

Streetmix

Lou Huang

New Partners for Smart Growth

February 14, 2014



ABOUT ME



EDUCATION

Bachelor of Arts, Architecture, UC Berkeley
Master of City Planning, University of Pennsylvania

PREVIOUSLY

Fellow at Code for America

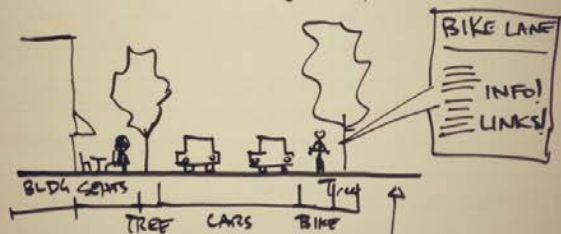
CURRENTLY

Front End Developer at Engagement Game Labs



Super BLOCKEE 2

- Create street sections in your browser!
- Share designs with your friends + your city!
- Learn how to achieve change in your community!



YOUR IDEA HERE!

LOOKS LIKE A SUPER MARIO GAME!
TONS OF FUN!
CIVIC ENGAGEMENT!



CODE FOR AMERICA
SAN FRANCISCO, JANUARY 2013



WHY?

Community meetings are fixed in time and space

Attendees represent a small, vocal minority

How do you better engage the community while helping planners create better streets?

“Cities have the capability of providing something for everybody only because, and only when, they are created by everybody.”



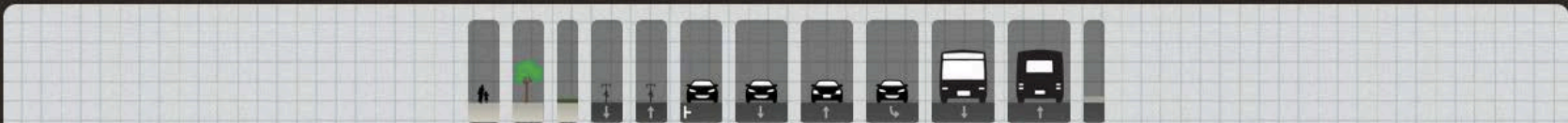
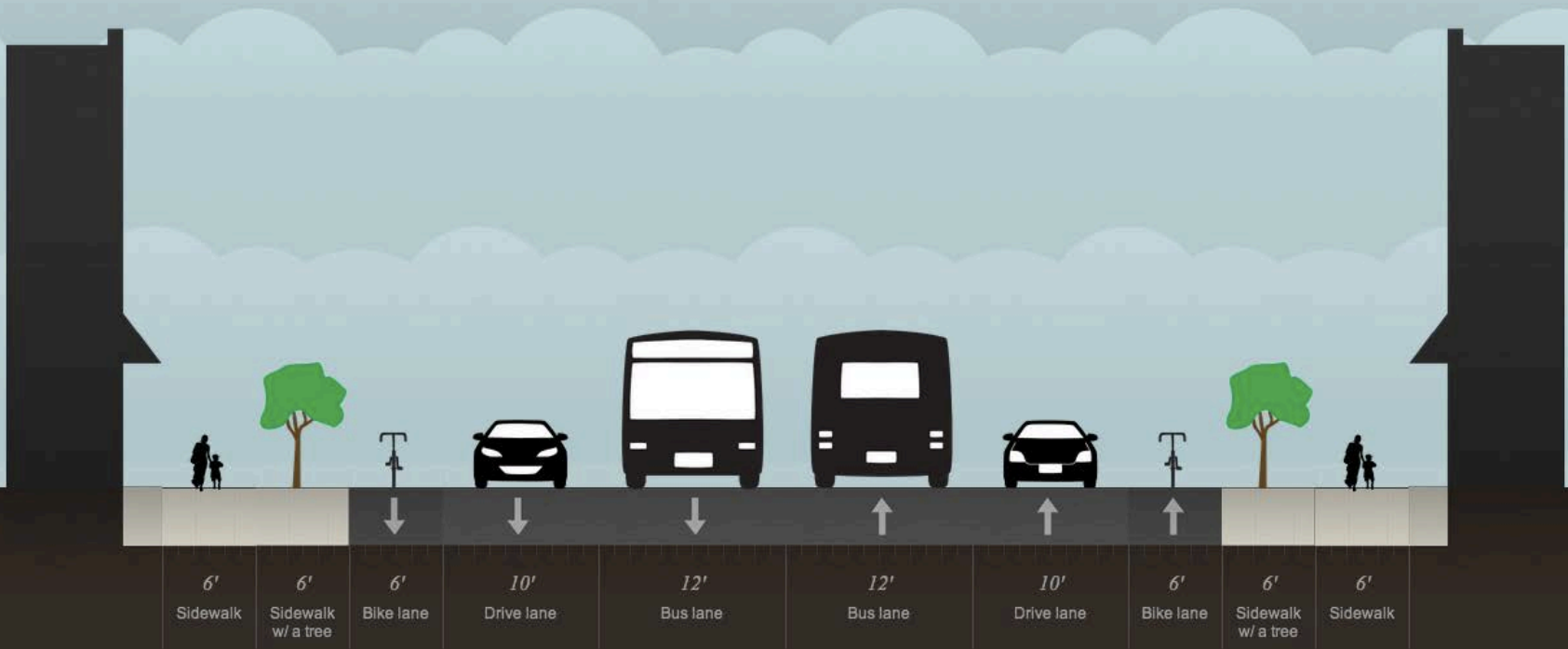
Jane Jacobs

URBAN ACTIVIST

STREETMIX *alpha*

AN ONGOING EXPERIMENT BY CODE FOR AMERICA LABS

Street width: 80' ↕



EIGHT MONTHS
LATER!

