



8 80 Streets

Pineway



SUMMARY REPORT



8 80 Streets Pineway
Engagement Report
June 2020
Toronto, Ontario

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8 80 Cities

8 80 Cities a non-profit organization based in Toronto, Ontario. We bring citizens together to enhance mobility and public space so that together we can create more vibrant, healthy, and equitable communities. We believe that if everything we do in our cities is great for an 8 year old and an 80 year old, then it will be great for all people.



EcoKids

Started in 1994, EcoKids offers programs and resources for children, parents, educators, and communities in Canada to engage in environmental education. EcoKids is designed to inspire children to become lifelong environmental stewards through outdoor play and experiences

LOCAL PARTNERS:

Special thanks to Councilor Shelly Carroll and her team, Gary McGilvray, Sarah Fernandez, Pineway Public School, and the residents of Pineway Boulevard. Without your support and advocacy for a safer street, this project would never have happened.

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EXECUTIVE SUMMARY

8 80 Streets Pineway was a pop-up safe streets demonstration that sought to slow down vehicular traffic on Pineway Boulevard, a local residential road in a suburban community of north Toronto. The demonstration installed temporary traffic calming measures using simple, affordable, and easy to assemble street furniture. For six days in September and October, 2019, Pineway Boulevard became a test site for measuring the effectiveness of interventions other than speed humps as methods for reducing illegal speeding and creating a safer environment for all. The pop-up featured the following street design interventions:



Pinch Points: At each end of the project site, two sets of parallel barricades were placed to mark the entrance of the test zone. These pinch points served the dual purpose of giving notice to drivers that a pilot project was in effect as well as encouraging them to slow down.



Chicanes: Three offset barricades were spaced out and placed in the roadway along Pineway Blvd to encourage drivers to maintain slow speeds and keep their eyes on the roadway.



Curb Extensions: An intersection within the project site was expanded with two barricades on either side of the intersection to encourage slower turns and protect pedestrians crossing the street.

Recommendations & Next Steps

Moving forward, there is great potential to act on the lessons learned from this project. Listed below are the recommendations put forward in this report.

1. Develop a robust and inclusive method for engaging communities in road safety issues and co-designing streets
2. Implement permanent safe street infrastructure

What we found

- Perceptions of safety rose by 64%
- The highest speed fell by 20Km/h during 8 80 Streets Pineway
- The median speed fell by 13Km/h during 8 80 Streets Pineway
- 87% of residents said the design changes encourage safer driving habits

INTRODUCTION

The 8 80 Streets project starts with a tragedy that is far too common in the City of Toronto. In 2018 forty five people (41 pedestrians and 5 cyclists) were killed on the streets simply trying to get where they needed to go. A close friend of one of those 46 victims decided to act by requesting the expertise and support of 8 80 Cities to accelerate action on reducing pedestrian fatalities.

Together we began planning a series of demonstration projects to highlight the importance of street design in achieving safer streets. We wanted to directly engage Toronto residents from across the city in transforming their streets into safer, more vibrant, and accessible spaces for people.

We know that human-centered road design is one of the most powerful tools that we have to make our streets safer for people walking and cycling. Yet we often hear that these important infrastructure changes are too expensive, take too long to implement, and that communities don't want them. That is why we decided to conduct "temporary street makeovers" on three different streets across three diverse neighbourhoods in Toronto. We wanted to demonstrate to Torontonians that safer street design creates more vibrant, enjoyable and dynamic streets for all. We wanted to demonstrate to Toronto City Hall that safer street design elements can be installed rapidly, cost-effectively and with the support of the local community.

The three 8 80 Streets Projects were:



8 80 Streets Danforth

August 23rd and 24th 2019

Toronto's first Vision Zero pop-up transformed a major commercial and arterial street from a car-centric road into a complete street. The demonstration included protected bike lanes, a street mural, expanded pedestrian space, additional street furniture, and more!



8 80 Streets Pineway

Sept 29th to Oct 4th 2019

8 80 Streets Pineway experimented with alternative traffic calming design interventions consisting of pinch-points, chicanes, and curb extensions in an effort to reduce illegal speeding on an inner-suburban, residential road.



8 80 Streets Mountview

Oct 28th to Oct 31st 2019

Toronto's first School Streets pop-up encouraged children to walk and ride their bikes to school by temporarily closing Mountview Avenue to cars and opening the street up to people during school drop-off and pick-up hours.

WHY ARE SAFE STREETS IMPORTANT TO US?

Streets account for approximately 75% of the public space in the City of Toronto. They should be tremendous assets that can be leveraged to improve quality of life in communities, yet consistently they are places where people are being struck and killed by vehicles.

Road violence represents just one aspect of the kinds of violence and lack of safety people experience on our streets. Racial violence, gender-based violence, and violence directed at some of our most vulnerable residents, including people experiencing homelessness should be addressed as part of a more holistic approach to street safety.

While street design is not a panacea for creating safe streets, we believe human-centered design is one of the most effective tools we have to reduce traffic fatalities and create safer and more accessible streets for people of all ages, abilities, and backgrounds. Children, older adults, economically marginalized, and racialized people are especially vulnerable to road violence. Car-centric street design limits freedom and independent mobility for people who do not drive (all children and youth under 16, a higher proportion of older adults, people with disabilities, people living with low income). That is why 80 Cities is committed to taking action to stop these preventable traffic deaths by demonstrating global best practice in street design.

WHAT WERE OUR GOALS?

1

Elevate the conversation on road safety in Toronto

2

Prove that change can happen quickly

3

Demonstrate the design interventions for creating safe streets

4

Show that safe streets are also vibrant, equitable, and healthy streets

5

Engage residents in taking direct action and building solutions in their community

TORONTO CONTEXT

Since 2008, there has been a rising trend in pedestrian and cyclist related injuries and fatalities on Toronto's streets, with a 55% jump in fatal incidents over a 10-year period. This emerging trend sparked a public outcry that urged the City to act. In 2017, the City of Toronto adopted the Vision Zero Road Safety Plan, a 5-year action plan aimed at creating safer roads and reducing the number of serious injuries and fatalities caused by traffic-related events. Despite this plan, the city saw no reduction in pedestrian fatalities or road violence and just two years later, in 2019, the city launched Vision Zero 2.0, a new plan intended to speed up implementation of the action items contained in the earlier report. The jury on this revised Vision Zero plan is still out, but not long after its adoption by City Council, Toronto Police Services admitted that levels of traffic enforcement by police have reached a nine year low, even as the numbers of collisions have risen to record highs.

