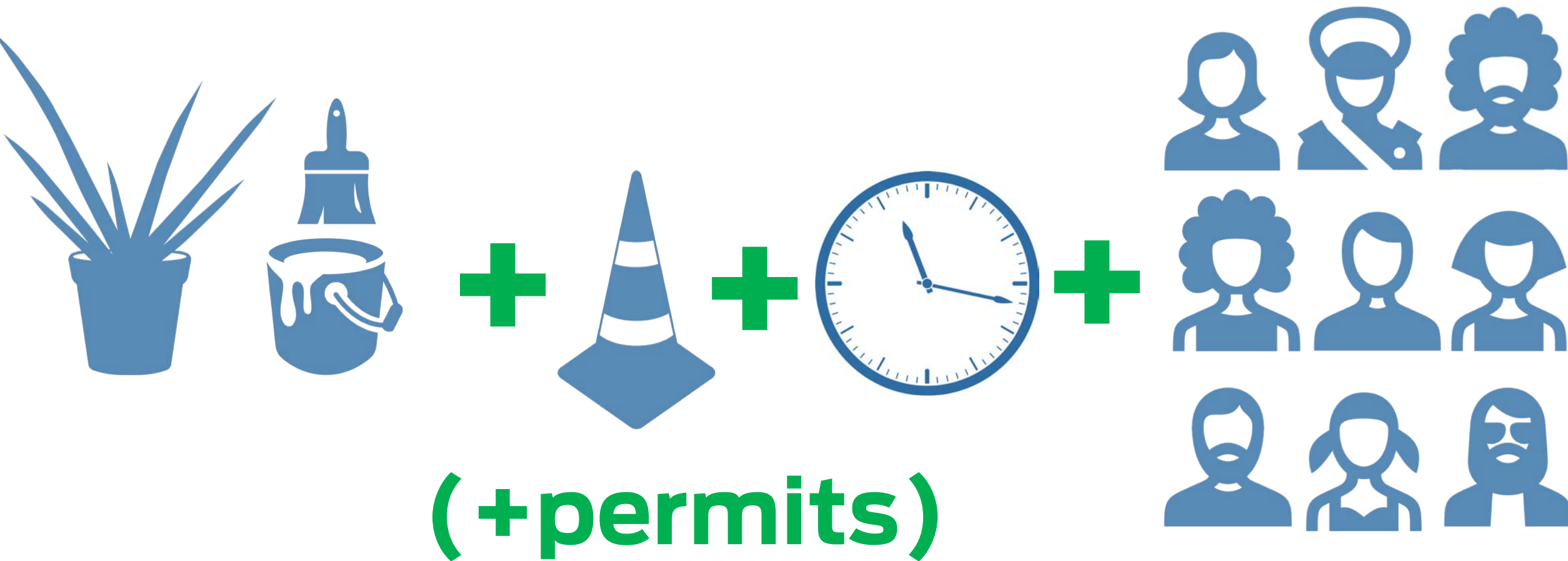
Plan for programming

Communicate outcomes

Scale up and sustain change



# Basic Toolkit



# Toolkit: The basics (Self-painting)



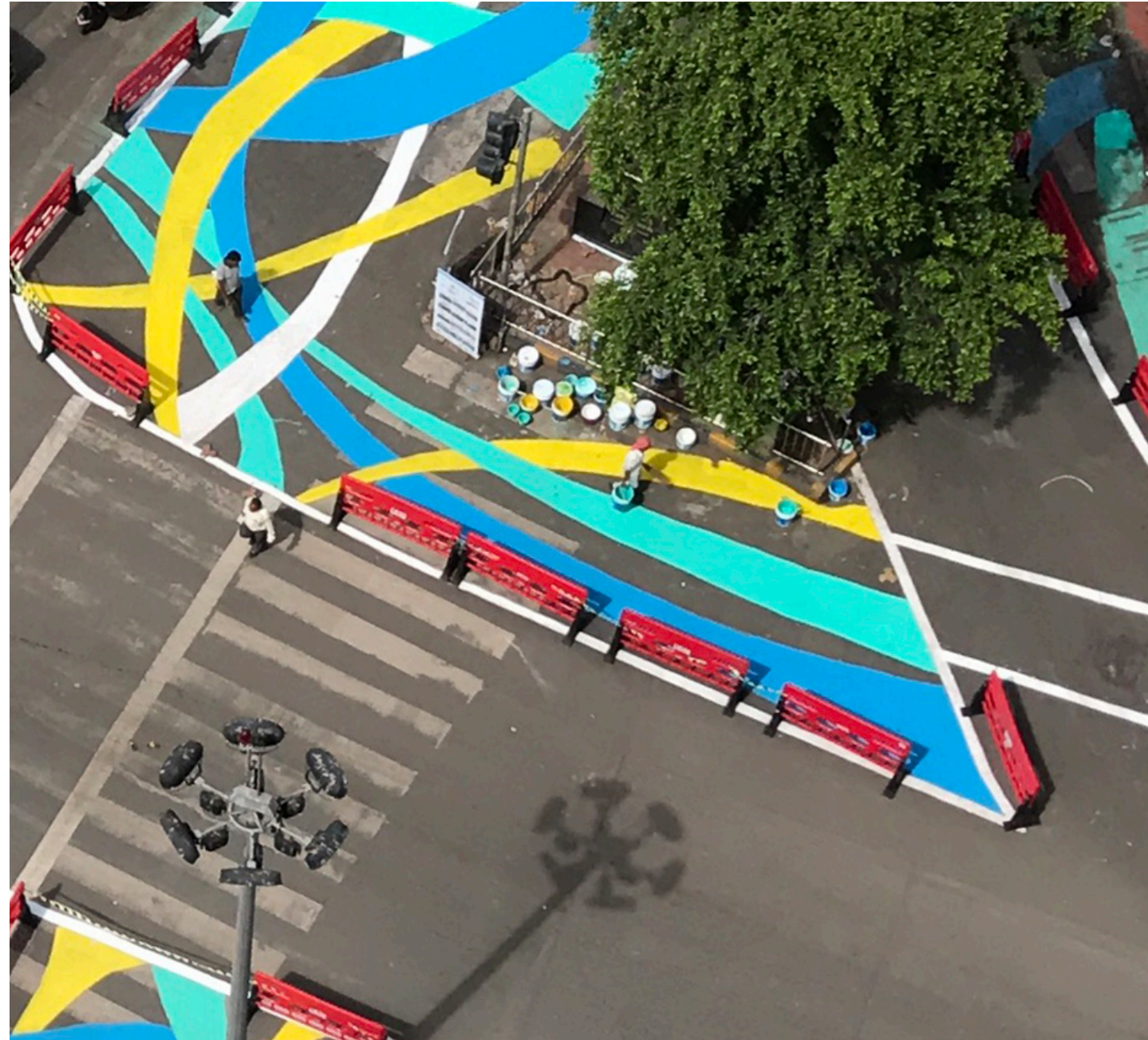
**Chalk , Paint, Buckets, Rope, Brushes, Water and Tape (or official city paint)**

