



# FACILITATION GUIDE: POP-UP INFRASTRUCTURE

PILOT INFRASTRUCTURE SOLUTIONS, LIKE TRAFFIC CALMING OR BIKE LANES

**Activity Type:** Demonstrate & Evaluate

**Participant Audience:** Residents, Organizational Partners, Built Environment Professionals, Decision-Makers

## Objectives

“Pop-ups” are temporary installations that use easy-to-install props to demonstrate possible changes to a street, intersection, or public space. They are ways to show how the environment can influence activity and behavior. Sometimes, permanent changes in the built environment can be slow to enact. A pop-up infrastructure project is a great way to enact design solutions in a manner that is quicker, cheaper, and community-driven. Pop-ups can demonstrate how the safety and vibrancy of public spaces can be improved through residents’ design visions. Pop-ups are fun and they are also an excellent advocacy tool—demonstrating that an idea works is a wonderful way to gain support for your project!



## Using the Tool

### Materials needed

1. Appropriate agreements, permits, or partnerships with your municipality
2. Materials to create your pop-up varies based on the infrastructure you're piloting (e.g., pylons, chalk paint, planters, bike lane stencils, benches or chairs, moveable curbs etc)
3. Baseline data of space use (see Facilitation Process)

### Facilitation Process

#### 1. Before the pop-up


- Through consultations with residents, and using the outcomes of the design workshop, identify an area of focus for your pop-up.
- Develop a plan for temporary features to install (e.g. bike lanes, planters to calm traffic, urban design features, benches, pylons, gardens and plantings and more).
- Work with partners at your municipality to ensure that you have appropriate permissions for your pop-up.
- Do a location observation at your chosen location. Record how people use the space as baseline data. Trends like traffic speed, active transportation use, length of time that people stop and linger in the space, or more, could be important to measure. Take some photographs of the existing conditions at the site.

#### 2. At the pop-up


- Install the pop-up features based on your plan.
- Observe and record the use of space - has it shifted from the baseline data collected before the pop-up?
- Take lots of photos!

#### 3. After the pop-up

- Consider developing a short report about the successes or shortcomings of your pop-up.



**Tip:** It is wise to work with your municipality and other local partners on developing and implementing your pop-up. You want to ensure that you are increasing safety with a pop-up, not unintentionally creating an unsafe road condition.



« **Tip:** Consider surveying people on the pop-up site to see how they feel about the changes. »

« **Tip:** Depending on the scope of your pop-up and the materials you use, it could be set up for a few hours, days, or even weeks! »

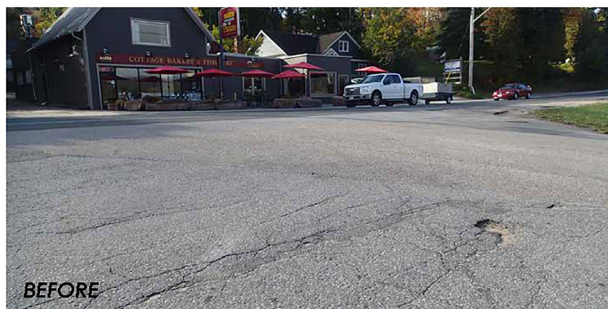
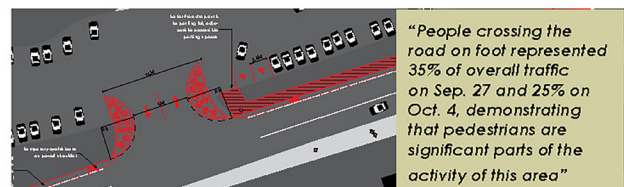
### Sample Materials

1. A pop-up infrastructure installation at Haliburton ON (via TCAT)

#### traffic calming pop-up

'Pop-ups' are temporary installations that use easy-to-install props to demonstrate possible changes to a location. They are ways to show how the environment can influence activity and behavior. The Communities in Action Committee (CIA) set up 'pop-up' traffic calming demonstration at the entrance/exit driveway of the municipal parking lot off of Highland St. Through community consultations this location was identified as a problem spot for pedestrians due to high traffic volume, traffic speed, and traffic coming in and out of parking lots. There is significant foot traffic in this area, with people crossing Highland St. to access a busy restaurant and a dentist's office. The parking lot driveway is about 15 metres wide and has no lane markings or edges. The width and lack of visual boundaries or defined space mean that it can be unclear who is going where, creating a confusing and unpredictable environment. The pop-up was held on September 27, 2016 from 8 am to 4 pm. The

design (pictured below) defined and narrowed the entrance to calm traffic driving through and turning into and out of the parking lot, thus making it safer and easier for people to cross the road. The pop-up used temporary pavement markings, cones and planters. Members of the CIA counted pedestrians crossing the road, and vehicles entering and exiting the parking lot. For comparison, counts were also done the following week, October 4, without the pop-up.



## 2. Haliburton Traffic Calming Pop-up Demonstration Report (via TCAT)

### Haliburton Traffic Calming Pop-up Demonstration Report September 27, 2016

A temporary, or 'pop-up' traffic calming demonstration was created at the driveway entrance/exit of the municipal parking lot off of County Road 21. During community consultations that took place as part of a larger Active Neighbourhoods Canada project, this location was identified as a problem spot for pedestrians due to high traffic volume, traffic speed, and traffic coming in and out of parking lots.

Traffic calming is a system of design and management strategies aimed at slowing down motor vehicle traffic in order to make an environment safer and friendlier for people on foot and on other modes of transport. Strategies can be simple and inexpensive – e.g. painting lines, colours or patterns on pavement; using planters, bollards or other removable barriers; or they can be more involved and require more investment – e.g. installing curb extensions, building traffic circles or making corners tighter.