Road Violence in Toronto

2018 pedestrian deaths

40

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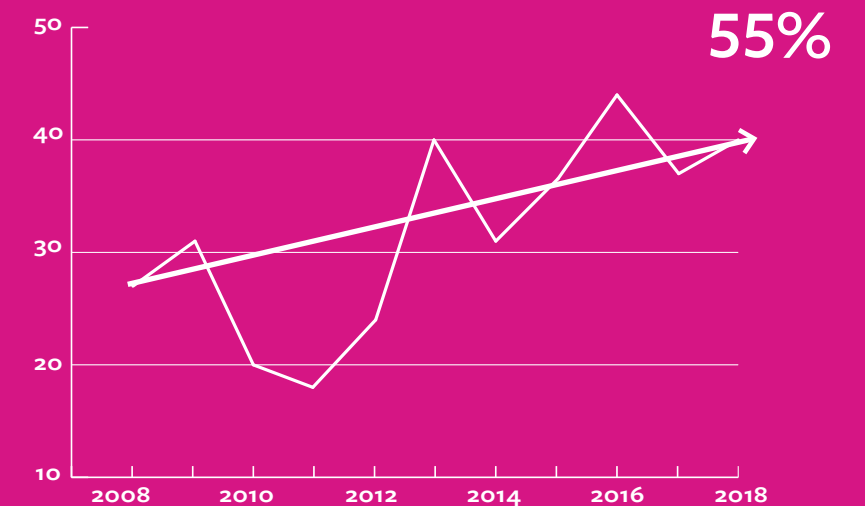


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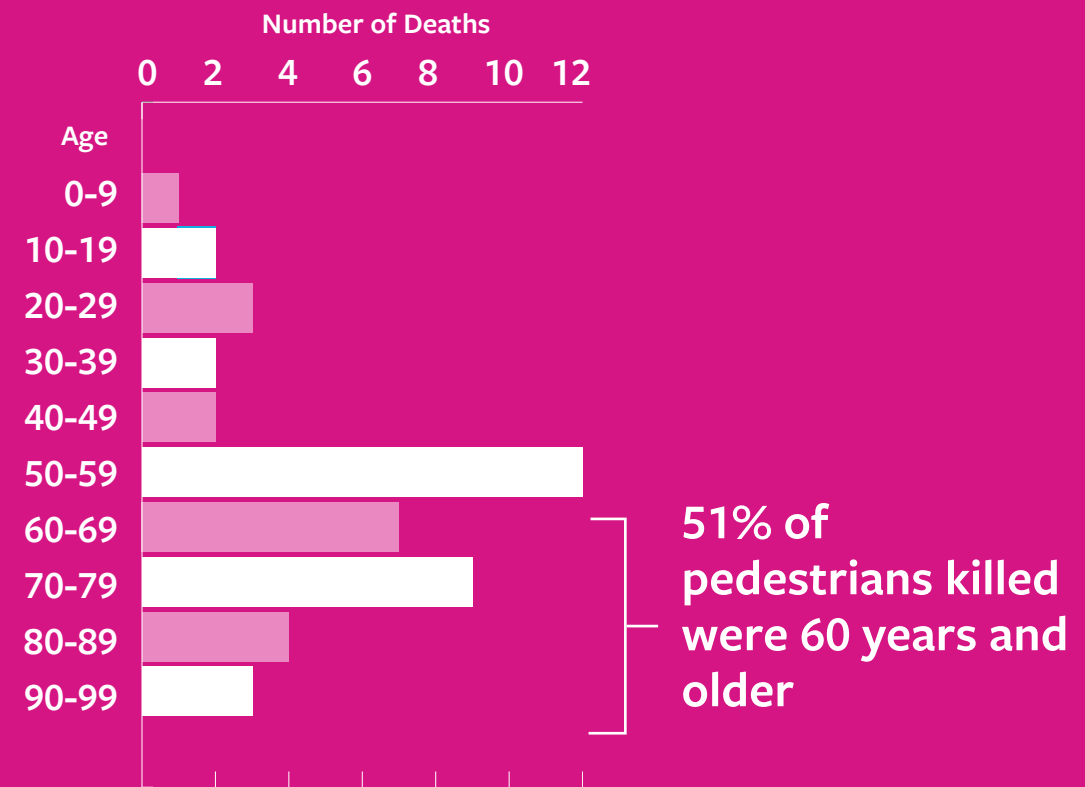
In 2018 alone, 45 vulnerable road users were killed and 194 were severely injured on Toronto's roadways

10 year upward trend in pedestrian fatalities

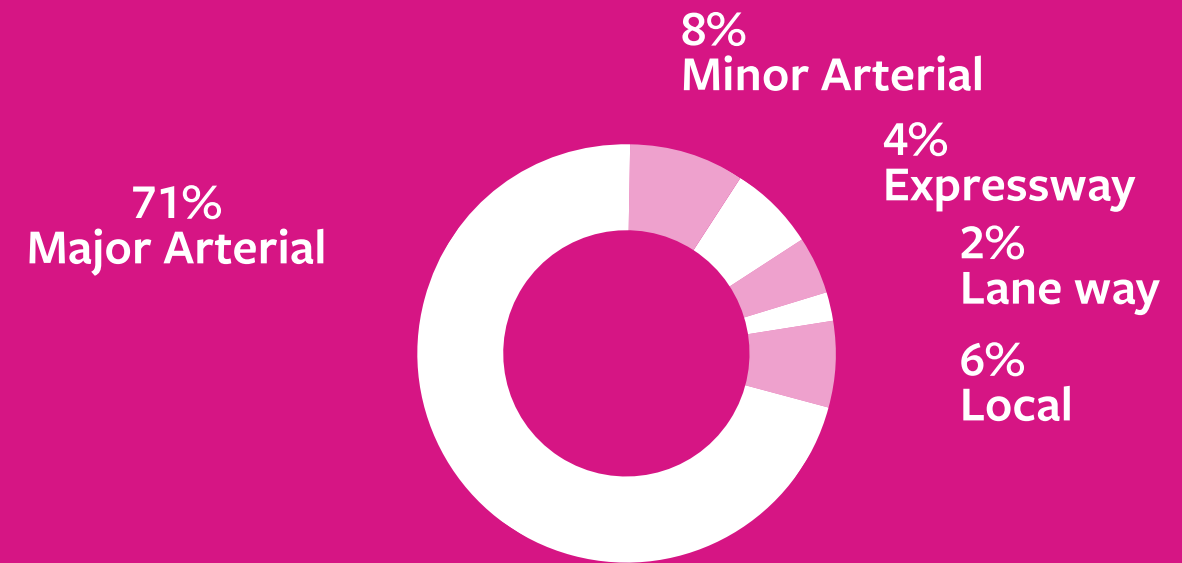


Since 2008, there has been a rising trend in pedestrian and cyclist related injuries and fatalities on Toronto's streets, with a 55% jump in fatal incidents over a 10-year period.

Pedestrian fatalities by age (2018)



Fatal collisions by type of road (2018)



Light level at time of pedestrian collision (2018)

	LIGHT	DEATHS
🌙	DARK	12
🏠	DARK ARTIFICIAL	6
🌅	DAWN	1
🏠	DAWN ARTIFICIAL	1
☀️	DAYLIGHT	23
🏠	DUSK ARTIFICIAL	2

→ 51% of fatal pedestrian collisions occurred in daylight

PINEWAY BOULEVARD

I'm concerned for my grandchildren.

- Pineway Resident

I've seen people race their cars on this street. It's not safe.

- Pineway Resident

Pineway Boulevard is a residential road located in the Bayview Woods-Steeles community of north Toronto. There are a number of single-family residential dwellings that line either side of the street, as well as a community park and a public elementary school serving students between kindergarten and grade five. The school hosts an on-site childcare centre. Pineway Boulevard is a two-lane (unmarked) street with a pavement width of approximately 8.5 metres.

Built primarily in the 1970's, the built form of Pineway is typical of suburban developments from that era. The curvy street design coupled with off-shooting residential cul-de-sacs, narrow sidewalks and wide vehicular right-of-ways all imply that the street was designed for cars and not necessarily for the health, wellbeing or safety of people. In an effort to reduce illegal speeding on the street the City of Toronto has installed flashing lights and electronic signs that indicate the speed of passing vehicles around the school. Despite these efforts, concerns related to illegal speeding and unsafe traffic conditions have persisted.

