GETTING BACK TO A NEW NORMAL: REPURPOSING PUBLIC SPACES
ABOUT US
AGENDA

REGIONAL SURVEY RESULTS
Lizeth Gonzalez, SRPEDD

STATEWIDE EXAMPLES
Geoffrey Morrison-Logan, VHB
Patricia Domigan, VHB

REGIONAL IMPLEMENTATION
Tabitha Harkin,
City of New Bedford

PROPOSAL
Kenneth Buckland,
Town of Wareham

FUNDING OPPORTUNITIES
Katherine Fichter,
MassDOT
REGIONAL SURVEY RESULTS

CHALLENGES
- Fiscal outlook
- Public engagement
- Implementation of social distancing measures

OUTREACH
- Virtual meetings
- Email
- Web alerts
- Facebook

COMMUNITY NEEDS
- Access to food and medical care
- Extension of tax due dates
- Temporary zoning permits
- Outreach to small businesses

LET’S LEARN MORE...
- Public health initiatives
- Outreach programs for small business assistance
- Infrastructure maintenance
- Partner with the private sector
- Pop-up programs
- Adapting parking requirements in local centers

COVID-19 OUTREACH SERIES
Getting Back to a New Normal: Repurposing Public Space

Presented by Geoffrey Morrison-Logan, NE Regional Director of Planning, Urban Design and Landscape Architecture

Patricia Domigan, Director of Municipal Services

July 21, 2020
Headlines and News...

• Weekend street closure boosts business in San Francisco's Chinatown amid COVID-19 pandemic ~ ABC 7 news

• New York City Open Streets Program | 9,000+ businesses | 40 miles of street to allow for greater social distancing and plans for 100 miles ~ NYC DOT

• Will some city streets in Vancouver remain closed after the pandemic? ~ CBS News

• Philadelphia postpones street closures for outdoor dining over safety, health concerns. ~ WHYY PBS

• City of Vancouver proposed 50 km of “slow Street’ for pedestrian and cyclists ~ Vancouver Urbanized

• Baltimore City Slow Street Program – Road Closed: Local Traffic Only ~ Baltimore City DOT

• Seattle’s swift street closures show the highs and lows of rushing the process ~ citymetric.com

• Mayor Walsh Announces Details of New ‘Healthy Street’ Initiative ~ StreetBlog
Case Study: Moody Street
Waltham, MA
Moody Street Closures

Starting the week of June 8th, 2020
To support outdoor dining through November 1st, 2020

All public parking lots will be open and available near Moody Street. On-street parking will not be available.

All private parking lots off of Moody Street will still be accessible. Please follow detour signs to access.

MBTA Buses Relocated to Crescent Street

Moody Street Closed to Traffic

Walnut Street 2-Way, No Parking

MBTA Bus Stops to Remain

Moody Street Closure starting week of June 8th to support small business and retail through November 1st:

- Moody Street will be closed to traffic between Crescent Street/Pine Street and Maple Street/High Street to allow restaurants and other businesses to operate in the street.

- Traffic Commission has approved this temporary closure until November 1 of this year, to assist the restaurants in serving their customers while they are not allowed to fully occupy their indoor space.

- Walnut Street will become a two-way street between Adams Street and Moody Street.

- There will be two cross connections across Moody St for vehicles within the closed zone.

1) From west to east, Walnut Street continues to Cushing Street (no turns onto Moody Street).
2) From east to west, Chestnut Street will be open to cross Moody Street (no turns onto Moody Street).

- Taylor Street will no longer connect to Moody Street. All traffic approaching on Taylor Street will be detoured to Union Street and then be required to turn right onto Gordon Street.

- Spruce Street will remain open as a two-way street; however, it will no longer connect to Moody Street. Access will be from Adams Street, just to local traffic on Spruce Street.

- MBTA buses that operate along this section of Moody Street (bus routes 170, 506, 583, 584, and 596) will be rerouted to Maple Street and Crescent Street, and will stop at existing bus stops along that section of Crescent Street.
Case Studies: Framingham & Ashland
What tools and programs does your community have that could impact Public Space?

• Complete Streets Program
• Bike Plan
• Sidewalk Inventory
• Pavement Management Plans
• Wayfinding and Signage Plans
• Open Space and Recreation Plan
• Open Space Cluster Zoning
• Community Preservation Act
• Development Standards for Commercial Uses
• Streetscape Design Standards
• Downtown and Business Associations
• Arts and Cultural Organizations
• Cultural District
• Green Infrastructure Standards
• Sustainability and Energy Plan
• Health chapter in your Comprehensive Plan
The **Healthy Mobility tool** is a planning-level tool that provides estimates for potential chronic disease risk factors. The intent of the tool is to identify the geographic distribution of health-related variables and assist clients in planning for public health interventions.