# Toolkit: The basics (City paint)



**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

# Toolkit: Additional features for place-making



Programming

# Most Importantly - People!!



# 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**

ALCALDIA MAYOR DE BOGOTÁ D.C.

Global Designing Cities Initiative  
 Bloomberg Philanthropies INITIATIVE FOR GLOBAL ROAD SAFETY

## ¿QUÉ PODRÍA SUCEDER AQUÍ?

NATURALEZA  
 ACTIVIDADES  
 DIÁLOGO

### LAS PLAZAS TRANSFORMAN EL ESPACIO PÚBLICO

PLAZA ALQUERÍA  
 PLAZACALLE80

ANTES DESPUÉS

## Subprefeitura de São Miguel convida: SÃO MIGUEL MAIS HUMANA - Rua para Todos

E se as ruas fossem 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 Satélite Canção & Poesia  
 11:00 Crianças Cuidadoras do Caminho da Escola  
 12:00 Pinte sua floreira (atividade para crianças)  
 12:30 Zê da Lua & Convidados (forró pé de serra)  
 13:30 Carão da Leste & DJ Bili (hip hop nostalgia)  
 14:00 Yaya Bonneges & Amigo (MPB, rock e xote)  
 15:00 Desenhe a sua praça!  
 16:00 Grupo de Dança Afro Babalotim

Pintura 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

REALIZAÇÃO: PREFEITURA DE SÃO PAULO, CET, MOP, BLOOMBERG PHILANTHROPIES INITIATIVE FOR GLOBAL ROAD SAFETY, Vital Strategies, NACTO, ITDP, Citi Foundation, cifi

COLABORAÇÃO: ANIP, SCIPULUS, m-bifilm, BIJARI, WRI BRASIL

# Local Performers



# Planting



# Learning to Ride



# Plan a launch event/ ribbon cutting (invite media)





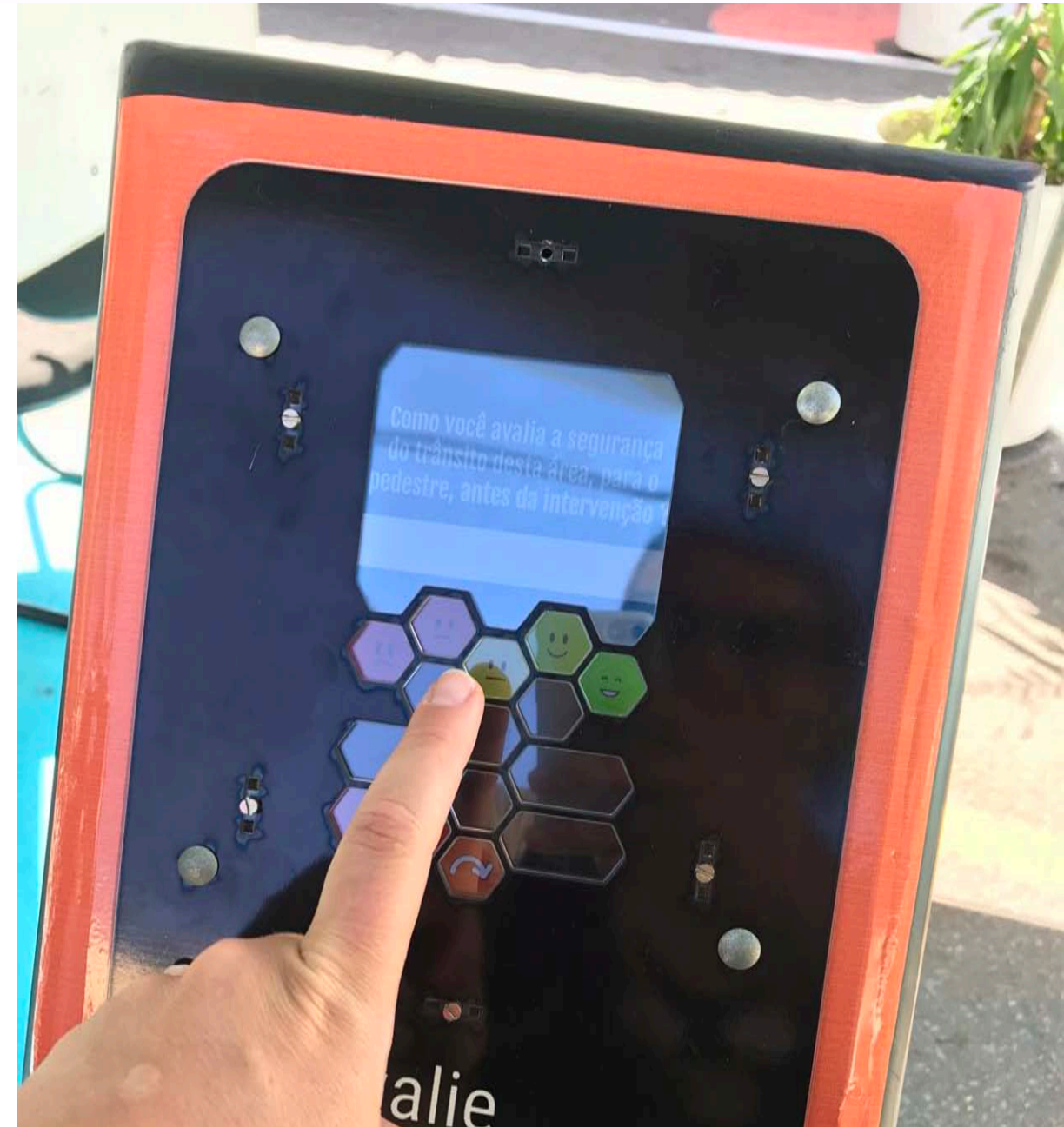
# Talk to the media on site / Brief them beforehand