In January 2019, concerned residents on Pineway approached the City of Toronto to explore options for calming traffic speeds. The City's process for traffic calming was initiated and Transportation Services investigated the feasibility of installing speed humps on Pineway Boulevard. Their investigation found that speed humps on Pineway were warranted, confirming the observations of local residents.

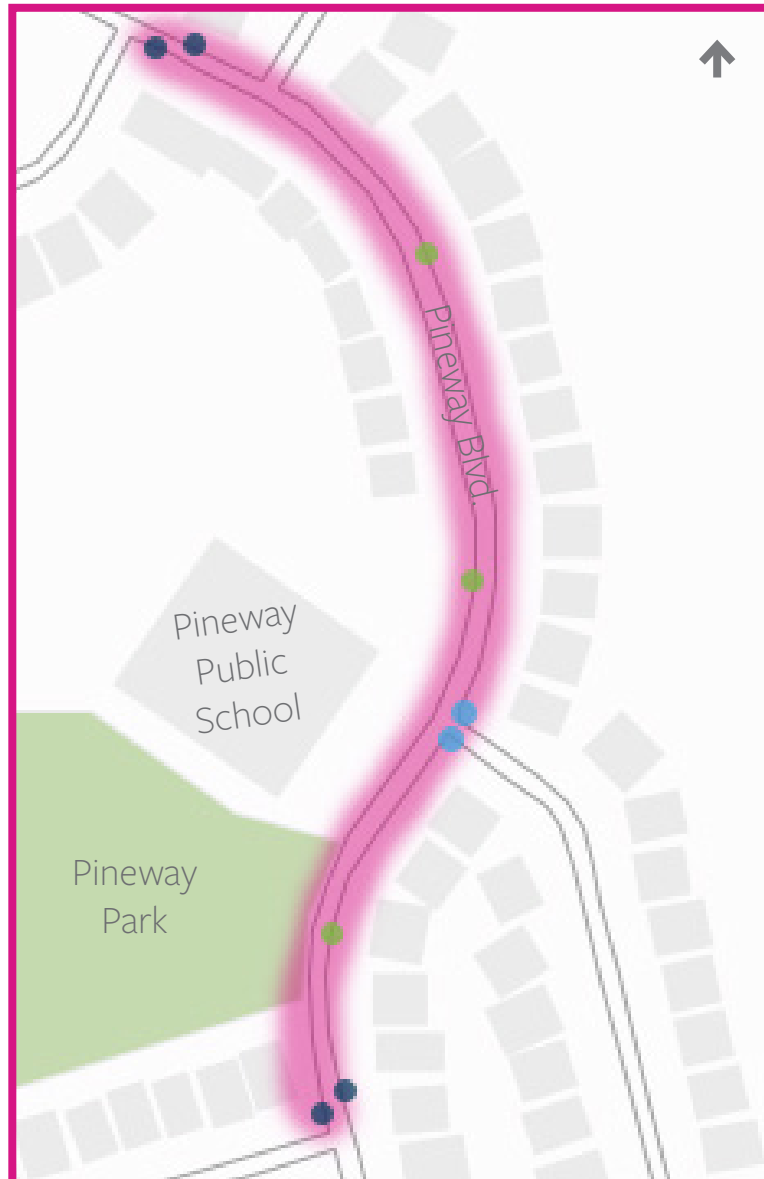
In accordance with the City of Toronto's Traffic Calming Policy, a formal poll had to be conducted before moving forward with installing speed humps on Pineway Boulevard. The policy requires that a minimum of 50% of household residents directly abutting or flanking the street must participate in the poll for the poll to be considered valid by the City. 60% of those responses must be in support of speed humps for Transportation staff to move forward with the installation.

In the case of Pineway Boulevard, 221 ballots were mailed out. Only 57% of ballots were returned. Of those, 48% were in favor of speed humps, 40% were opposed and 12% were spoiled. The poll did not meet

the threshold required by the City and installation of the speed humps did not move forward. In April 2019, 8 80 Cities started working with local residents and the Councillor's office to test quick-build traffic calming interventions and their effectiveness.



Why Pineway?



- 8 80 Streets Pineway Site
- Pinch Point
- Chicane
- Curb Extension



Location

Pineway Boulevard is roughly 25km away from the downtown core. While much of the conversation on road safety tends to focus on busy, centralized corridors in the downtown, we recognize that safety is not just a downtown issue. Collisions happen all over the city due to unsafe infrastructure. We must ensure that local and suburban streets are a major part of any Vision Zero initiative.



Community Leadership

Local residents have been sounding the alarm on the dangerous traffic conditions of Pineway Boulevard long before 8 80 Cities arrived on the scene. This made Pineway an obvious choice for this pop-up street demonstration. Community members and local leaders pressed for the initial traffic study and continue to lead the charge for safer roadway conditions.



Political Champions

8 80 Streets Pineway was in many ways a first for Toronto. As far as we are aware, never before has the City tested out traffic calming measures on a local street in this manner. Projects of this nature do not get off the ground without fantastic political champions. Councillor Shelley Carroll played a key role in the success of 8 80 Streets Pineway, and her leadership on safer street initiatives was an important factor in the selection of Pineway Boulevard.



Passion and Persistence

After the unsuccessful attempt to get speed humps on Pineway approved, residents and Councillor Carroll could have given up. Instead, they continued to advocate for safer streets.

8 80 STREETS TIMELINE

Planning for 8 80 Streets Pineway started in April 2019, with an initial meeting with Councillor Carroll and her staff. We shared the origins and goals of the 8 80 Streets project. Councillor Carroll immediately saw the benefit of the initiative and we began brainstorming what a demonstration in her ward of Don Valley North could look like. Councillor Carroll identified Pineway Boulevard as an ideal location due to its history of illegal speeding and the recent attempt by local residents to have speed humps installed. Over the summer of 2019 we had several conversations, meetings, and site walks with City staff and community members in an effort to understand local concerns and context. From this, we developed a concept plan for the City to review based on community feedback and international best practices for traffic calming. The plan was to launch our pilot in the early fall of 2019.



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Early April – 8 80 Cities meets with Councillor Carroll to discuss the 8 80 Streets project. Pineway Boulevard is suggested as a potential project site.

May 1 – Site audit and community meeting with residents engaged in the attempt to get speed humps installed on Pineway Boulevard.

June 4 – 2nd site audit with City Transportation staff and residents.

Early June – 8 80 Cities begins co-designing options for potential traffic calming interventions.

June 13 – 8 80 Cities and Councillor Carroll host a community meeting discussing potential concept plans at Pineway Public School.

July – 8 80 Cities and Transportation staff work to determine what the formal permitting process for a pop-up street demonstration should be.

Late August – It is determined that approval process for 8 80 Streets Pineway will go through the City's Street Events unit, via their road closure permitting system.

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September 5 – 8 80 Cities submits a permit application for 8 80 Streets Pineway to the City.

September 18-20 – Notices for 8 80 Streets Pineway are sent out to Pineway Public School students and local residents.

September 22 – 8 80 Cities receives feedback on permit application from the City and refines plan in accordance with the comments.

September 22-25 – Volunteers begin collecting data on the speed of vehicles traveling on Pineway Boulevard prior to the project installation.

