TACTICAL URBANISM
Short-Term Action for Long-Term Change

@MIKELYDON | @STREETPLANS
NACTO GLOBAL DESIGNING CITIES INITIATIVE - FEBRUARY 7TH, 2018
GREAT! NOW WHAT?
CONVENTIONAL PROJECT DELIVERY

1. Is very slow, which is expensive;

2. Constrains politicians, who struggle to balance long-term vision with tangible results;

3. Unintentionally excludes large swaths of the population; which results in...

4. A lack of trust in government institutions and untold amounts of unrealized value creation.
WHY?

"... city planning lacks tactics for building cities that work like cities..."

- Jane Jacobs
TACTICAL URBANISM

A city, organizational, and/or citizen-led approach to neighborhood building and project delivery using short-term, low-cost, and scalable projects intended to catalyze long-term change.
RESOURCES WE’VE DEVELOPED

North America (2011)
North America (2012)
South America (2013)
Australia/NZ (2014)
Island Press (2015)
North America (2016)
Italy (2017)
WHY TACTICAL URBANISM?

User experience

Design
FIVE MORE REASONS TO CONSIDER

1. Encourage people to work together in new ways, strengthening relationships between residents, local organizations, businesses, and government agencies.

2. Allow people to physically experience a different reality today – A low-risk way to re-imagine how streets and public spaces could be used.

3. Widen public engagement – Take ideas from paper to pavement, and gather feedback from the real-world users of streets and other public spaces.

4. Help uncover what works (and what doesn’t) before making large political/financial investments.

5. Deliver public benefit faster by expediting project implementation.
WHERE TO INTERVENE? THE UNDervalued, THE UNSafe, THE UNused, THE UNnoticed, OR THE PLain UNjust

Make My Park Pop, Penrith, Australia

Plaza 98, Miami, Florida

High Street Parklet, Auckland, NZ

Tec de Monterrey, Monterrey, Mexico
UNCOVER VALUE IN PLAIN SITE

Make My Park Pop, Penrith, Australia

High Street Parklet, Auckland, NZ

Plaza 98, Miami, Florida

Tec de Monterrey, Monterrey, Mexico
THIS APPROACH IS NOT NEW!
Creating a pop-up park and urban forest along Biscayne Boulevard to drive momentum for “Biscayne Green,” a proposal to redesign Biscayne Boulevard to include a pedestrian promenade.
SCALING UP

Image: David Font Design
BISCAYNE GREEN BY DAY
BISCAYNE GREEN BY NIGHT
23 DAYS, 20,000+ USERS
Biscayne Green Should Stay Downtown

02/05/2017 11:30 pm ET

Activating Downtown is one of the golden tickets to Miami’s growth into the twenty-first century. If Biscayne Green is any idea of what can occur in the area, hope exists for our most important corridor. Biscayne Green proved successful.

We need local culture Downtown and we need it bad.

The corridor is going through a rough transition. We lost many of our cultural venues to real estate development: Grand Central, Tobacco Road, Will Call, The Stage, and Elwood’s, to name a few recent closings, not to mention all the small businesses and restaurants that closed. Still, cranes litter the skyline erecting more condos into the heavens promising housing ninety percent of us will never be able to afford.

Then there’s Biscayne Green, an experiment in what Downtown could look like: an urban oasis of culture, camaraderie and community engagement. Authentic, cozy, cool. Free yet good for local businesses. Perfectly nestled in the heart of the corridor.
BUILDING POLITICAL SUPPORT
01. Public Engagement
02. Projects, Policies, Programs
03. Iterative / Interim Design
01. PUBLIC ENGAGEMENT
PROJECT IMPLEMENTATION AS ENGAGEMENT

100 Resilient Cities Summit, NYC

Burlington, VT Bicycle / Pedestrian Master Plan

West Palm Beach Intersection Repair

Riverside, CA SCAG Demonstration Projects
JC WALKS DEMONSTRATION PROJECTS
02. PROJECTS, PROGRAMS, POLICIES
PROJECT > PROGRAM: RESILIENT NORFOLK
TACTICAL REGIONALISM: GO HUMAN PROGRAM
- Transit Center Grant + Miami Foundation ($180k total, $60k for materials)
- 68 Applications received
- Leveraged 150k in additional local funds
- 18 Project selected for implementation
- Phase 2: Funded by Knight Foundation
COUNTY-CITY-CITIZEN COLLABORATION
03. INTERIM / ITERATIVE DESIGN
# The Tactical Urbanism Approach to Project Delivery

This chart illustrates the progression of an iterative approach to project delivery. Though not all projects need to follow this exact model, it can be helpful to see how each project phase builds towards the next, using incremental steps to deliver a capital project intended to create lasting change.