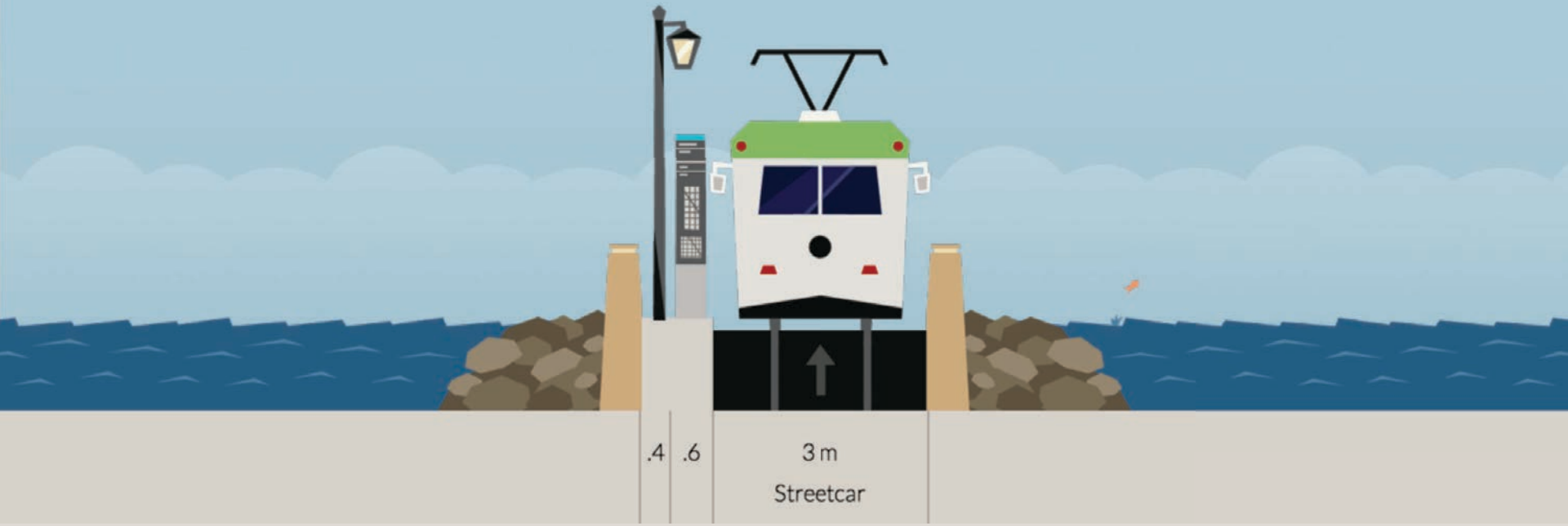
Market St

80' width



Undo Redo

Shell Beach Express



.4 .6

3 m

Streetcar

NASCAR OVAL

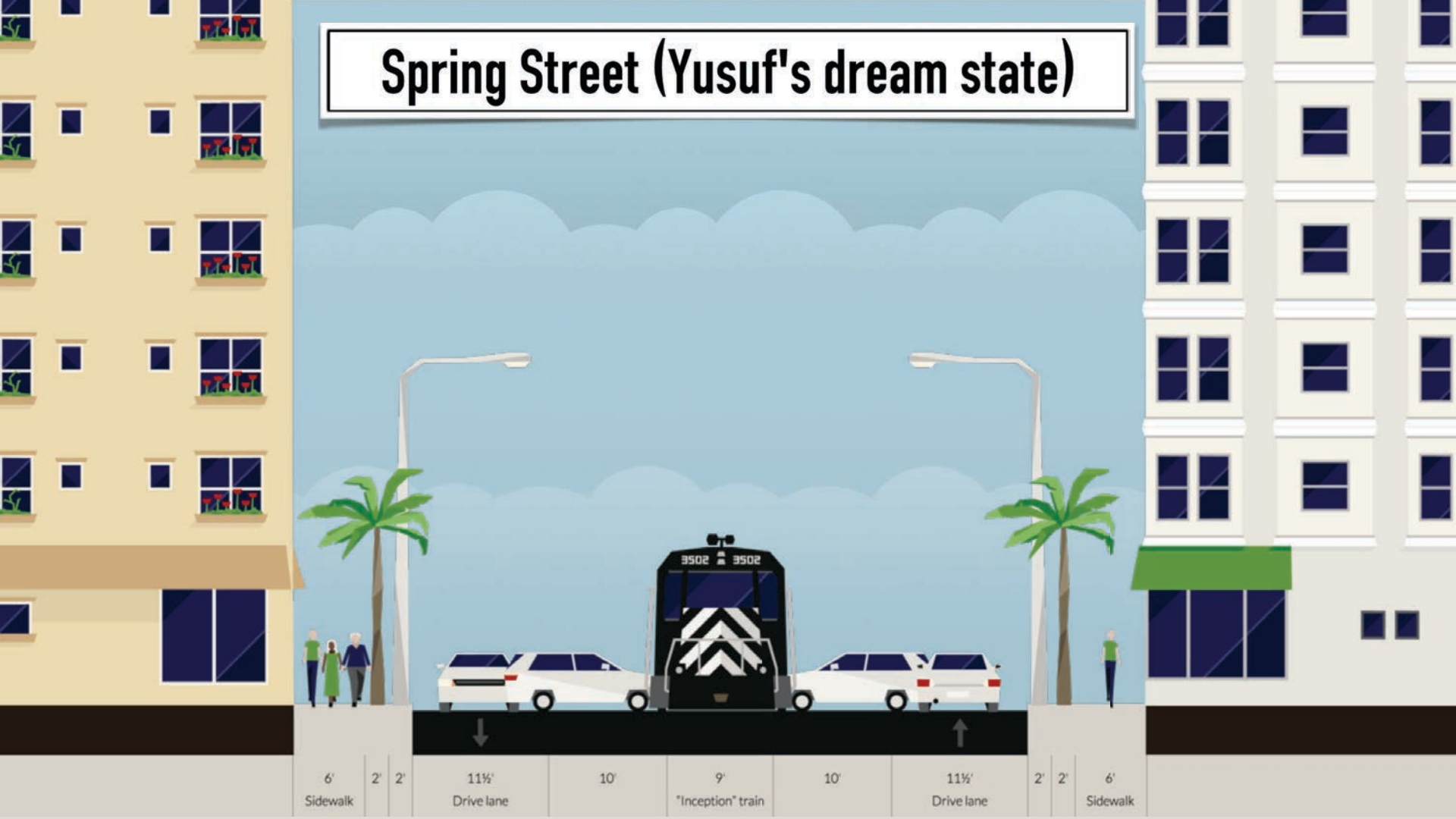


Post Energy Crisis Street



2m .3.3 1.4m .3 1m .3 .6 .3 .6 .6 .6 .6 1m .3.3.3 .6 1m .8m .3.3.3 1m .6 .6 .6 .6 .3 .6 .3 1m .3 1.4m .3.3 2m

Spring Street (Yusuf's dream state)



“Toys are not really as innocent as they look. Toys and games are the preludes to serious ideas.”