September 25 – City approves permit for 8 80 Streets Pineway!

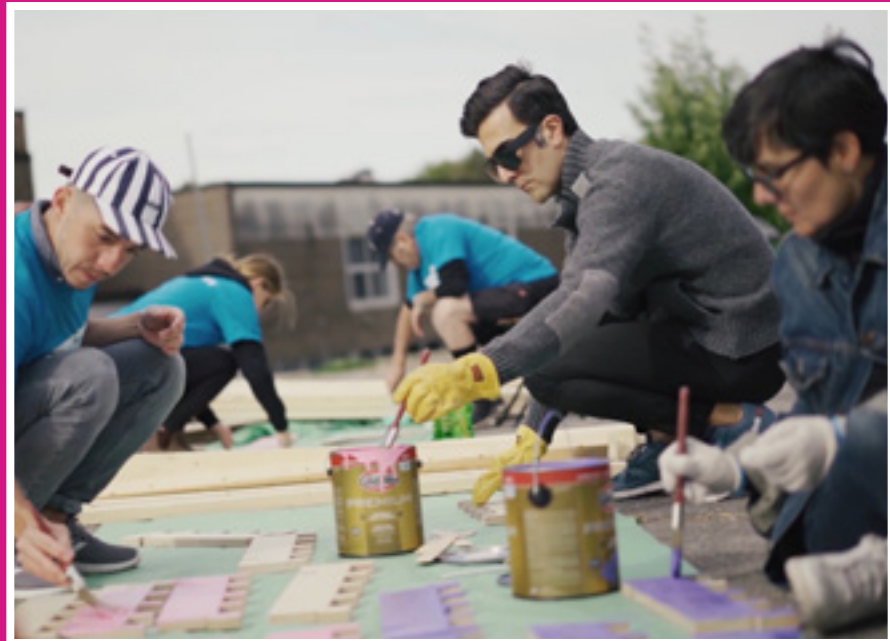
September 29 – 8 80 Streets Pineway Installation

September 29-October 4 – Volunteers collect data on the speed of vehicles traveling along Pineway Boulevard during the pilot and gather community feedback on the project.

October 4 – 8 80 Streets Pineway demonstration ends.



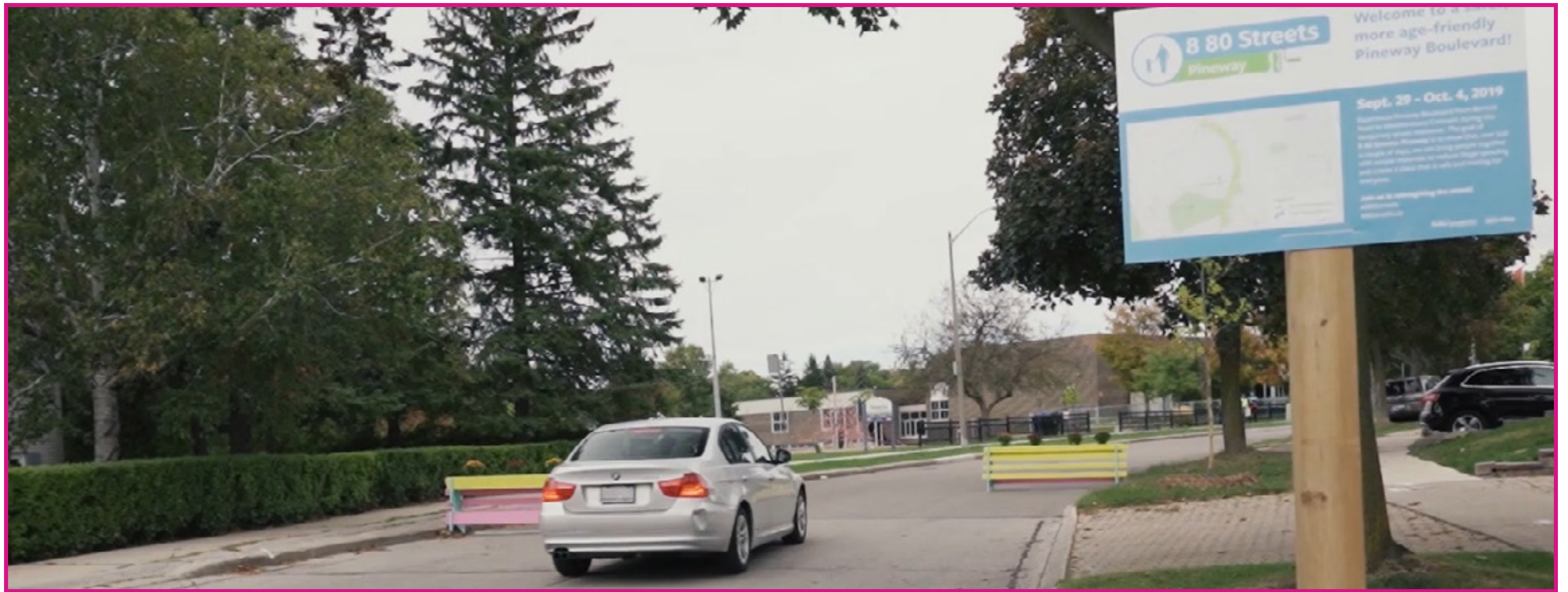
THE BUILD OUT



Like many tactical urbanism projects, 8 80 Streets Pineway couldn't have happened without the help of volunteers. Over 20 staff members and community volunteers came out during the project launch to lend a hand, paint a barrier, swing a hammer, and help with the hundreds of tasks necessary to making over Pineway Boulevard in under 5 hours.

On September 29, 2019, we took over the parking lot of Pineway Public School to set up the Build-Out Day headquarters. We had snacks, music, and an engagement hub set up for the community to come out and participate in the project.

The first task of Build-Out Day was to paint the bulb-outs, pinch points, and curb extensions. At the same time, staff and volunteers affixed information boards along the street that explained the project to anyone passing by. Once we finished painting and the materials were all dry, we began assembling the pieces of street furniture that would act as our traffic calming measures. 8 80 Cities staff simply placed them on the street according to the site plan. Finishing touches, like flowers and paint touch ups were added and within 5 hours, 8 80 Streets Pineway was built out.