**Goals**

1. **Analyze** land use, urban design, and mobility factors that affect community health
2. **Establish** baseline health assessment and trends for a community
3. **Forecast** likely community health outcomes or conditions
4. **Identify** physical and prioritize improvements that can contribute to better community health
5. **Leverage** Big Data and Applied Technology into a model that is scalable and transferable

**How are the results used?**

1. To close the gaps where health data is not readily available
2. To provide a “score” that can be measured against
3. To allow clients to assess public health conditions today
4. To allow clients to track public health conditions over time
5. To identify and prioritize improvements (physical and policy) that have the greatest

VHB's Healthy Mobility tool is a planning-level tool that provides estimates for potential chronic disease risk factors. The intent of the tool is to identify the geographic distribution of health-related variables and assist clients in planning for public health interventions. VHB employees are not medical professionals and the Healthy Mobility tool is not intended to diagnose, treat, cure or prevent any disease. VHB does not warranty specific individual health outcomes resulting from the use of this tool.
Checklist For Interim Roadway Modifications For Social Distancing

- Roadway ownership
- Roadway functional classification
- Traffic signal system operation
- Seasonal traffic variations
- Local emergency response agencies' routing including police, fire and EMS
- Public Transit Agency bus routes
- On-street parking
- Designated truck routes
- Impact on pedestrian travel patterns, crossing locations and safety features
- Evacuation routes
- Duration of the modification
- Data collection or monitoring program needed
- RR grade crossings within the project limits
City of New Bedford
Restaurant Reopening
Working Group

Tabitha Harkin & Steve Silverstein Co-chairs

City of NB Restaurant Phase II
Reopening
The New Bedford Restaurant Re-Opening Working Group is a public-private collaborative established to develop recommendations for the City of New Bedford on the safe and successful re-opening of restaurants in the city. The Baker administration has indicated that phase two of the Commonwealth's re-opening plan, which is expected for June 8th, will allow for Patio dining. To execute on this aspect of the plan is an unprecedented challenge, necessitating a highly collaborative and creative approach. Comprising City staff, elected officials, industry leaders, and local business community liaisons, the Working Group is tasked with formulating policies, solutions, and practices to allow New Bedford's valued restaurant community to optimally adapt to our new reality.
<table>
<thead>
<tr>
<th>Name</th>
<th>Affiliation</th>
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<tbody>
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<td>City/West End</td>
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<td>Steve Silverstein</td>
<td>Restaurant/Bar Owner</td>
<td>Business</td>
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<td>Christina Connelly</td>
<td>Mayor’s office</td>
<td>City/South End</td>
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<td>Derek Santos ; Angela Johnson; Ramon Silva</td>
<td>EDC</td>
<td>City/West End</td>
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<td>Joe Lopes Ian Abreu</td>
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<td>Jay Lanagan</td>
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<td>Richard LaFrance</td>
<td>Conference and Hotel Owner</td>
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<td>(Rep for )David Slutz</td>
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<td>Damon Chaplin; Stephanie Sloan; Gail Joseph</td>
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<td>Mikeala McDermott; Blair Bailey/Kreg Espinola</td>
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<td>Danny Romanawicz</td>
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<td>Troy Demello</td>
<td>Greasy Luck/Airport Grill</td>
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<td>Kristin Raffa Cahill</td>
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<td>Martha E Gonzalez</td>
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**Restaurant Working Group**

**Mission Statement & Membership**

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*City of NB Restaurant Phase II Reopening*
Compilation of Guidelines: Working Group Share

https://drive.google.com/drive/folders/1yQSRT_La4PnbBTqif4QqW8vfi7_K0WBj?usp=sharing

- MA State Guidelines (Required)
- Best Practices and templates from other cities and towns
- Recently passed COVID legislation related to Patio dining
- EDC Briefings
- Pertinent News Articles
- Maps, plans and drawings of potential layouts

City of NB Restaurant Phase II Reopening
EDC
Survey #1
Restaurant Feedback

- 57 Responses, several emails
- 39% seek both café and liquor permits
- Patio dining desired
- 34% would not be able to open without serving alcohol
- Health and safety concerns
- Mixed response on anticipation of returning workforce
- 78% in favor of street closures
The Restaurant survey responses were augmented with personal outreach, community survey and interviews... particularly on Acushnet Avenue and for smaller establishments.

Every Restaurant in the City, regardless of size, was considered.
EDC Survey #2
Community Feedback

258 Responses, several emails

Patio dining desired, still fear disease indoors

Health and safety concerns

Mixed response on anticipation of returning workforce

89% in favor of street closures
• People want to see masks in place.
• Concerns about wearing masks, risks, and social distancing measures
• Would rather see less temp checks by establishments, belief that you should stay home if sick
• Overall support for road closures but don’t feel it is a necessary measure unless restaurants request it.
Potential Street and Parking area reuse plans

Downtown- Purchase Street, Acushnet Ave

One Way or full closure

Nights, Weekends?

