

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

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What is a Tactical Urbanism?



Terms often used interchangeably

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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!

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Opportunity to Visualize and Test an Idea

Benefits

Informs planning of long-term projects

Fosters community engagement & buy-in

Improves pedestrian- and bicycle-friendly environment

Quick, cheap, & temporary

Leverages multi-sector partnerships and shared resources

Demonstrates viability of long-term changes





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





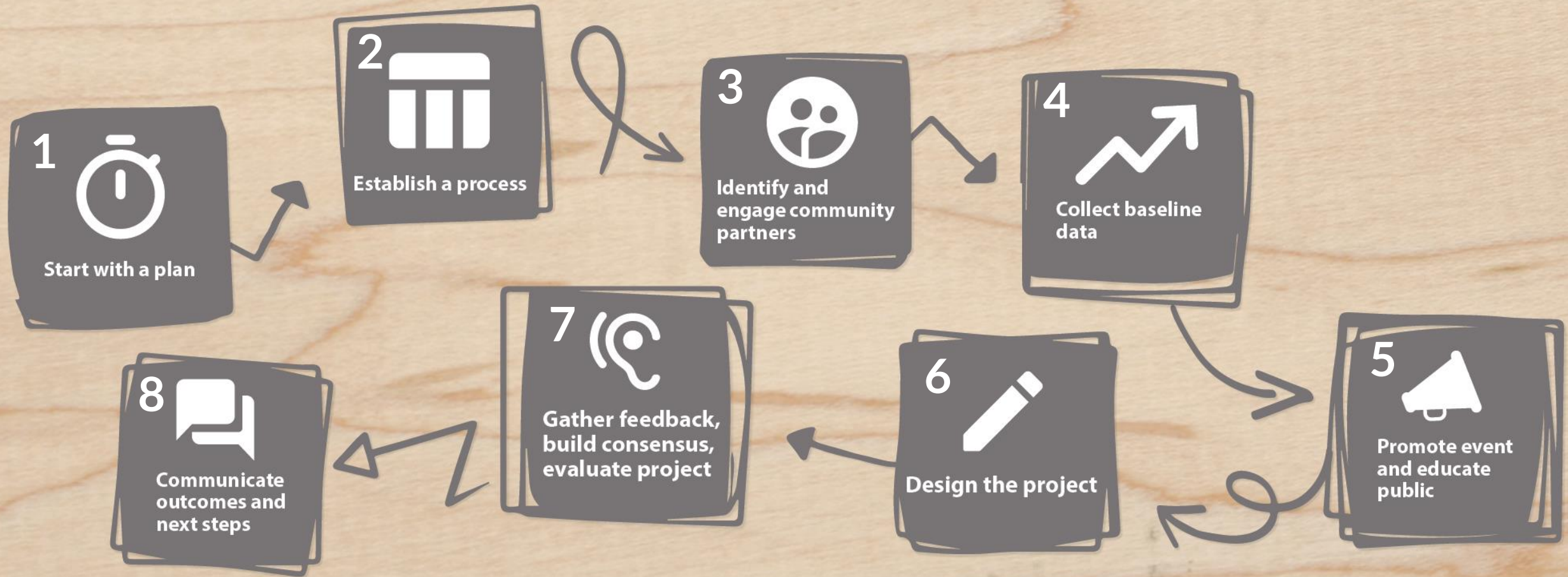
Project: Pop-Up Mini-Circle - Newark, Delaware