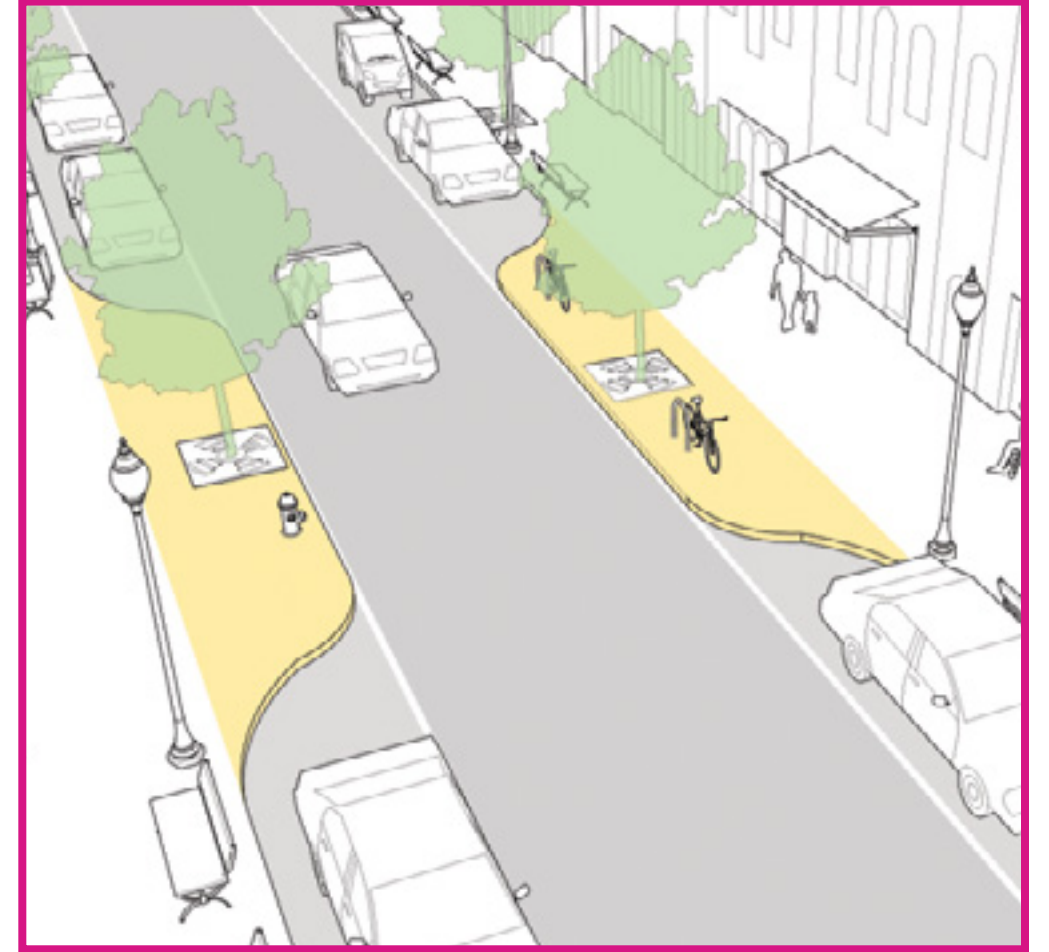


THE ELEMENTS OF 8 80 STREETS PINEWAY

We know that road-design is the single most important aspect of creating safer streets. Furthermore, we recognize that not every street is designed or utilized in the same way. Different streets have different purposes and requirements. When it comes to Pineway Boulevard, the street is not intended to function as an arterial road or racetrack. It is a residential street intended to serve the many older adults of the surrounding community and the small children who attend Pineway Public School. Therefore, the focus of 8 80 Streets Pineway was to slow down the speed of traffic and reduce illegal speeding using street design interventions.

Each of the elements of 8 80 Streets Pineway was derived from the National Association of City Transportation Officials' (NACTO) Urban Street Design Guide. The guide provides a blueprint for designing 21st century streets by presenting a series of tools and tactics cities can use to make streets safer, healthier, and more livable. For the purposes of traffic calming, we studied and applied interpretations of curb extensions, chicanes, and pinch points.

Pinch Points



Pinch Points are also known as bulb-outs, or elephant ears. They are a traffic calming measure where parallel curb extensions reduce the width of the street forcing traffic to slow down and yield.

What do Pinch Points do?

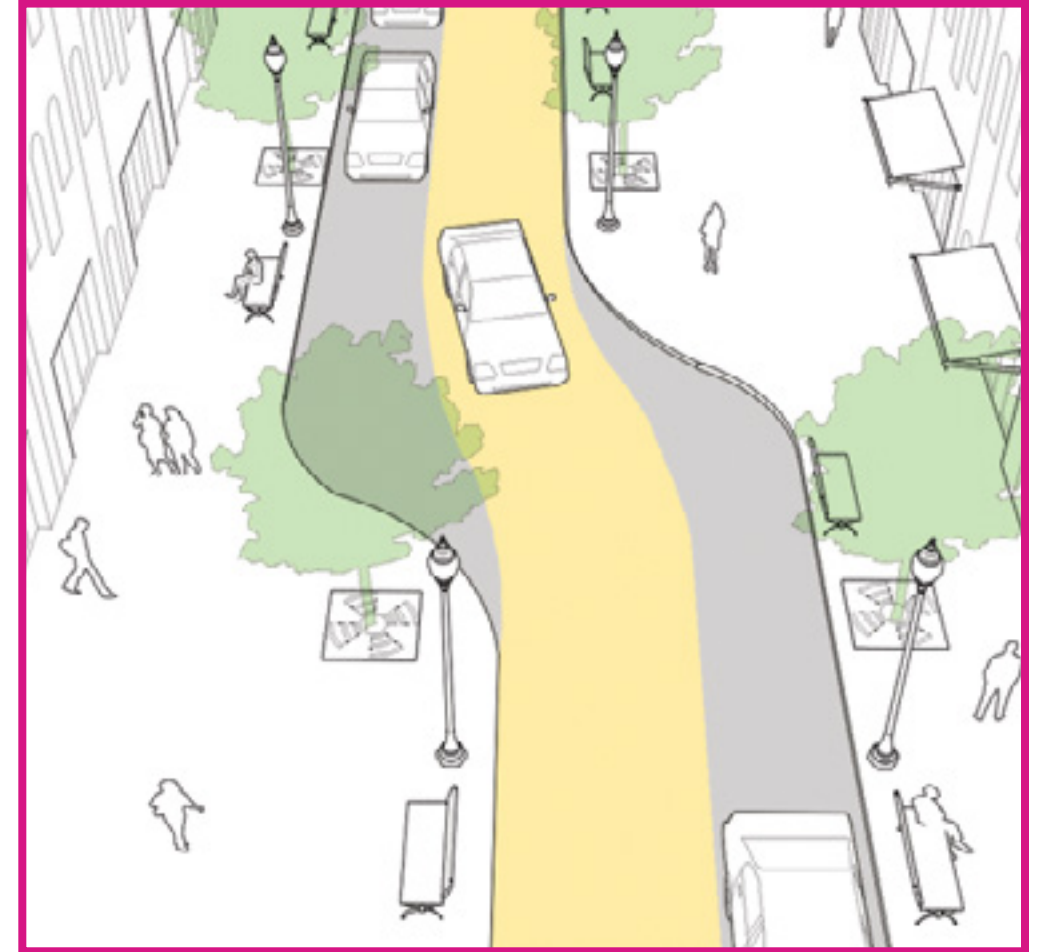
- **Slows down traffic speed:** Pinch points momentarily reduce the width of the street to one lane, forcing cars to yield to oncoming traffic. The Toronto Traffic Calming Guide recognizes Pinch Points as a traffic calming measure that reduces speed of traffic.
- **Pedestrian friendly environment:** Presently, there is no cross walk in the Pineway Boulevard school zone. We heard from the community that crossing midblock was a concern. Pinch Points provide a haven for pedestrians. In some permanent applications of pinch point, they also shorten crossing distance.

Pinch Points on Pineway

We used wooden planter barricades to create our Pinch Points. They were strategically placed on Pineway Blvd at either end of the project site. The barricades were painted with bright colors and lined with reflective tape.

Potential Permanent application: Pinch points are commonly accompanied by a designated crosswalk, tactile paving and pedestrian priority signage.

Chicanes



Chicanes utilize offset curb extensions along a street to create a serpentine curve. Whereas wide and straight streets encourage vehicles to gain speed, chicanes create an environment where traffic yields and travels at a slower and safer pace.