Designated Curbside pickup area required

Barriers for safety, Barrels limited
Use of Dining Parklets in areas where sidewalk width is narrow and street closing unfeasible.
DINING PARKLETS IN PLACE OF STREET CLOSURES ARE LESS DISRUPTIVE AND ALLOW FOR CURB SIDE PICK-UP AND LOADING ZONES.
Example Diagram of Spacing Requirements for Outdoor Cafes

- BUSINESS ENTRANCE
  - Licensed Cafe Area
    - 6 feet separation

- Pedestrian Walkway
  - Min. 6 feet separation

- Temporary Cafe Area
  - 6 feet separation

- Street Furniture Zone

- Buffer Zone
DOWNTOWN LOCATIONS FOR EXPANDED DINING
Potential Use of Dining Parklets

Potential Use of Dining Parks for consumption of Take-Out Food (no alcohol allowed)

Lower Downtown

- Dining Establishment
- City owned/public realm
- Expanded sidewalk seating – including across the street
- Privately owned/potential for Patio dining
- Potential Street Closing
- Map Connector

Potential Use of Dining Parklets

Potential Use of Dining Parks for consumption of Take-Out Food (no alcohol allowed)
Mid Downtown

Potential Use of Dining Parklets

City owned/public realm
Expanded sidewalk seating – including across the street
Privately owned/potential for Patio dining
Potential Street Closing
Map Connector

Potential Use of Dining Parklets
POTENTIAL ACUSHNET AVENUE LOCATIONS FOR STREET DINING
Designate a **Street Dining Zone** along a portion of Acushnet Avenue where a cluster of restaurants exist. Implement One Way Traffic and use of metered parking spaces for dining parklets.
Typical Acushnet Ave. Parklets

- 6’ wide parklet – length TBD in field
- Acushnet Ave – **ONE WAY**
- Remove parking on west side of street in parklet locations.
- Restripe street in parklet locations.
- Provide appropriate barriers & signage near corners and at intersections.

**Alternative:** Close portion of Ave on weekends only.
SURVEY SAYS....

Collective Dining Space.
Would you be interested in drinking and dining in a “biergarten” type of space like Custom House Square? You would be able to buy an alcoholic beverage from a rotating series of vendors and enjoy a takeout meal in a space that is designed to accommodate social distancing.
258 responses

Purchase Street between Union and William Streets
1. Would you support a partial closing of Purchase Street between Union and William Streets allowing for slow one-way vehicular traffic, offer valuable sidewalk and street space for outdoor dining options?
258 responses

The Avenue and near North End
1. Are you interested in patronizing outdoor Cafe Seating along Acushnet Avenue in the north end?
258 responses
Branding and Outreach

- Open Communication & Survey
- Ongoing Engagement with community groups- Love the Ave, Downtown Squad, Ward Councilors
- Clear and Illustrated Information
- Direct assistance to all café permit applicants
- Guidance document and permit on City website front page
Outreach Recommendations

Due to the short lead time & Covid-19, most outreach measures will be in a virtual format.

- **Electronic Postcard**: Create and design internally an electronic postcard with information directing business owners to city website or contact phone# (TBD)
- **City Website**: All Outreach link to guidance, toolboxes, and regulations found *prominently* on the City’s MAIN Webpage.
- **Social Media**: City, DNB, Inc., & Love the Ave Platforms will share links (Face Book, Instagram, Twitter)
- **NBEDC**: Constant Contact Email
- **City Councilors**: Most Councilors have social platforms for outreach and can contact business owners directly.
- **NB Guide / Radio / S-T**: Large platforms/use of local media.

Consumer Outreach & Marketing

- Work with Jonathan C., Brooke Vinagre, Elissa Paquette & Steve Froias for communication outreach.
- May need budget if want to bring in an entity like Medium Studios to create a distinct marketing communication.
- Utilize all above listed Social Media Platforms, radio & newspaper
Phases 3-4

- Check back, iterative process-what needs adjusting
- Indoor Dining, Music, Biergartens, ...More coordination will be required
- OLD TRAIN STATION
- NEW SHARED SPACE

Wareham Planning and Community Development, 2020
Program of Improvements:
• Security gates; accordion style between posts
• Tables and chairs; café style
• Improve toilet rooms, replace windows
• Planters, security style for alleyway
• Paint
• LED lighting
• Sign
Program of Uses
Available for:
• Outdoor dining for the village restaurants
• Food trucks to park beside and serve
• Cultural events and street fairs

Lottery system to sign-up for week

Security gates allow venders to store certain equipment
CONTACT US

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