# During the event – learning what people care about



# During the event – digital surveys



# Plan for maintenance & cleaning



**Examples**



2018/9/14 18:55





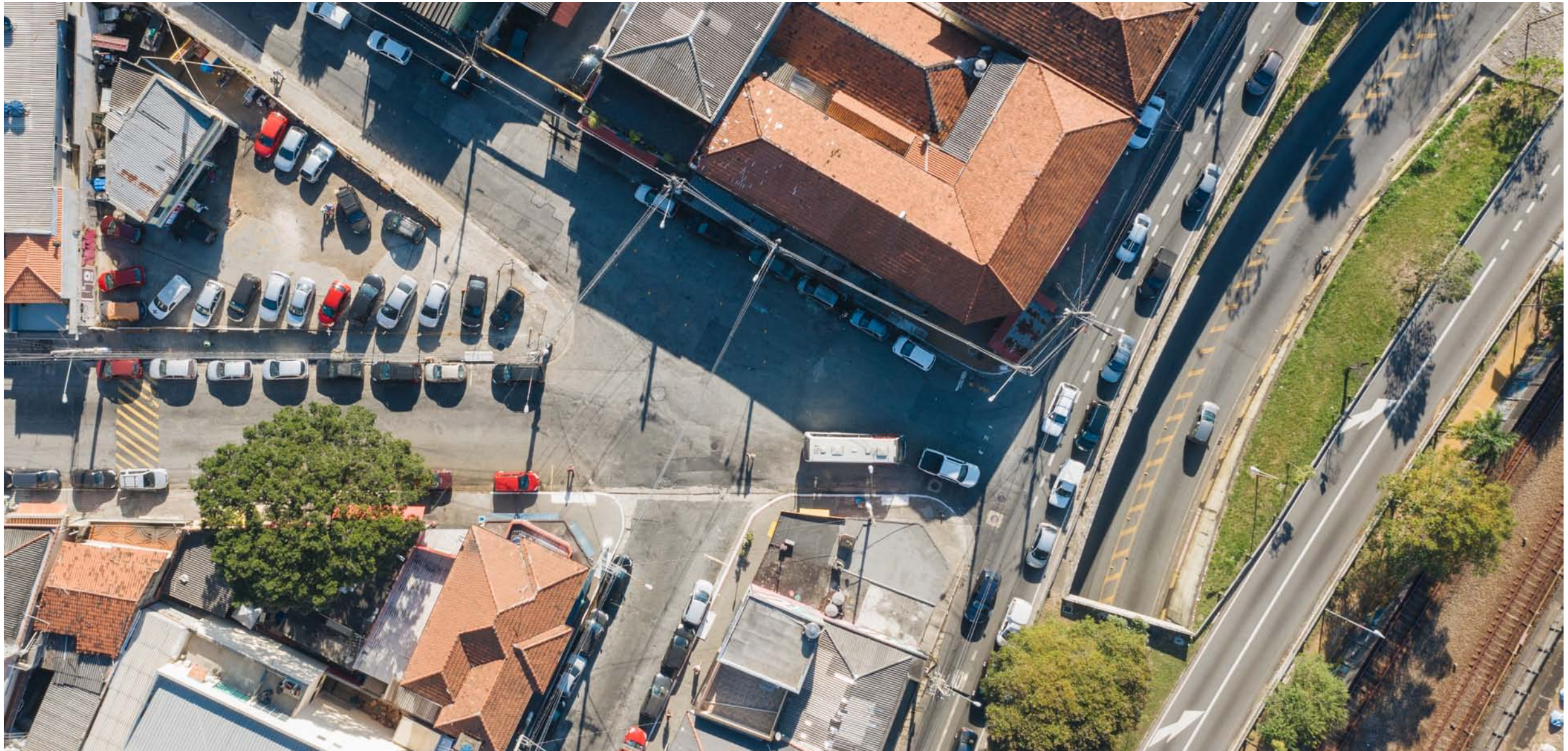




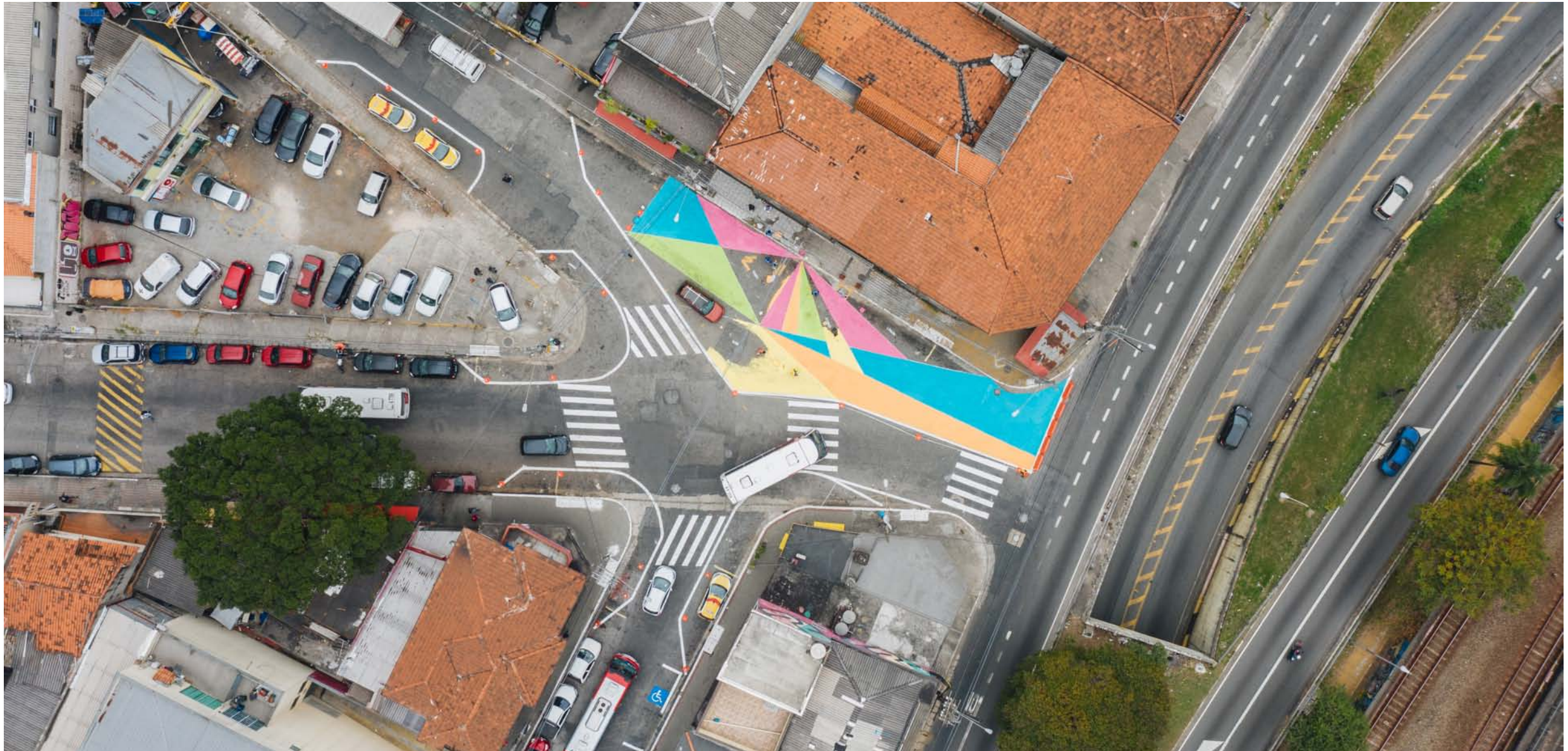




# Conviver Sub Penha



# Conviver Sub Penha



