TACTICAL URBANISM: TRANSFORMING PUBLIC SPACES THROUGH LOW-COST TEMPORARY CHANGES

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What is a Tactical Urbanism?

Terms often used interchangeably
TACTICAL URBANISM

A citizen-led approach to neighborhood building using short-term, low-cost, and scalable interventions to catalyze long-term change.
Why?

1. Participatory Planning Process
2. Highly Visible
3. Builds Partnerships
4. Tests an Idea or Concept
5. Fun!

Credit: Walkable and Livable Communities Institute
Opportunity to Visualize and Test an Idea
Benefits

- Fosters community engagement & buy-in
- Quick, cheap, & temporary
- Demonstrates viability of long-term changes
- Informs planning of long-term projects
- Improves pedestrian- and bicycle-friendly environment
- Leverages multi-sector partnerships and shared resources
Tactical Urbanism Projects in Delaware
Better Block – Union Street - Wilmington, Delaware

- Annual community-based event organized by West Side Grows (WSG), 2014 - 2016
- Partners = WSGs, businesses, community, local government, MPO, & DelDOT
- Way to demonstrate a walkable, bikeable, & vibrant cultural corridor
- Need to calm traffic, reduce speeds, and narrow three-lane, one-way road
Project: Safe Routes to School – Pop-Up Buffered Bike Lane - Newark, Delaware
Project: Portable Parklet – Seaford, Delaware
Project: Pop-Up Mini-Circle - Newark, Delaware
Project: “Cycle Track” Demonstration – Newark, Delaware
Lessons Learned - Eight Success Targets

1. Start with a plan
2. Establish a process
3. Identify and engage community partners
4. Collect baseline data
5. Promote event and educate public
6. Design the project
7. Gather feedback, build consensus, evaluate project
8. Communicate outcomes and next steps
The proposed changes will make Union Street:

**Safer for Everyone**
The new design of Union Street is intended to calm traffic and reduce excess speeding in our neighborhood.

**Walkable and Bikeable**
The new design will improve safety for pedestrians and bicyclists with a shorter distance to cross the street and slower traffic.

**Economically Vibrant**
Additional parking, more pedestrians, and slower car speeds will increase interest and spending in Union Street's local businesses.

Establish a process
Planning and Policy Considerations

Transportation governance and finance?

Roles and extent of active involvement?

Formalize policies, procedures, guidelines?

State or local road?

Planning and funding of future transportation investment priorities?

Event planning and logistics?

Partnerships and community engagement?

Is a formal approval process needed?

Site and design plan?

Plan for traffic control and safety?

Future funding criteria?

Post-event Evaluation?
3

Identify and engage community partners
Consider:

- Design complexity
- Baseline surveys of road users
- Vehicle speed studies
- Compliance data (stop signs)
- Before photos
**Bicycling Safety from North College Avenue to South College Avenue**

Newark’s new pocket contraflow bike lane is unique in Delaware. This tells you how to use it SAFELY and LEGALLY. It begins at the wide-striped pedestrian crossing area, referred to as the “scramble.” This contraflow lane can be used legally only under the following conditions:

### The Basics

- **Way to bike lane:** all the way to intersection.
- **Cross scramble area:** only on pedestrian signal.
- **Wide:** to pedcrossings, container, and sidewalk.
- **Turn right onto South College Avenue bike lane.**

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**A Safer Union Street**

**Proposed Re-stripping of Union Street**

Based on feedback from the city’s business owners and residents, traffic studies conducted by the Delaware Transportation Authority (WILMAPCO) for the Future Streets 2020 Master Plan (WILMAPCO, the city of Wilmington, WILMAPCO, and West Side Citizens Together are proposing reducing Union Street from four lanes of traffic, adding bike lanes back in Picking, and a bike lane from Pennsylvania Avenue to Ellendale.)

The proposed changes will make Union Street:

- **Safer for Everyone:** less chance of confusion with pedestrian walkways.
- **Walkable and Bikeable:** safer for cyclists and pedestrians.
- **Economically Vibrant:** the proposed changes will improve traffic flow, reduce accidents, and enhance the community.

**PUBLIC INFORMATION SESSION**

You’re invited to a public information session to discuss the proposed changes.

Tuesday, December 6th from 6:00-7:00 p.m.

Woodman Public Library, 2200 W. 9th Street.

Questions or comments? Contact: Sarah Lister, slist@delawaregreenways.org, 302-354-4141 ext. 918.

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**COMMUNITY INFORMATION MEETING**

**CASHO MILL ROAD BIKE LANE IMPROVEMENT DEMO**

**Downes Bike to School Week**

Wednesday, May 10, 3-6 p.m.

Downes Elementary School

Learn about and test ride safety changes being considered and share your ideas

**MAY 8-12, 2017**

**#ICMA2019**

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**5**

**Promote event and educate public**
Consider:
✓ Design complexity
✓ Duration of the project
✓ Local road or state-maintained road?
✓ Supervised or unsupervised?
✓ Safe navigation of emergency vehicles
✓ Compliance with MUTCD requirements for signage and striping
✓ Weather-hearty materials
✓ Role of volunteers
✓ Education and outreach methods
✓ Feedback mechanism(s)
Project Design – Sketch Plans and Site Design

City of Newark – Pop-Up Mini-Traffic Circle

City of Newark – Safe Routes to School Crosswalk
Project Design - Fun!