What do Chicanes do?

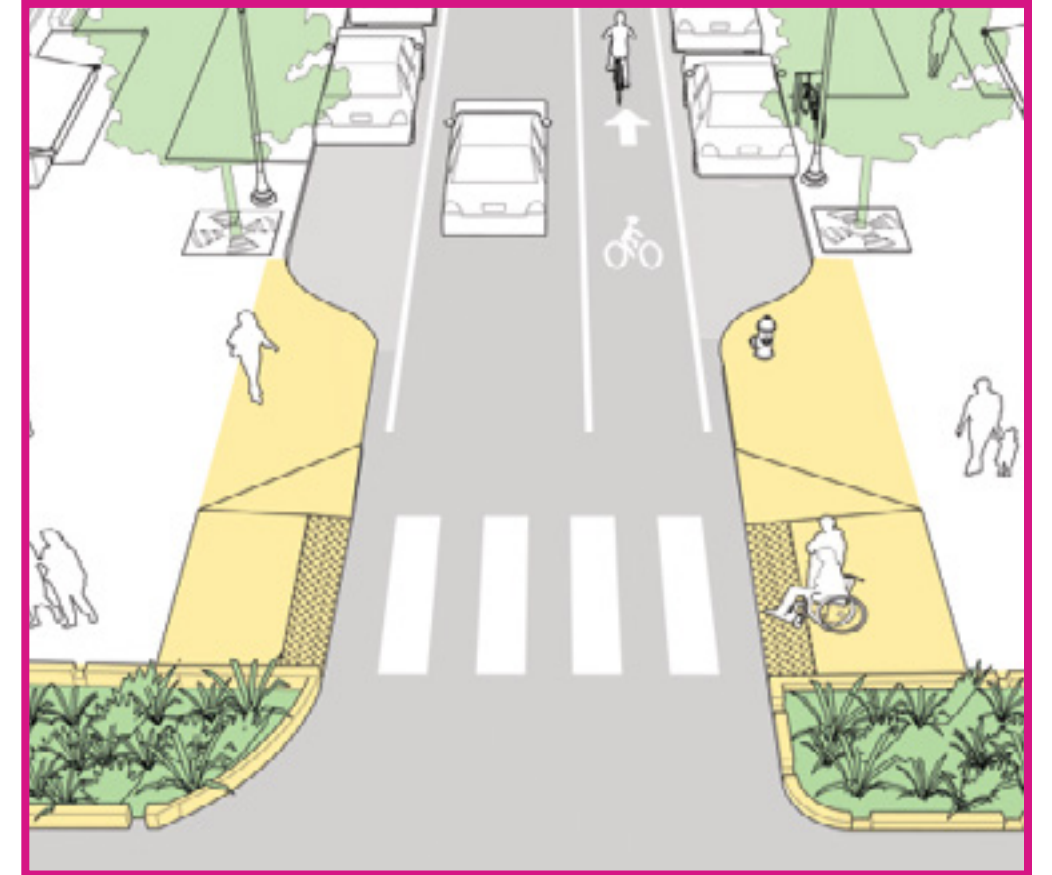
- **Slows down traffic speed:** On a typical day, Pineway Boulevard can feel a lot like a racetrack. It has stretches of straight road with a few big curves for cars to zip around. Chicanes break up the straight away stretches of Pineway to create a street pattern where cars yield, and slow down to follow the curves of the street.
- **Greenery:** Chicanes are a great example of how traffic calming infrastructure doesn't have to be ugly. We added planter pots to each of the chicanes to add greenery and beautify the street.

Chicanes on Pineway

For the purposes of 8 80 Streets Pineway, we used wooden planter barricades and placed them adjacent to the curb forcing cars to yield to oncoming traffic before driving around the chicanes. The planter barricades we're painted with bright colors and lined with reflective tape.

Potential Permanent application: Permanent chicanes are natural extension of the curb. It is common for permanent Chicanes to include elements of greenery or street furniture like benches and light posts.

Curb Extensions



Curb Extensions encompass a variety of different street design treatments that restrict vehicular space to slow down the speed of cars as they are turning. The curb extension that was used at 880 Streets Pineway expanded the curbs of Pineway Blvd and Reiber Cres.

What do Curb Extensions do?

- **Slows down traffic speed:** The NACTO Urban Street Design Guide draws attention to the dimensions or angles of street corners as a primary component for safe street design. The smaller or sharper the turn is for vehicles, the more they need to slow down to complete the turn.
- **Pedestrian friendly environment:** There is no crosswalk at Pineway Blvd and Reiber Cres, also referred to as the Pineway school zone. The Toronto Centre for Active Transportation (TCAT) have noted that curb extensions shorten the distance for pedestrians crossing, make it easier and safer to cross the street.

Curb Extensions on Pineway

We used two wooden trapezoid benches, painted in bright colours to replicate an extension of the curb. Reflective tape lined the edges to emphasis visibility during the evening.

Potential Permanent application: When curb extensions are made permanent, the curb is naturally extended to reduce the width of the street. It is common for street furniture, benches and furniture, planters to enhance the curb extension and create a friendly street environment.

WHAT DID WE LEARN?

8 80 Streets Pineway was an experiment, a chance for Toronto to test safer street design. A key aspect of this project was measuring how successful our changes were in creating a safer street. We used two primary research methods to measure this: traffic speed collection and public engagement hubs.

Traffic Speed Analysis

Data Points: 2,149

The primary goal of 8 80 Streets Pineway was slowing down traffic and reducing illegal speeding. To measure how successful we were in achieving those goals, we collected data on the speed of vehicles on Pineway before and during the pop-up street makeover.

Volunteers and 8 80 Cities Staff used a Pocket Radar gun to log the speed of traffic. The Pocket Radar was specifically designed to calculate the speed of traffic and is certified by the International Association of Chiefs of Police, which is the same certifying body for all traffic radar guns for used by law enforcement agencies in Canada. Data was collected on traffic traveling north and south on Pineway Boulevard with speeds being logged in front of Pineway Public School.

Traffic speed data was collected in two hour increments. We studied the speed of traffic before the pop-up street makeover on September 22nd, 23rd, and 25th as well as during the project on September 29th, 30th and on October 2nd and 4th. Shifts were scheduled for the morning, early afternoon, and evening.

Engagement Hubs

Data Points: 230

In addition to the quantitative traffic speed data, it was important that we also gather qualitative feedback on the pilot from the local community. On September 29th, 30th and October 2nd and 4th, volunteers and 8 80 Cities staff facilitated pop-up engagement hubs. We set up in front of Pineway Public School with simple engagement boards and free snacks, engaging residents, parents, children and passers by about their thoughts on the design interventions. A total of six pop-up engagements took place over the course of the pilot. They were held in the morning and afternoon during peak pick-up and drop-off time in front of the school.