Charles Eames

DESIGNER



강주영 보행거리



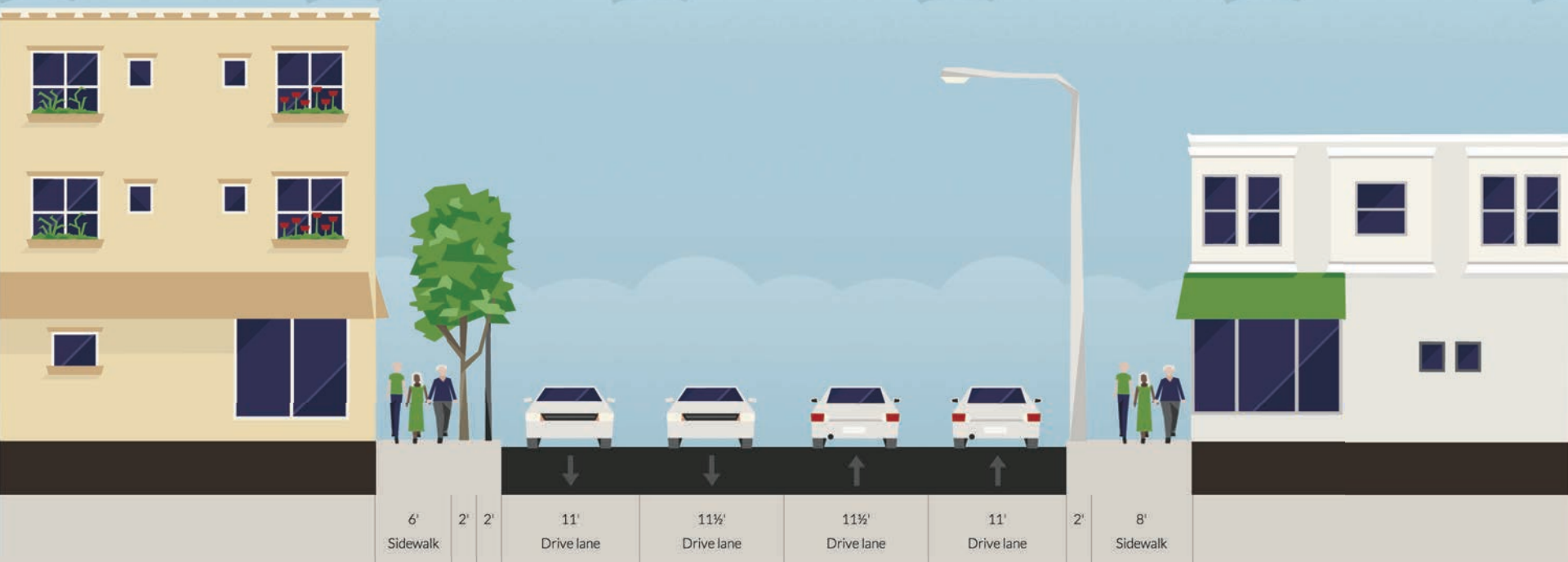
| | | | | | | | | | | | | | | |
|----------|----|----|-------|----------|----|----|----|----------|-------|----|----|----|----------|------|
| 2 m | .6 | .6 | 1.1 m | 4 m | .6 | .6 | .7 | 4 m | 1.2 m | .6 | .6 | .6 | 2 m | .8 m |
| Sidewalk | | | | Sidewalk | | | | Sidewalk | Bench | | | | Sidewalk | |