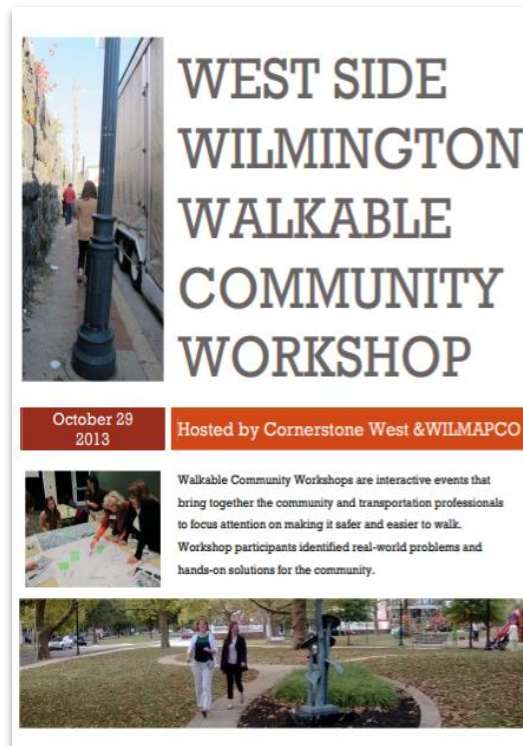
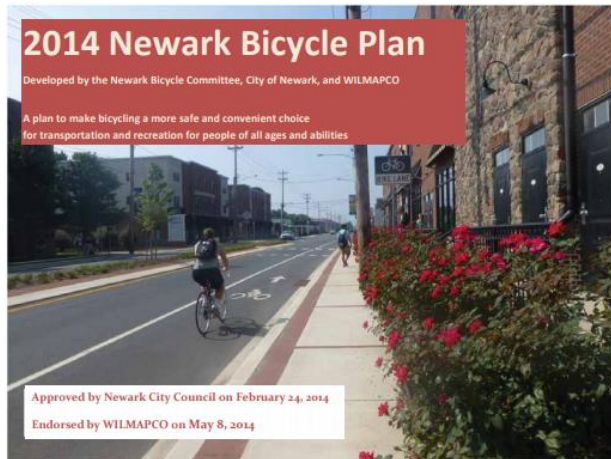


Project: “Cycle Track” Demonstration – Newark, Delaware



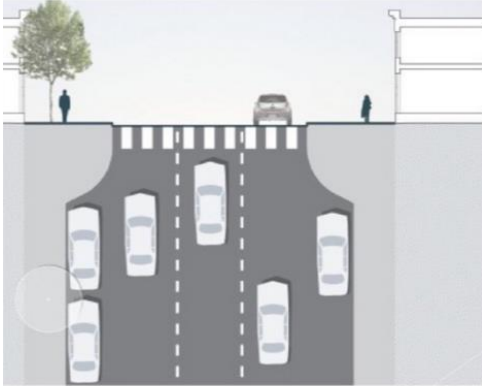
Lessons Learned - Eight Success Targets





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Union Street - Before



6'0"	10'0"	9'0"	38'0"	9'0"	6'0"
SIDE- WALK	(P)		TRAVEL LANES	(P)	SIDE- WALK
			56'0"		
			CARTWAY		
			58'0" - 76'0"		
			TOTAL RIGHT OF WAY		

Union Street - After



10'0"	14'0"	19'0"	21'0"	8'0"	10'0"
SIDE- WALK	(P)		TRAVEL LANES	(P)	SIDE- WALK
			56'0"		
			CARTWAY		
			58'0" - 76'0"		
			TOTAL RIGHT OF WAY		

A before and after schematic showing plans for a road diet on Union Street. Credit: West Side Grows Together

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.

2

Establish a process

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Planning and Policy Considerations