1 The results of traffic calming measure could be some or all of the following: reduced vehicle speeds, reduced traffic volume, reducing number of conflict points between users, improved visibility of vulnerable road users or increased driver alertness. All of these contribute to reducing the likelihood of collisions and improving road safety.

2 'Pop-ups' are temporary installations that use easy-to-install props to demonstrate possible changes to a location. They are way to show how the environment can influence activity and behavior. For this popup, the purpose was to observe how defining and narrowing the entrance to the municipal parking lot affected both driver behavior and the pedestrian crossing experience. The hypothesis was that the popup would calm traffic driving through and turning into and out of the parking lot, thus making it safer and easier for people to cross the road.

#### Existing Conditions:

There is significant foot traffic in this area, with people crossing to and from the parking, usually for access to a busy restaurant or a dentist's office. There is also a high volume of in and out vehicle traffic, including trucks pulling boat trailers as the driveway provides access to the town docks. The parking lot is very well-used and often full, especially during peak summer days and when events are held in Head Lake Park. The driveway location presents challenges for crossing the road. The parking lot driveway is quite wide (approximately 15 metres), and has no lane markings or edges. The width and lack of visual boundaries or defined space mean that it can be unclear who is going where, creating a sometimes confusing and unpredictable environment. Often vehicles entering the parking lot from the west drive very fast because of the generous space. There is lack of refuge or protected space on the parking lot side of the road for people crossing or waiting to cross. Adding to the complexity of the location are high volumes of through traffic, and in addition to the municipal parking lot, there are vehicles entering and exiting the restaurant parking lot on the opposite side of the street.

On a busy day, pedestrians may wait for extended periods of time before there is a large enough gap in traffic to cross.

### Methodology

Two members of the CIA made a delegation to council in early September to get their approval to implement the pop up. Council noted their support in the minutes of the meeting. The design was also reviewed by the Director of Public Works prior to showing to council.

The pop-up was designed by a landscape architect doing work on the Active Neighbourhoods Canada Project, and adhered to best design practices where required (i.e. lane widths, curb radii). The overall width of 15 m was narrowed to create two lanes of 3.5 m each. Curb radii were measured to be at least 8'. The design intentionally did not include a crosswalk. The demonstration sidewalk was not set up for the pop-up. The design charette is an exciting opportunity to facilitate dialogue between planners, local residents and city staff. There will be a total of 4 breakout workshop groups each with their own primary facilitator with some additional support from floating event documenters as supporting facilitators. Each group will consist of approximately 10 participants that will work through the following stages:

The pop-up was held on September 27. This date was selected because although it was after the peak tourist season (July-August), there would still be a lot of activity due to the presence of the Farmer's Market in the park from 12– 4 pm. The installation was created using simple props (duct tape, flower pots, hay bales, cones, coloured tarps), and set up from 8 am to 4 pm. Members of the CIA recorded numbers of people crossing the road on foot, vehicles entering and exiting the parking lot, and comments from passers-by. They also made general observations about driver and pedestrian behavior.

For comparison, counts and observations were also done the following week, October 4, without the pop-up. This was also a Farmer's Market day. Counts were not done for the full day; they were done during peak periods as observed on September 27.



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### 3. Exemples de pop-up infrastructure (via MUEC)

#### EXEMPLES DE PROJETS

Les exemples ci-dessous sont fournis à titre indicatif et visent à inspirer les citoyens. Il est important de noter que le projet *Transforme ta ville* ne se limite pas à ces exemples.

**Voici des exemples de projets susceptibles de vous inspirer :**

- Animation lors de fermetures de rues ou de ruelles
- Verdissement et agriculture urbaine dans les espaces publics
- Réalisation de mesures d'apaisement de la circulation
- Aménagement d'espaces publics
- Art public

À l'exception des fermetures de rues, les projets d'une seule journée (par exemple, PARK(ing) Day) ne sont pas admissibles.

Pour des exemples de projets de la première édition de *Transforme ta ville*, rendez-vous sur le site du CEUM au <http://ecologieurbaine.net/fr/activites-et-projets/projets/participation-citoyenne/item/100-transforme-ta-ville-projets>

**Guides d'urbanisme tactique et de réalisations :**

[Regina Urban Ecology](#)

[The Street Plans Collaborative](#)

[CoDesign Studio](#)

#### 1. Animation lors de fermetures de rues ou de ruelles

Voici quelques idées en matière de fermetures de rues :

- Fête de rue (dans la tradition *Reclaim the Streets*)
- Pique-nique communautaire
- Grand bazar de troc (de type *Troc tes trucs*)
- La rue comme toile d'expression artistique (peinture en direct, à la craie, au pochoir)
- Spectacles musicaux
- Informations sur le transport actif (options de transport, activités reliées au vélo)
- Jeux (par exemple : échecs, tic-tac-toe géant) et danse en plein air
- Nettoyage communautaire d'une rue ou d'une ruelle
- Installation de tentes pour faire du camping en ville

#### 3. Réalisation de mesures d'apaisement de la circulation

L'ajout de peinture, de pancartes et de mesures pour ralentir la circulation et sensibiliser les usagers de la route aux besoins des plus vulnérables représentent des options valables dans le cadre de ce projet. Ces réalisations doivent néanmoins être autorisées par les autorités de votre arrondissement ou de votre ville.



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Projet : Ruelle Mile-E