Lorain Ave

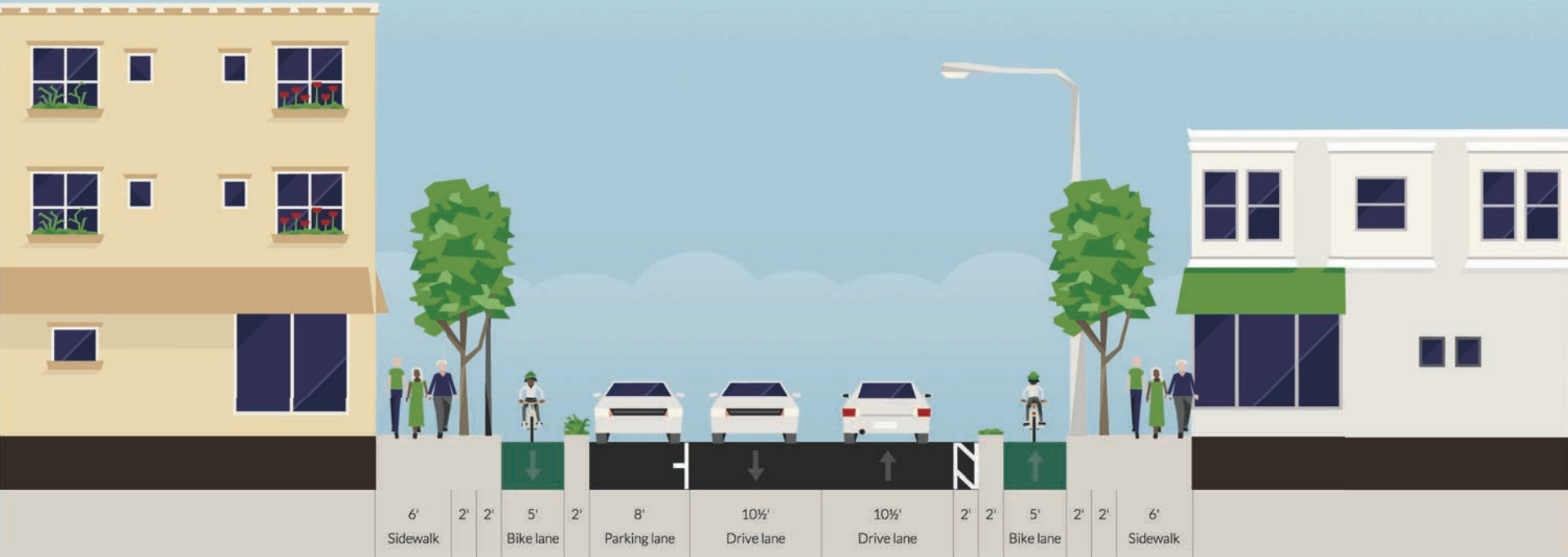


© 2013 Google

Lorain Ave



Lorain Ave



TAKEAWAYS

Engage the community through fun - not homework!

Focus on usability over technical details and accuracy

Don't force participants to only suggest "correct" ideas

Everyone's voices are heard - not just the loudest

Promotes a spirit of collaboration

Gathers support within the community

Users participate on their own time - rather than the city's timeline

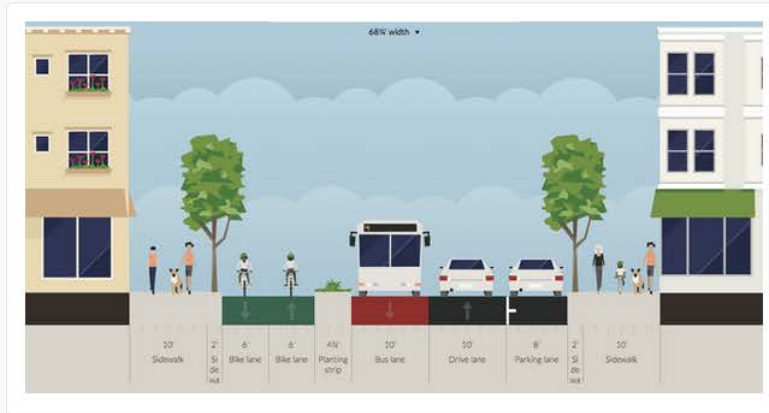


14 neighbors want a separated 2-way cycle track with a bus-only lane in one direction on **Polk Street**.