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# Conviver Sub Penha





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# Conviver Sub Penha



# Conviver Sub Penha

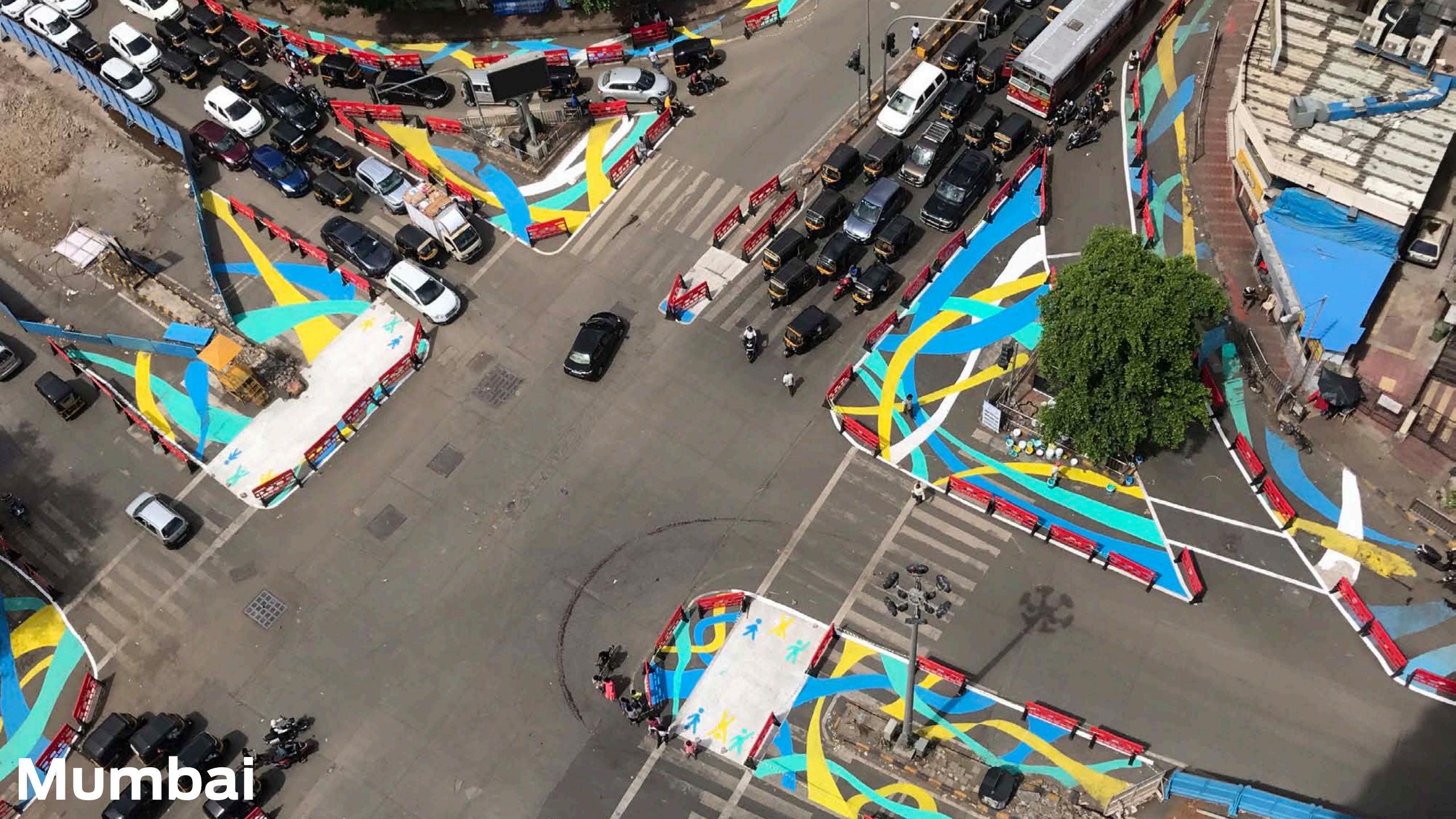


# Conviver Sub Penha





Mumbai



Mumbai



**Bloomberg  
Philanthropies**

**INITIATIVE FOR GLOBAL ROAD SAFETY**



6