3

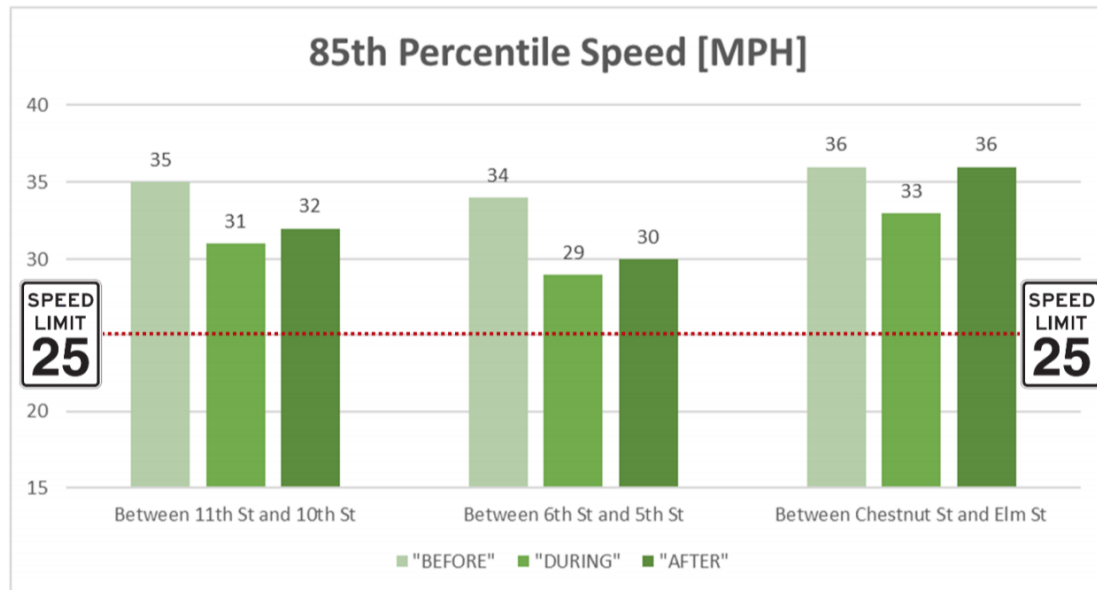


**Identify and
engage community
partners**



Consider:

- ✓ Design complexity
- ✓ Baseline surveys of road users
- ✓ Vehicle speed studies
- ✓ Compliance data (stop signs)
- ✓ Before photos



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Bicycling Safely 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 white-striped pedestrian crossing area, referred to as the "scramble." This contraflow lane can be used legally only under the following conditions.



The Basics

- 1 Stay in bike lane all the way to intersection.
- 2 Cross scramble area only on pedestrian signal.
- 3 YIELD to pedestrians in scramble and crosswalk.
- 4 Turn right onto South College Avenue bike lane.



This is what the pocket contraflow lane looks like, with its double yellow lines. Bike entirely within the lane.



See video version at [YouTube.com/watch?v=3U_wx_cEZ6Q](https://www.youtube.com/watch?v=3U_wx_cEZ6Q).



This flyer was designed by BikeNewark and printed by the Wilmington Area Planning Council (WILMAPCO) as a public service, in partnership with the City of Newark, the University of Delaware, and the Delaware Department of Transportation. For more on BikeNewark, go to BikeNewark.org.

A Safer Union Street

Proposed Re-striping of Union Street

Based on feedback over the years from business owners and residents, traffic studies conducted by the Delaware Department of Transportation (DelDOT), and the Better Block 2016 event, DelDOT, the City of Wilmington, WILMAPCO and West Side Grows Together are proposing reducing Union Street from three to two lanes of traffic, adding diagonal back-in parking, and a bike lane from Pennsylvania Avenue to Elsmere.



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PUBLIC INFORMATION SESSION

You're invited to a Public Information Session to discuss these proposed changes.

Dec. 6th

**Tuesday, December 6th from 6-8:30pm
at Woodlawn Public Library, 2020 W. 9th Street.**

Questions or comments? Contact: Sarah Lester: slester@westsidegrows.org 302-658-4171 ext. 184