FINDINGS

Safety

Perceptions of safety rose by 64%

25% → 89%

Of residents said Pineway was safe/very safe **before** the demonstration for people of all ages and abilities

Of residents said Pineway was safe/very safe **during** the demonstration for people of all ages and abilities

Perceptions of pedestrian safety doubled

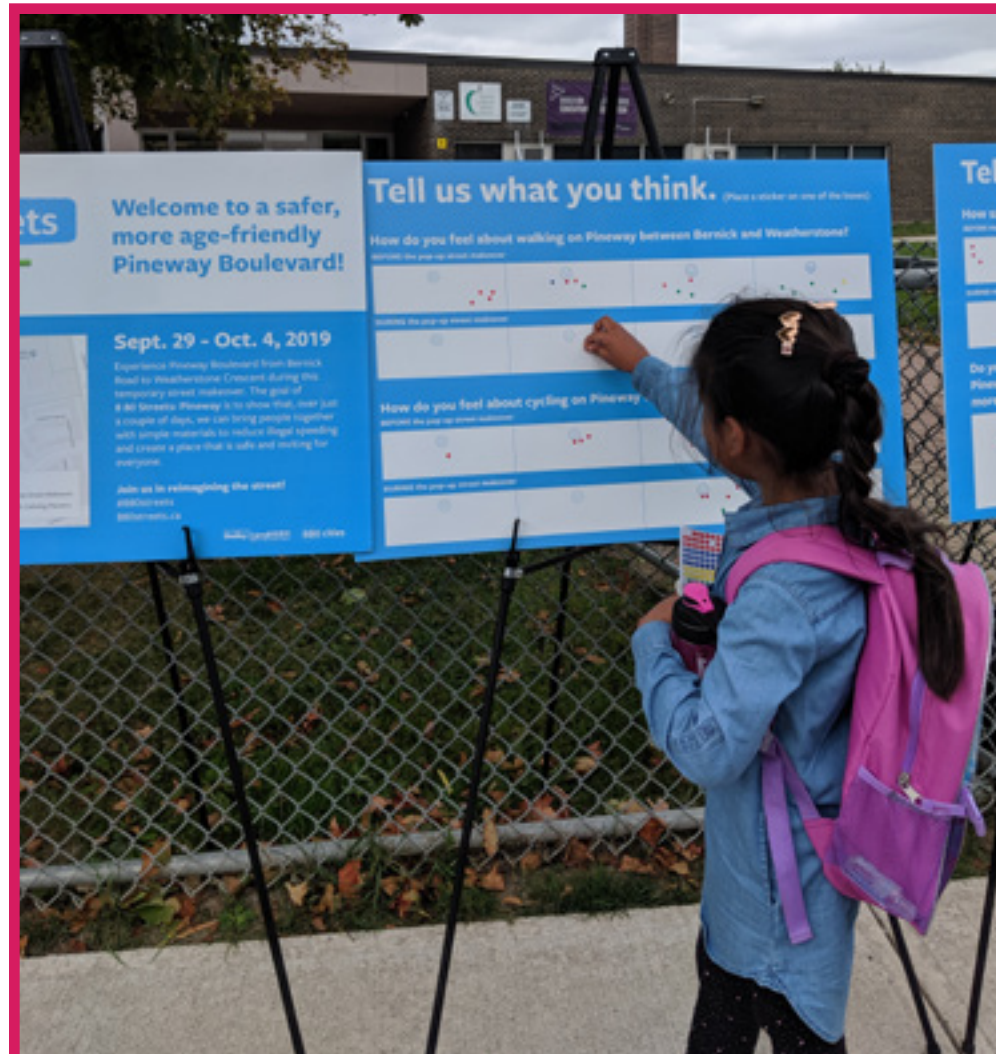
50% → 100%

Of residents said Pineway was safe to walk along **before** the demonstration

Of residents said Pineway was safe to walk along **during** the demonstration

87%

Of residents said the changes to Pineway encouraged people to drive more safely



FINDINGS

Speed

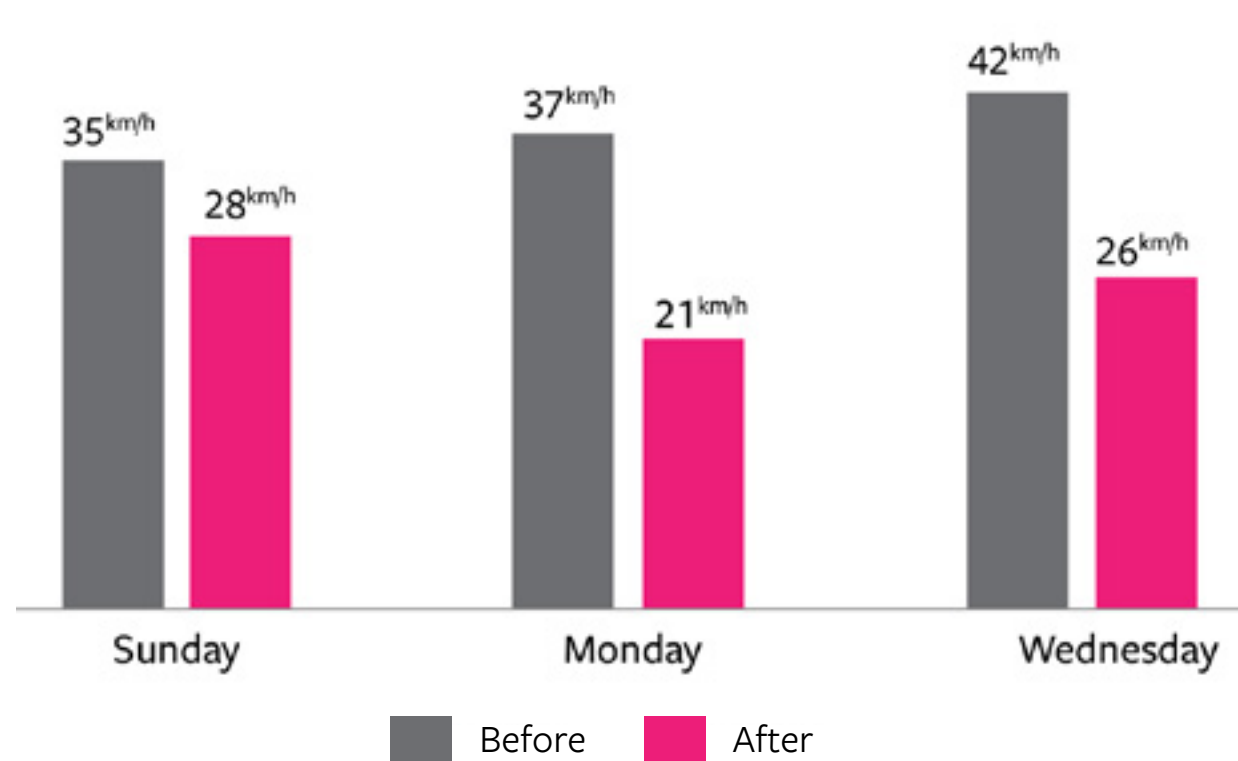
Highest speed fell by 20 km/h during 8 80 Streets Pineway.