official approvals

350

liters of paint

120

barricades

70

people

72

hours of implementation

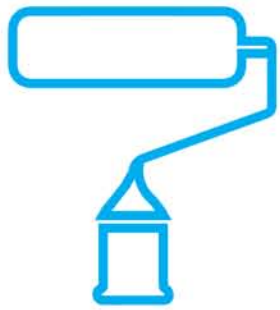


# Mithchowki, Mumbai

## Qualitative Survey

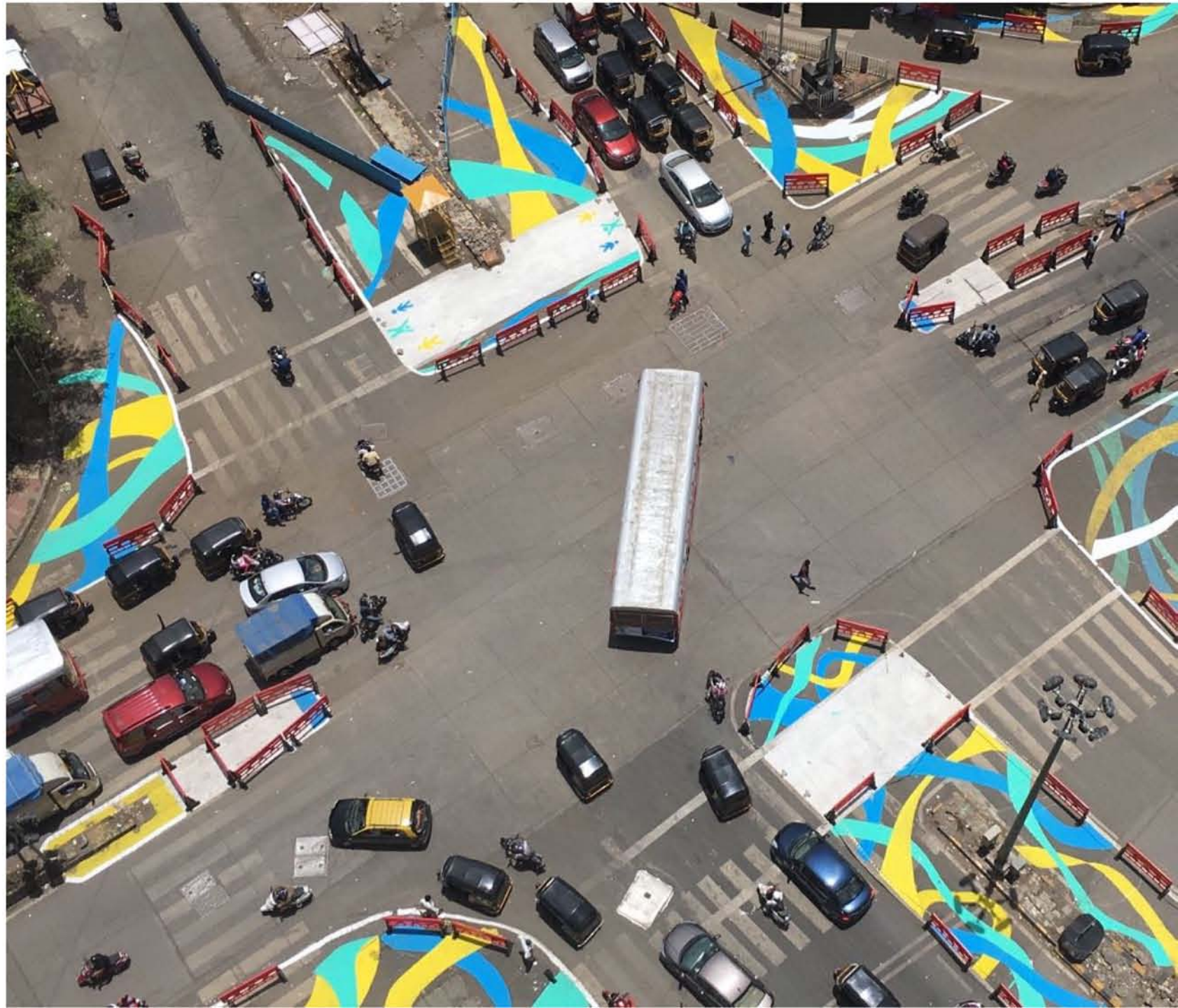


**81%**  
Felt safer after  
the  
transformation



**76%**  
Like the  
intervention