Source: Street Plans Collaborative
COMMUNITY FEEDBACK WANTED

During Bike to School Week, May 8 to 12, 2017, on Casho Mill Road’s pop-up, buffered bike lane

Rate your ride online, visit http://goo.gl/OMdw72

Tell us your story, visit http://arcg.is/2n7ZggN
- Stop to snap a photo along your bike route and upload it to the map
- Share the location
- Add your comments

#ICMA2019
Better Block – West Side Grows, Wilmington, Delaware

Communicate outcomes and next steps

#ICMA2019
Expect the Unexpected!

**TOP STORY**

‘Profoundly bad’ traffic-calming devices removed from Fairfield

By Josh Shannon jshannon@newarkpostonline.com Dec 4, 2014

Just hours after a temporary S-turn was installed on Country Club Drive, a city trash truck knocked over three of the bollards.  

NEWARK POST PHOTO BY JOSH SHANNON

Source: Newark Post
Connect with the Delaware Complete Communities Toolbox

- COMPLETECOMMUNITIESDE.ORG
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THANK YOU

Questions?

Marcia Scott – msscott@udel.edu
Online resource to help Delaware local governments plan for “attractive, inclusive, efficient, healthy & resilient places.”
Complete Communities Toolbox

GETTING STARTED  PLANNING TOOLS  COMMUNITY-DESIGN TOOLS  PUBLIC-ENGAGEMENT STRATEGIES  NEWS  VISUAL TOOLS

STORIES OF DELAWARE'S COMPLETE COMMUNITIES
This video series highlights ways community members are working together to demonstrate change or transform public spaces—including streets—into safer and more walkable, bikeable, and people-friendly places.
Five Elements of a Complete Community

- Complete Streets
- Efficient Land Use
- Healthy and Livable
- Inclusive and Active
- Sustainable and Resilient
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Stories of Delaware's Complete Communities

Projects in Delaware

A coalition of Wilmington-area residents used tactical urbanism strategies within the Better Block program to transform a traffic lane into a “vibrant cultural corridor.” A Newark neighborhood and bicycle advocacy group came together to install a pop-up mini-circle in a residential community. Seaford and Georgetown reimagined on-street parking as portable, activity-oriented parklets. These stories convey ways that Delaware’s communities and local governments are engaging and empowering community members in “Lighter, Quicker, and Cheaper” (LCQ) interventions or tactical urbanism to address all kinds of public space challenges—before committing large capital investments for permanent changes.

The below video shares the benefits of a tactical urbanism approach to planning.
Parklets are extensions of the sidewalk from the curb into the street that are protected from traffic. They include installations of public seating, art, plants, platforms, and other elements that replace several on-street parking spaces, either permanently or temporarily. Several communities in Delaware are transforming on-street parking spaces into parklets. In this Adobe Spark Page, discover how parklets in Delaware are becoming vibrant gathering places that are attracting people, reenergizing commercial districts, and calming traffic.

Pop-Up Demonstration and Pilot Projects

Reconfiguring roadways and public spaces can help calm traffic and achieve more walkable, bikeable, and activity-oriented places. But permanent, large-scale changes can be difficult to launch. That’s why pop-up demonstration and pilot projects—that may test and evaluate temporary bike lanes, parklets, streetscaping, outdoor seating, redesigned parking, and more—are such valuable tools. View this Adobe Spark Page to learn more about how pop-up demonstration and pilot projects collaboratively engage community members to temporarily transform and co-create high-value public spaces—including streets.

Road Diet

A “Road Diet” is roadway reconfiguration that involves narrowing or eliminating travel lanes to calm traffic and increase safety of all roadway users. A classic road diet converts a four-lane undivided roadway to a three-lane roadway with a center two-way turn lane. Road diets can also remove vehicle lanes from a roadway and reallocate the extra space for other uses or traveling modes, such as parking, sidewalks, bicycle lanes, transit use, turn lanes, curb extensions, parklets, or pedestrian refuge islands. Implementing Road Diets improves mobility and accessibility for all users, including pedestrians, bicyclists, and public transit riders. This Adobe Spark Page explains benefits of road diets, provides examples traffic-calming elements, and provides Delaware-specific examples.
TRADING CARDS

**PARKLETS**
Public seating platforms that convert curbside parking spaces into vibrant community spaces. Parklets are the product of a partnership between the city and local businesses, residents, or neighborhood associations. 
*Source: NACTO URBAN STREET DESIGN GUIDE*

**TACTICAL URBANISM**
A citizen-led approach to neighborhood building using short-term, low-cost, and scalable interventions to catalyze long-term change. 
*Source: THE TACTICAL URBANIST’S GUIDE*

**MINI-ROUNDABOUT**
May be installed using simple markings or raised islands that lower speeds at minor intersection crossings and are an ideal treatment for uncontrolled intersections. 
*Source: NACTO URBAN STREET DESIGN GUIDE*

**COMPLETE COMMUNITIES**

**TRAFFIC CALMING**
Changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds or cut-through volumes, in the interest of street safety and livability. 
*Source: DELAWARE TRAFFIC CALMING MANUAL*

**ROAD DIET**
Reduce lanes of travel to utilize the space for other uses and travel modes, such as on-street parking, transit lanes, bike lanes, or wider sidewalks. 
*Source: FEDERAL HIGHWAY ADMINISTRATION*

**PLACEMENT**
A multi-faceted approach to the planning, design, and management of public spaces capitalizing on a local community’s assets, inspiration, and potential. 
*Source: PROJECT FOR PUBLIC SPACES*