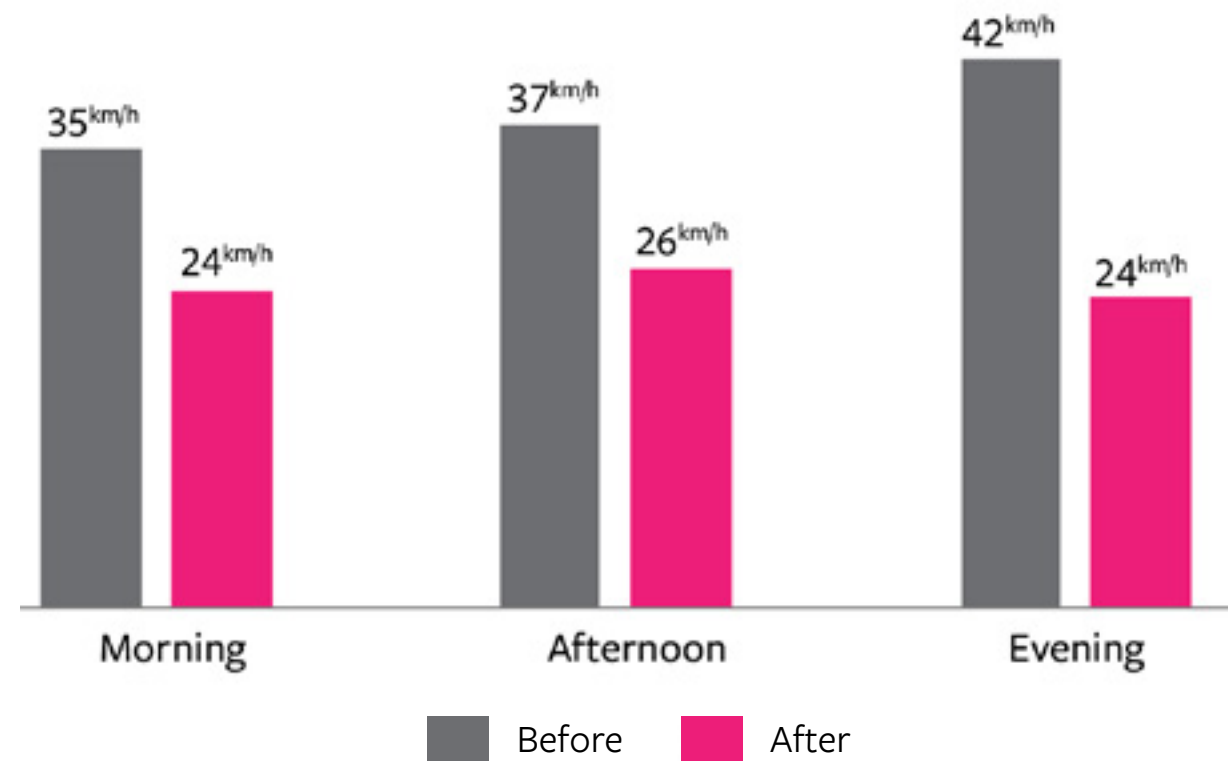
Median speed fell by 13 km/h during 8 80 Streets Pineway.



Median Speed Before/During The Project By Day Of Week



Median Speed Before/During The Project By Time Of Day



Study Limitations

The data collection process for 8 80 Streets Pineway provides a snapshot of the performance of the curb extensions, pinch-points, and chicanes along Pineway Boulevard between September 29th – October 4th.

This information provides useful insights into how the speed of traffic and the perceptions of street safety shifted with the pop-up street makeover. Due to limitations of the project, determining the long-term impacts of the street design interventions falls outside of the scope of this work.

RECOMMENDATIONS

For future safe streets

Develop a robust and inclusive method for engaging communities in road safety issues and co-designing streets

The City of Toronto and local communities both want to see a meaningful reduction in road violence on our streets. Despite this common cause, the existing process for safe street infrastructure, at its worst, serves to create an adversarial relationship between residents and civil servants. At its best, the process (as residents on Pineway experienced), for approving traffic calming in Toronto is onerous and exclusive. Torontonians want to lead the change necessary to make their streets safer and more livable. We recommend that the City of Toronto take steps to make possible the co-creation of safer streets with local residents.

- **Expand the traffic calming toolkit:** When residents on Pineway first sounded the alarm on the speed of traffic, the only options presented to them by the City of Toronto were speed humps or no speed humps. There is a plethora of other approaches to traffic calming currently in use across the city that should also be considered in these initial conversations. We recommend the City of Toronto create a toolkit or menu of traffic calming options that communicates the various approaches available for creating safer streets. The City of Toronto could then use this toolkit as a launch point to start more positive, collaborative, and productive conversations with residents around road safety.
- **Create a more open and inclusive process:** Residents of Pineway Boulevard referred to the approval process for speed humps as a significant barrier in making their streets safer. A lack of community engagement, complicated mail-in ballots that are not translated and are written in technical language, a super majority requirement for approval, and unclear communication about the need for speed humps all serve as exclusionary agents that do not incentivize community members to participate in or support traffic calming measures. We recommend the City of Toronto create more inclusive methods of facilitating these community conversations by hosting site visits and walk audits with local communities that have traffic safety concerns, utilizing translated and simple language when conducting polls, and removing the super majority requirement, as just a few options for improving this process.

Implement permanent safe street infrastructure

The interventions piloted during 8 80 Streets Pineway were successful in reducing the speed of vehicular traffic. The materials used to create the pinch points, chicanes and curb extensions were temporary in nature, but they did demonstrate what safe street design interventions look and feel like to local residents.

Moving forward, there is great opportunity to build on this momentum and install permanent safe street infrastructure on Pineway Boulevard. Provided concerns related to snow removal, solid waste collection, and on-street parking are addressed, chicanes, curb extensions and pinch points may be the most suitable long term options for Pineway. Other neighbourhoods in Toronto have had similar traffic calming measures installed on a permanent basis to great effect. We, as a city, do not have the luxury of waiting years before streets can be made safer. Expediting vision zero action must be a priority.



**SPECIAL
THANKS TO OUR
VOLUNTEERS**

Appendix 1

LESSONS FROM THE TACTICAL URBANISM PROCESS

Support from City of Toronto Transportation and Street Events staff were essential ingredients in all three 8 80 Streets projects. We had the pleasure of working with talented, passionate, and dedicated civil servants without whom this initiative would not have been a success. However, the existing permitting process in Toronto is based on the assumption that all street events will be full road closures like marathons, food festivals, or block parties. More and more, Torontonians want to have greater control of their streets. They want to see impactful Vision Zero action beyond street signs encouraging drivers to slow down. We recommend that the City of Toronto creates a specific permit for Vision-Zero pop-up projects and works with different city departments to reduce the barriers that might impede citizens and community groups from carrying out vision-zero pop-ups.

- **Create a new permit type:** This new City of Toronto vision-zero permit should be open to projects that include traffic calming measures, school-streets, complete streets, protected bike-lanes, and other initiatives that align with vision-zero.
- **Extend the duration:** Within the current street permitting process we were allowed to set up the traffic calming intervention on Pineway for up to 4 days maximum. Extending the maximum duration of a vision zero permit would allow for more robust testing and evaluation.
- **Improve access to their permit process:** Completing the street event permit application process can be onerous and difficult to navigate. For a resident not versed in municipal processes, terms such as traffic management plans and setbacks, references to the Ontario Traffic Manual Book, and requirements for site plans and emergency action plans can seem intimidating. It creates the impression that a resident must engage professional planners and traffic engineers to secure the permit. We recommend that the application language be simplified, that example site plans and traffic management plans, acceptable road signage, draft community notices, and other such resources be provided to support communities in securing permits.



8 80 STREET PINEWAY RESOURCES

- **8 80 Street Mountview Video:** <https://www.youtube.com/watch?v=8IROeRlZr7E>
- **Wiki block furniture inventory:** <https://www.betterblock.org/wikiblock>
- **Tactical Urbanism guide:** <http://tacticalurbanismguide.com/>