\*170 People Interviewed



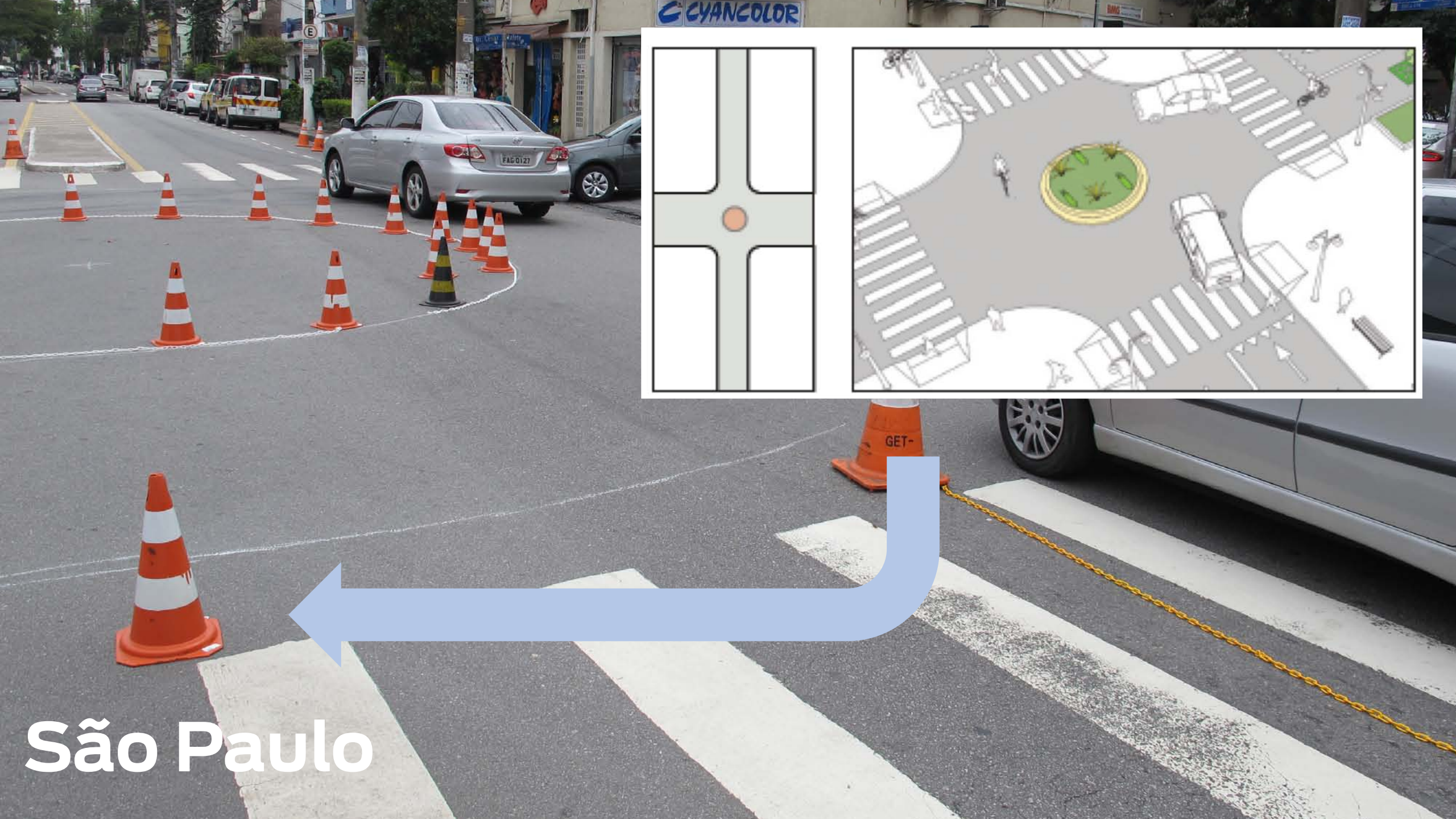


Changing the conversation in local media

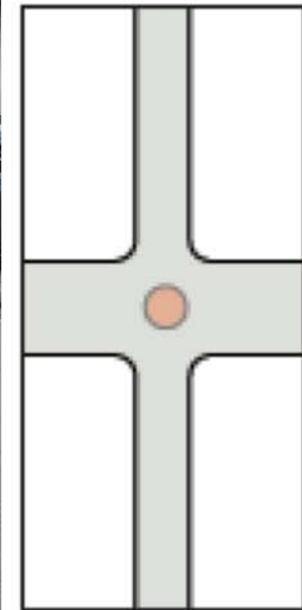




São Paulo



CYANCOLOR



São Paulo





# Can lead to change practices and manuals!



# Areas Calmas | Santana

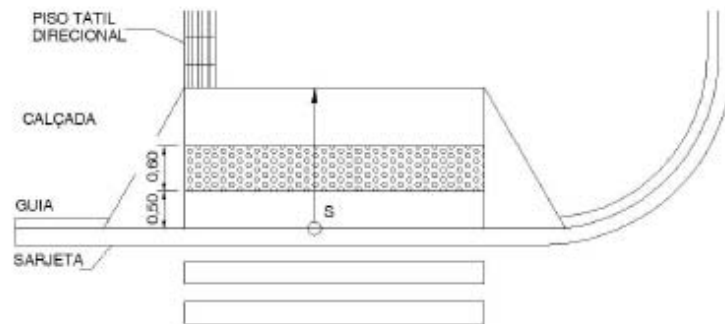