Suggested by [Teo Wickland](#) on Oct 5, 2013

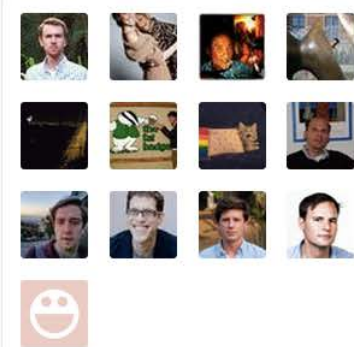


Me Too



Polk Street is wide enough to accommodate a separated 2-way cycle track on one side of the street and to retain parking on the other side of the street

Supporters



Topics

[Safety](#) [Streets](#) [Transit](#) [Urban Design](#)

Greater Greater Washington

The Washington, DC area is great. But it could be **greater**.

BICYCLING

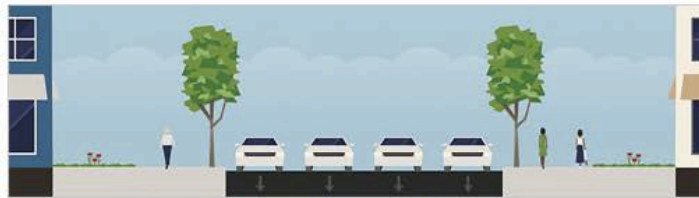
Why DDOT chose no cycletrack for one block of M Street

by [David Alpert](#) • August 19, 2013 10:14 am

If a church needs 3 of 4 lanes on a street for parking on Sundays, what's better: shrink down a planned cycletrack to a basic painted bike lane, or allow parking in the cycletrack some of the time?

The street today

M Street, NW between 15th and 16th has 90 feet from building to building, with 40 feet between curbs. Today, the road striping divides it into four 10-foot lanes. At rush hour, all four are ostensibly regular travel lanes, while parking is allowed at other times.



Current M Street cross-section. All diagrams by the author with StreetMix.

Metropolitan AME rents spaces in nearby garages on Sundays, but still uses a lot of on-street space for parking. The north side allows parallel parking, and the south side becomes diagonal parking on Sundays until 2 pm.



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Posts by David Alpert

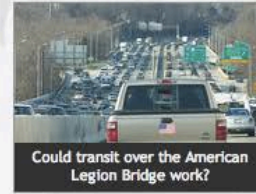
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- Streetcar arrives on H Street
- How would Metro's loop work with an Arlington express line?
- DDOT removes traffic calming on Wisconsin Avenue
- Potomac Yard Metro station hits a snag
- Can Metro add capacity without a downtown loop?
- Philadelphia's streetcar infrastructure: Old but interesting

Recent Links

How can our region be greater?

SMART GROWTH

- Topic of the week: 4 more years for Gray?
- Downtown & Georgia Avenue: Walgreens open for business
- Events roundup: Free-for-all

TRANSIT

- Potomac Yard Metro station hits a snag
- Philadelphia's streetcar infrastructure: Old but interesting
- Could transit over the American Legion Bridge work?

EDUCATION

- Charter board failed to act on violations of special ed law
- New reports compare DCPS and charters
- Catania says empowering parents is key to improving schools

PUBLIC SPACE

- DC neighbors band together to buy solar energy
- Playgrounds show how far DC has come in 20 years
- DC sports spaces give short shrift to girls

SAFE STREETS

- 5 videos use Legos to teach proper bike etiquette
- Bike group asks Arlington for land to build headquarters

THE BETTER BLOCK

betterblock.org provides news and information on Better Block projects occurring around the world.

ABOUT

HOW TO BUILD A BETTER BLOCK

BETTER BLOCK PROJECTS MAP

TRAINING

CONTACT

SEPTEMBER 3, 2013

NORFOLK'S SECOND BETTER BLOCK SET FOR NOVEMBER 8 AND 9



Streetmix cross section rendering of 35th Street

[Team Better Block](#) identified three sites last year in Norfolk, VA that were ripe for Better Block. Norfolk's [first project](#) was a great [success](#) and acted as a training session for other neighborhoods on how to use Better Block to advance revitalization. Inspired business owners and community members in the Park Place neighborhood took it upon themselves to set a date and make it happen for their emerging area. The Better Block will take place on the historic W 35th Street and

BETTER BLOCK PROJECT MAP



View [Better Block Projects](#) in a larger map To add your project to the map, open the link to the larger map, click the edit button, zoom in to your location on the map, click and drag the blue placemark button (located at the top left hand of the map, and pin



SDOT Blog

Department of Transportation news and events



CityLink Seattle

Your City, Right Now

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Once Around the Web: Streetmix – Go play with your street!