<table>
<thead>
<tr>
<th>Project Type (time interval · relative cost)</th>
<th>DEMONSTRATION (1 day - 1 month · $)</th>
<th>PILOT (1 month - 1 year · $$)</th>
<th>INTERIM DESIGN (1 year - 5 years · $$$)</th>
<th>LONG-TERM/CAPITAL (5 years - 50 years · $$$$)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Leaders</strong></td>
<td>Can be led by anyone (city, citizen group, or both!)</td>
<td>Government / organizational leadership + involvement required</td>
<td>Government / organizational leadership + involvement required</td>
<td>Government / organizational leadership + involvement required</td>
</tr>
<tr>
<td><strong>Permission Status</strong></td>
<td>Sanctioned or unsanctioned</td>
<td>Always sanctioned</td>
<td>Always sanctioned</td>
<td>Always sanctioned</td>
</tr>
<tr>
<td><strong>Materials</strong></td>
<td>Low-cost, typically low-durability. Can be borrowed or easily made</td>
<td>Relatively low-cost, but semi-durable materials</td>
<td>Low-moderate cost materials, designed to balance flexibility with maintenance needs</td>
<td>High-cost permanent materials that cannot easily be adjusted</td>
</tr>
<tr>
<td><strong>Public Involvement</strong></td>
<td>Public input + public action</td>
<td>Public input, champion engagement, government / organizational stewardship</td>
<td>Public input, government / organizational stewardship</td>
<td>Public input, government / organizational stewardship</td>
</tr>
<tr>
<td><strong>Flexibility of Design</strong></td>
<td>High: organizers expect project to be adjusted and removed.</td>
<td>High: organizers expect project to be adjusted; it may be removed if it does not meet goals</td>
<td>Moderate: organizers expect project to be adjusted, but it is intended to remain in place until capital upgrades are possible</td>
<td>Low: project is considered a permanent capital upgrade that is unlikely to be adjusted significantly once installed</td>
</tr>
<tr>
<td><strong>Collect data to refine approach for current or future projects?</strong></td>
<td>Recommended</td>
<td>Always</td>
<td>Always</td>
<td>Always - project performance can inform future investments</td>
</tr>
</tbody>
</table>
BURLINGTON, VT INTERIM DESIGN

QUICK BUILD PHASE 1

- Left Turn Lane to be removed
- Upgrade Crosswalks to match other crosswalks
- Possible Bike Parking Location
- Directional Super Sharrow

NOTES:
Phase 2 - Extend uphill protected bike lane if/when removing parking becomes feasible.

Uphill Protected Bike Lane on College St. from S. William St. to S. Prospect St.
Downhill Non-Greenway Super Sharrow treatment

Vertical Element TBD

Scale: 1" = 40'

Parking to be removed between Prospect Street and S. William St. (Approx. 12 spaces)
QUICK BUILD IMPLEMENTATION UNDERWAY
WHAT WE’VE LEARNED

1 City departments and citizens/advocacy groups are really hungry for a new approach to project delivery.

2 Cities and citizens need policies, programs, design, stewardship, and materials guidance that enable tactical urbanism projects.
THE FUTURE OF TACTICAL URBANISM IS... PROGRAMS AND POLICY?!

COMMUNITY-LED DEMONSTRATION PROJECT POLICY + GUIDE

City of Burlington, VT | April 2016
WHAT’S NEXT?

1. Public Space Co-Creation Workshops / Projects Santa Fe + Buenos Aires, Argentina; and New Orleans, Louisiana with 100 Resilient Cities

2. Creative Crosswalk + Intersection Mural Guide