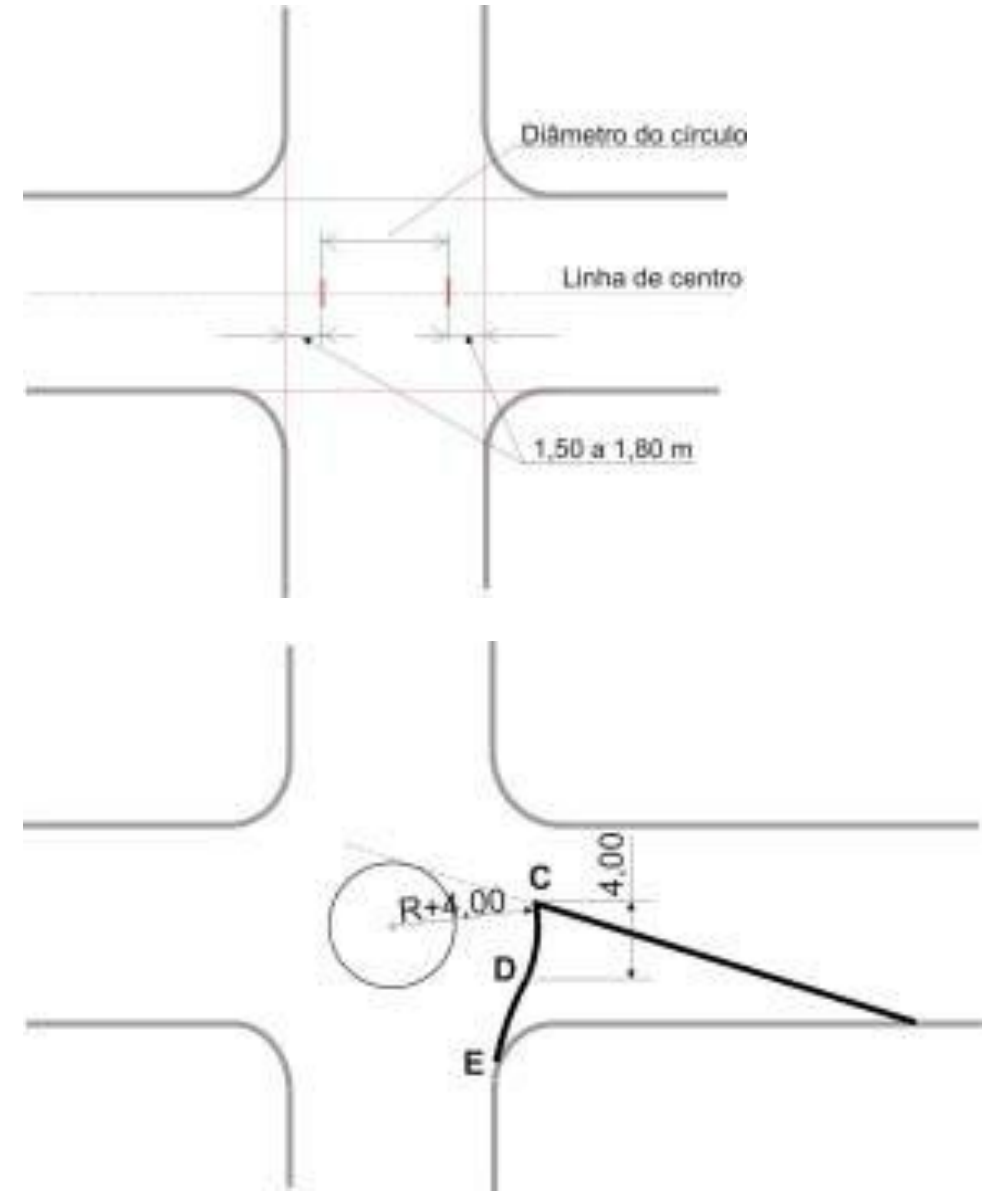
Figura 68— Composição de sinalização tátil de alerta e direcional – Exemplos de mudanças de direção

- O encontro da sinalização tátil direcional deve encontrar a sinalização tátil de alerta conforme figura 69 a seguir:  
Base legal: NORMA TÉCNICA OFICIAL ABNT NBR9050/2004