Streetmix is a free web app lets you mash up bike lanes, sidewalks, parks, transit and car lanes to see what kind of arrangements might be the most appealing and practical. What's

ASK US A QUESTION!

Have a question about our current work at the Seattle Department of Transportation? We're ready to get you an answer!

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Co.EXIST

Can You Design A Liveable Street?

This new tool lets you mash up bike lanes, sidewalks, parks, and car lanes to see what kind of arrangements might make the most sense for your city.

0 NOTES / 12 PIN / 13 PLUS / 204 TWEET / 257 LIKE / 20  SHARE

What's your vision for the street outside? More cars? Less bikes? New tram? Get rid of the palm trees? Whatever it is, there's now an incredibly easy way of picturing it and sending it to your friends (or enemies) through software called Streetmix.

Co.ExistWORLD CHANGING IDEAS
AND INNOVATION

Editor: Morgan Clendaniel

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“It’s possible to change your streets quickly... You just need to reimagine your streets. They’re hidden in plain sight.”

Janette Sadik-Khan

TRANSPORTATION COMMISSIONER



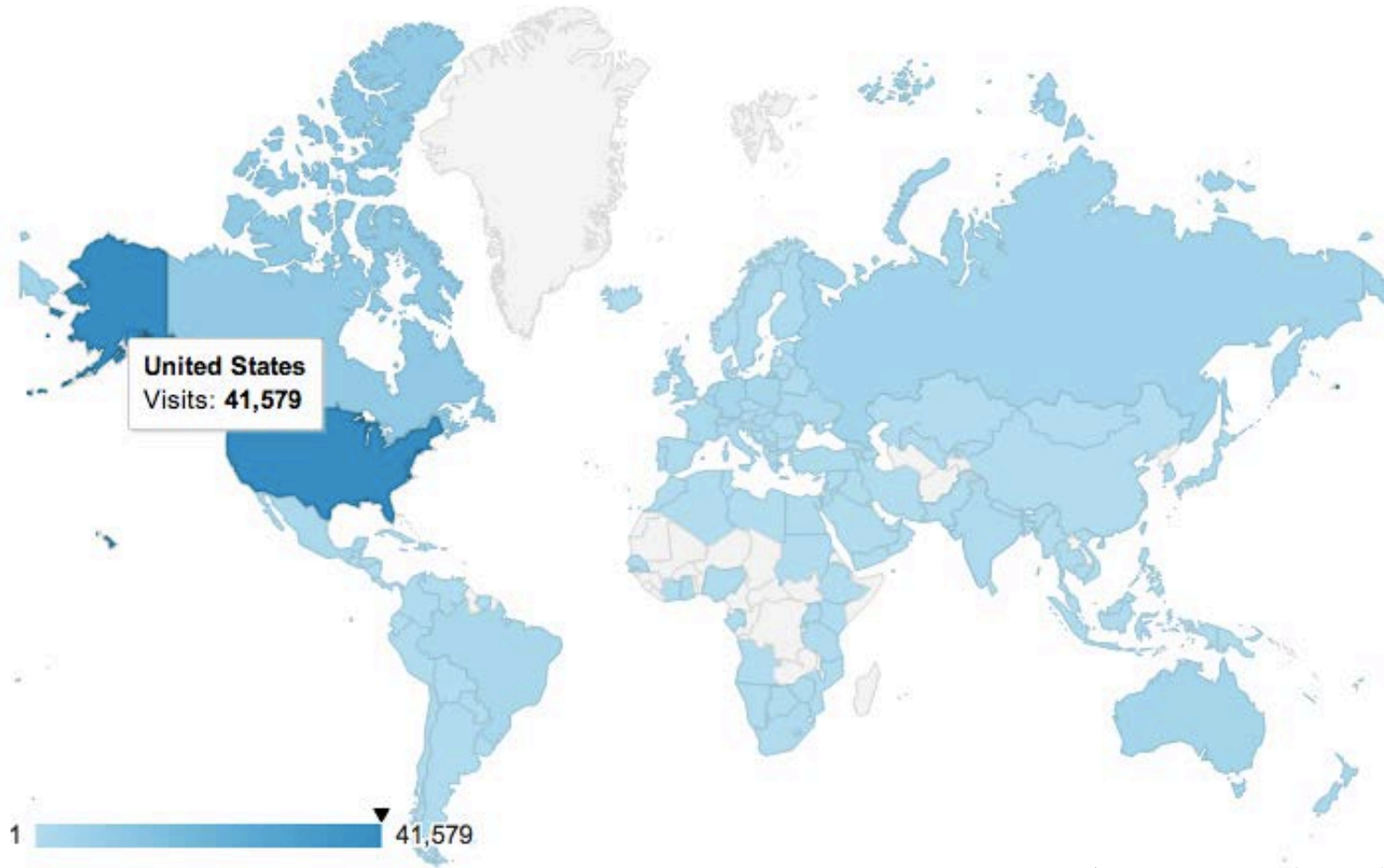
SOME METRICS

Since our beta launch in August:

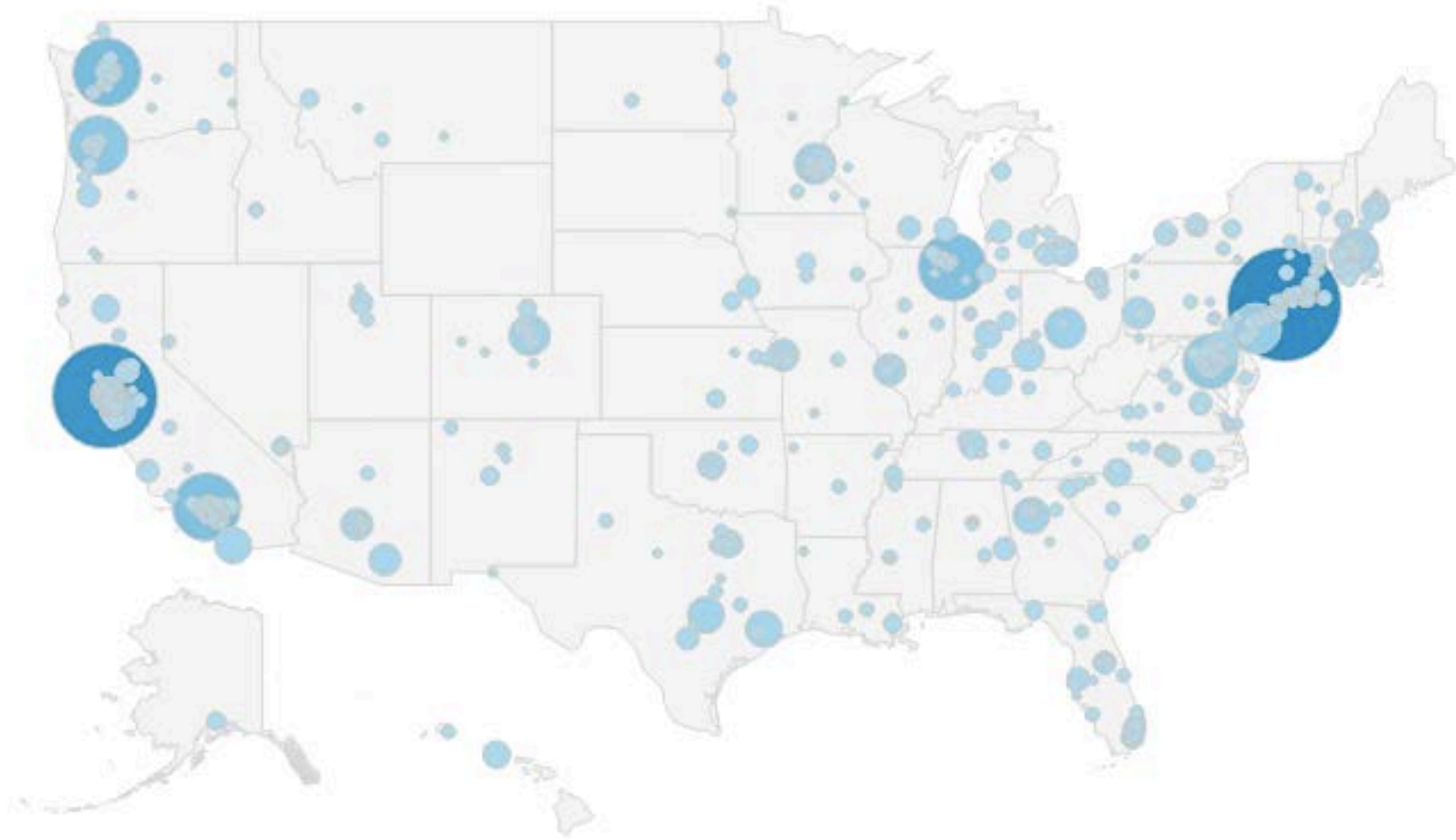
2300+ registered users

120,000+ streets created

~400 daily visitors



(Between Aug 1 - Oct 26)



(Between Aug 1 - Oct 26)

What's Next?

View Dd (experimental)



Bike lanes help keep bicyclists safe in a separate lane from cars.

On the historical timeline of personal transportation vehicles – horses on one end, and, say, Segways on the other – automobiles and bicycles have been the dominant warring tribes of public streets for nearly a century. Despite all the cars taking up so much room,

Close

2.6 m
Sidewalk

3.4 m
Drive lane

2 m
Sidewalk
with a tree

2.1 m
Bike lane

2.1 m
Bike lane

2 m
Sidewalk
with a tree

3.4 m
Drive lane

2.6 m
Sidewalk



Undo

Redo

Redesign 9th Street.

Help us redesign 9th Street in San Francisco!
With your input what's now a parking lot could become a bicycle superhighway, or the site of SF's newest cable car.

To participate

1. Pick any version of 9th Street you see here as a starting point.
2. Click on it to redesign it using Streetmix.
3. When you're done, e-mail the link to your street to 9th-street@aresluna.org

9th Street today



Background and considerations

We want a better neighborhood! Here are the design considerations for our street:

- 80 ft wide
- At least 3 car lanes, 10ft wide
- No parklets.



Current official proposal for 9th Street by SFMTA. Click to remix!

Your proposals so far:

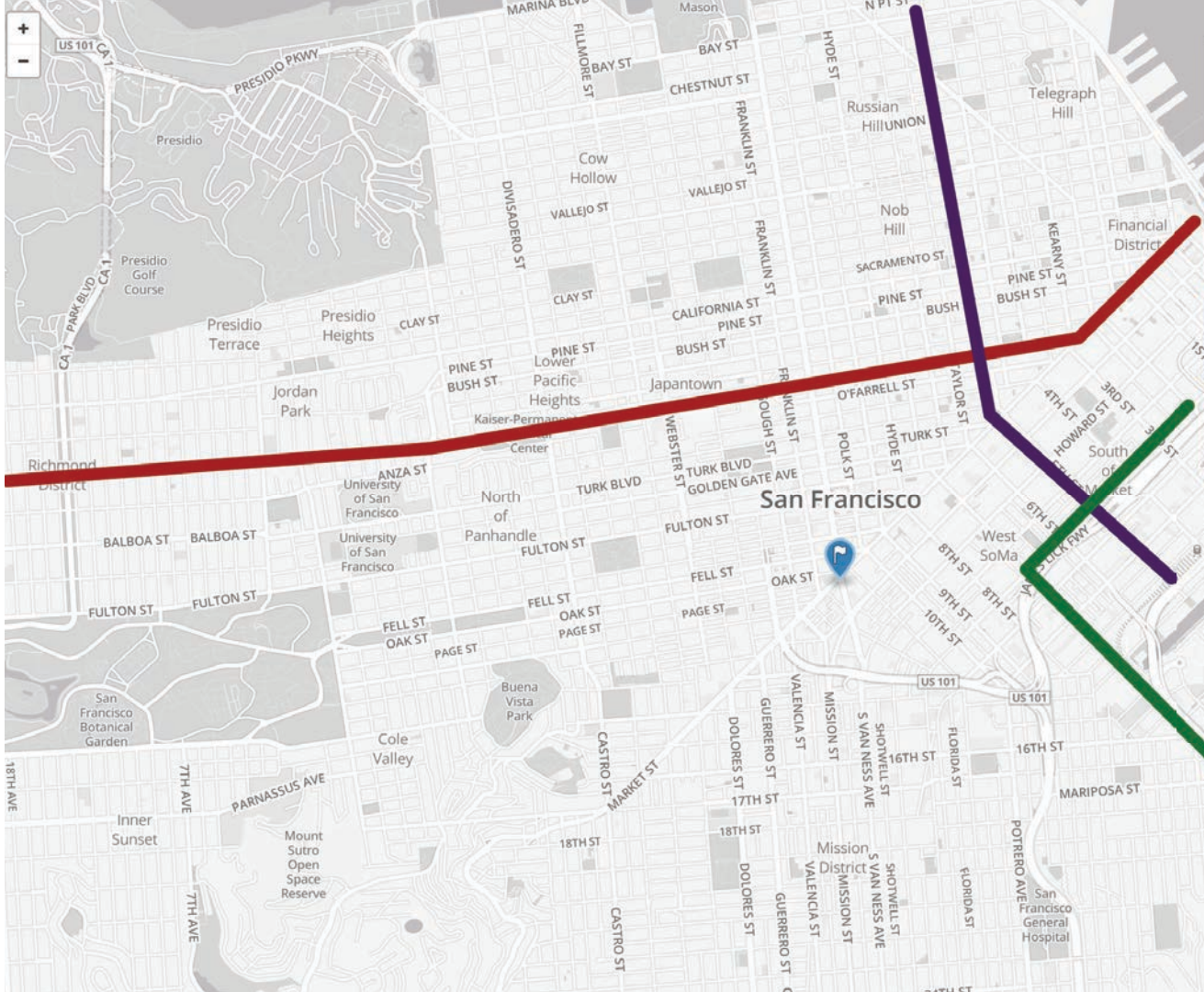


Creating better interfaces for
participatory planning.

... and, as a result:

Making better tools for planners.

Streetmix for intersections,
neighborhoods, and more?



TransitMix:
**Human Transit
Remix**

Geary BRT

**Crosstown
Underground**

**CA HSR
High Speed**

SHOUT OUTS



MARCIN WICHARY



SHAUNAK KASHYAP



KATIE LEWIS



MARC HÉBERT



EZRA SPIER



ANSELM BRADFORD



Streetmix

THANK YOU!

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