### ERROS COMUNS A SER EVITADOS:

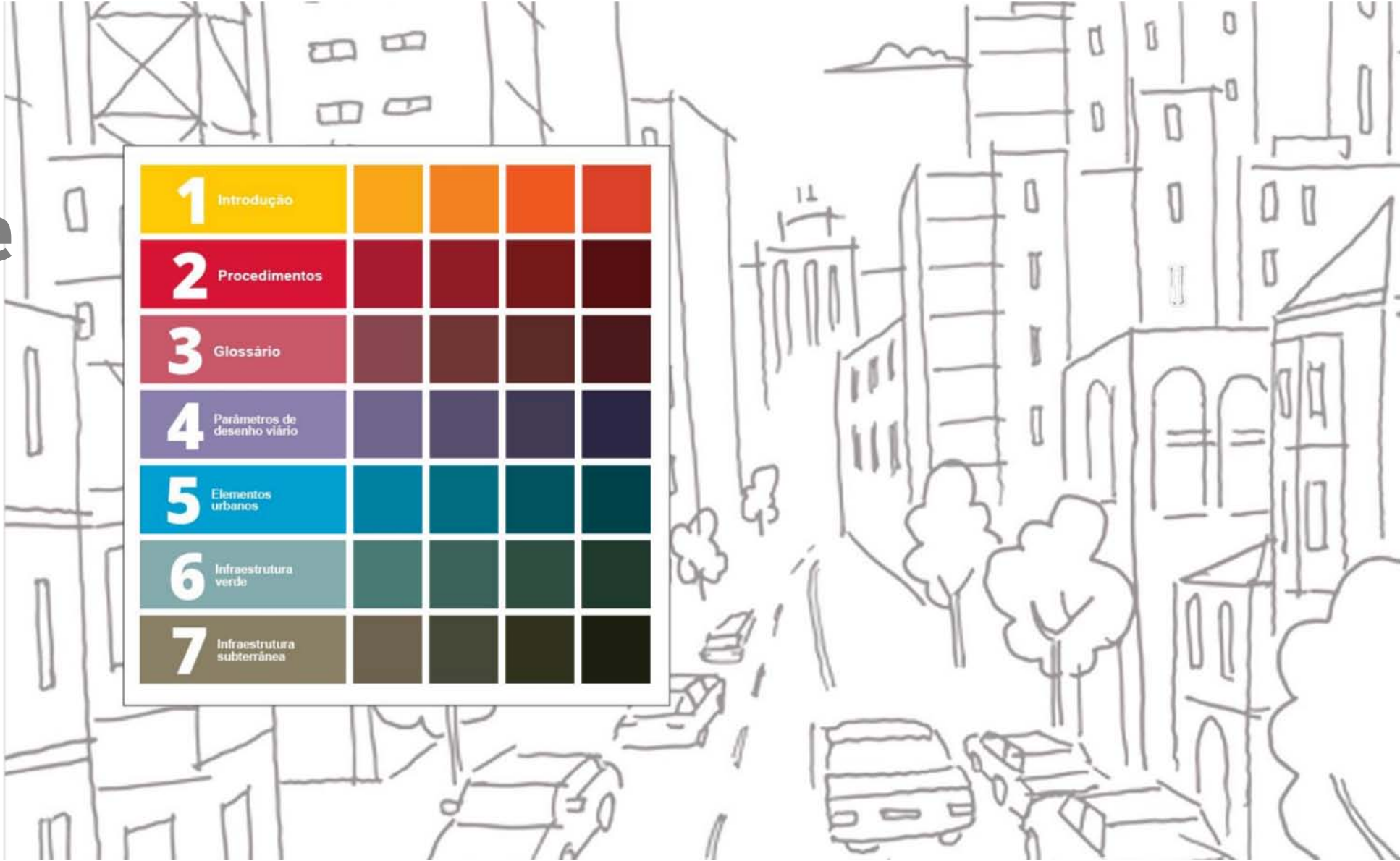
- A escolha do piso tátil de Alerta em forma de “bolinha” quando o correto é o piso tátil tronco cônico (ver item 5.14.1.1 e “figura 59” da Norma Técnica ABNT NBR 9050/2004).
- Não se deve instalar piso tátil de alerta no entorno de postes;



# Sao Paulo

## Street Design Manual

# manual de desenho urbano





**ANTES**  
Cidade 2000, Fortaleza



**DEPOIS**  
Cidade 2000, Fortaleza



**Cidade 2000, Fortaleza**



**Cidade 2000, Fortaleza**



## Cidade 2000, Fortaleza



Cidade 2000, Fortaleza





MUITO  
E MAIS  
ATE QUE UM  
PAÍS INTEIRO.



Global  
Designing  
Cities  
Initiative





(MARQUE COMO VOCÊ GOSTARIA QUE FICASSE)



ASSIM?



OU ASSIM?



ASSIM?

OU ASSIM?



Cidade 2000, Fortaleza



2000, Fortaleza





**Cidade 2000, Fortaleza**



MILINER

MR

Handwritten graffiti on the wall, possibly including the word 'LOVE'.

Handwritten graffiti on the wall, possibly including the word 'LOVE'.

Handwritten graffiti on the wall, possibly including the word 'LOVE'.

CALIFORNIA  
BEACH

TROPICAL

# Dragão do Mar









**Before**



**After**

**Dragão do Mar**  
Fortaleza, BR







**Seeing is**

**Believing**

**The power of interim interventions**



# Thank You!

Download the guide at  
[www.globaldesigningcities.org](http://www.globaldesigningcities.org)

**Skye Duncan**  
[skye@nacto.org](mailto:skye@nacto.org)

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