COMMUNITY INFORMATION MEETING

Casho Mill Road Bike Lane Improvement Demo

**Wednesday, May 10, 3-6 p.m.
Downes Elementary School**

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

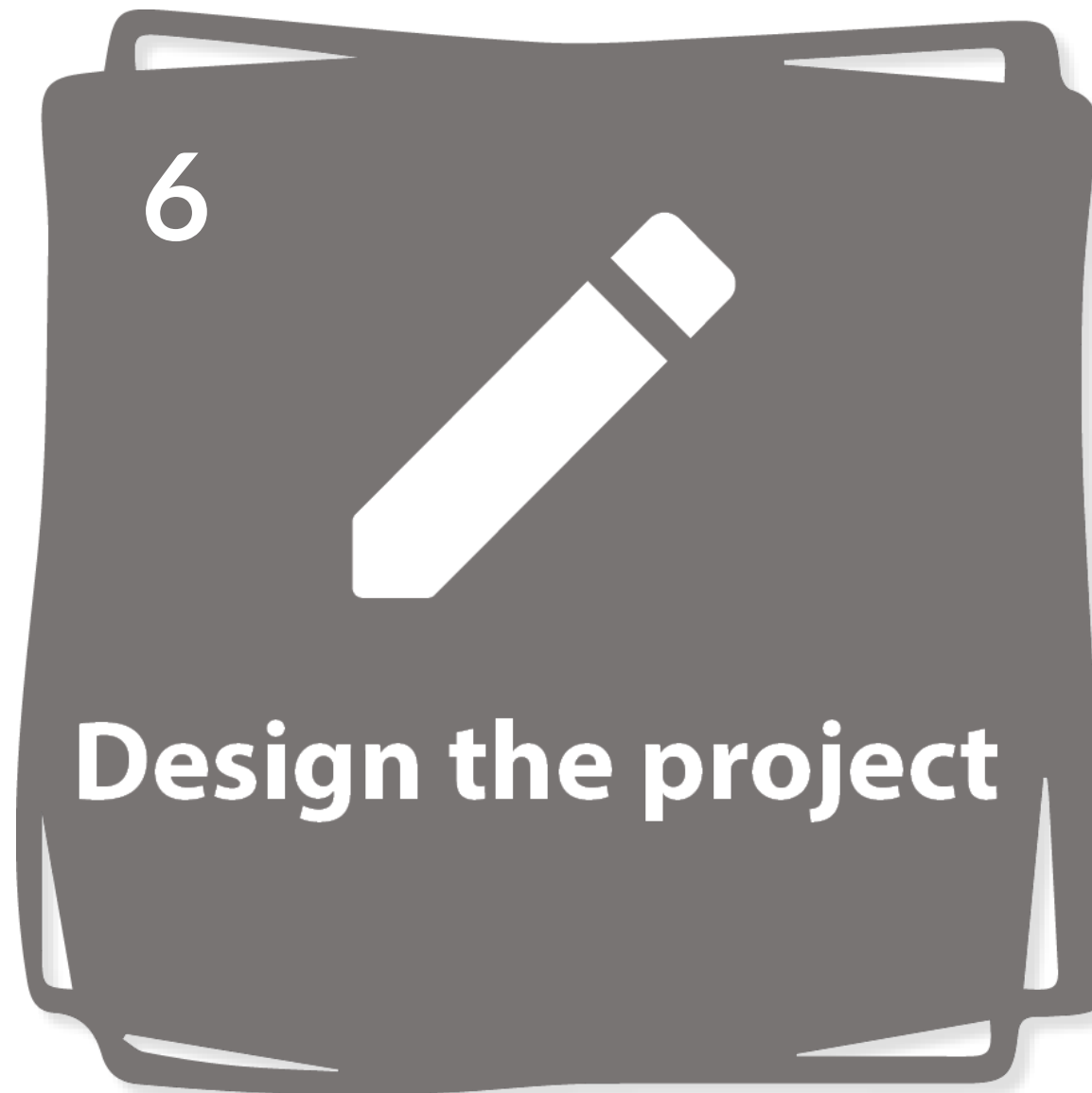


Promote event and educate public

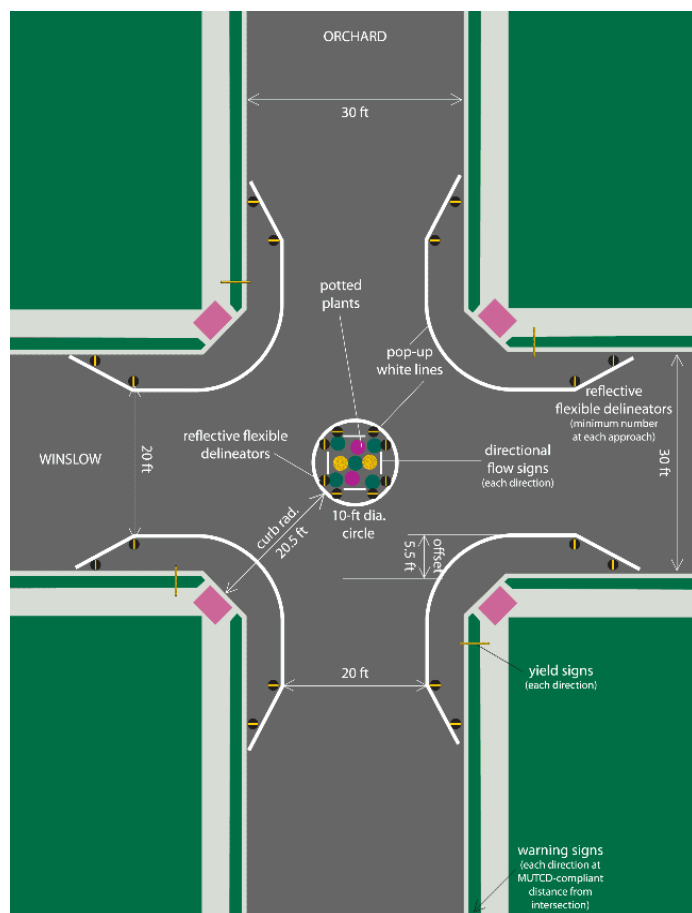
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Consider:

- ✓ 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



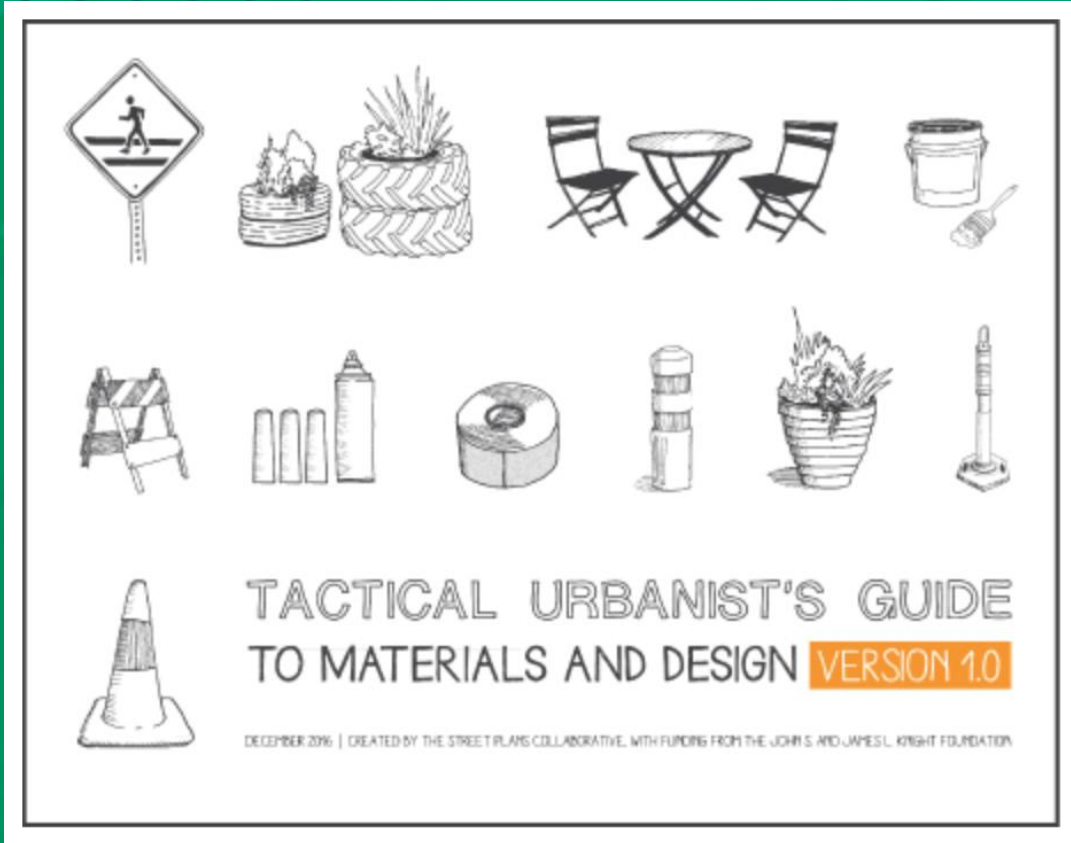
City of Newark – Pop-Up Mini-Traffic Circle



City of Newark – Safe Routes to School Crosswalk

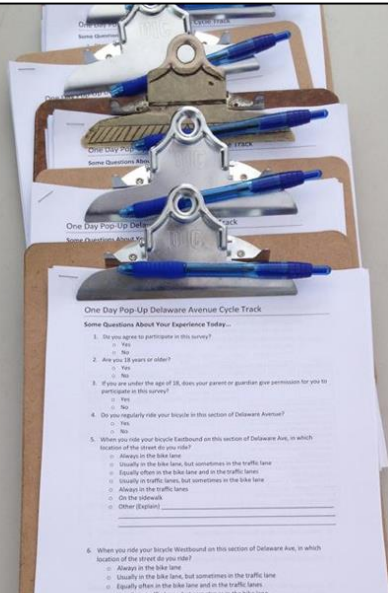
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Project Design - Fun!



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/0Mdw72>



Tell us your story, visit <http://arcs.is/2n7ZggN>

- Stop to snap a photo along your bike route and upload it to the map
- Share the location
- Add your comments

To learn more visit:
BikeNewark.org/events/b2sw/

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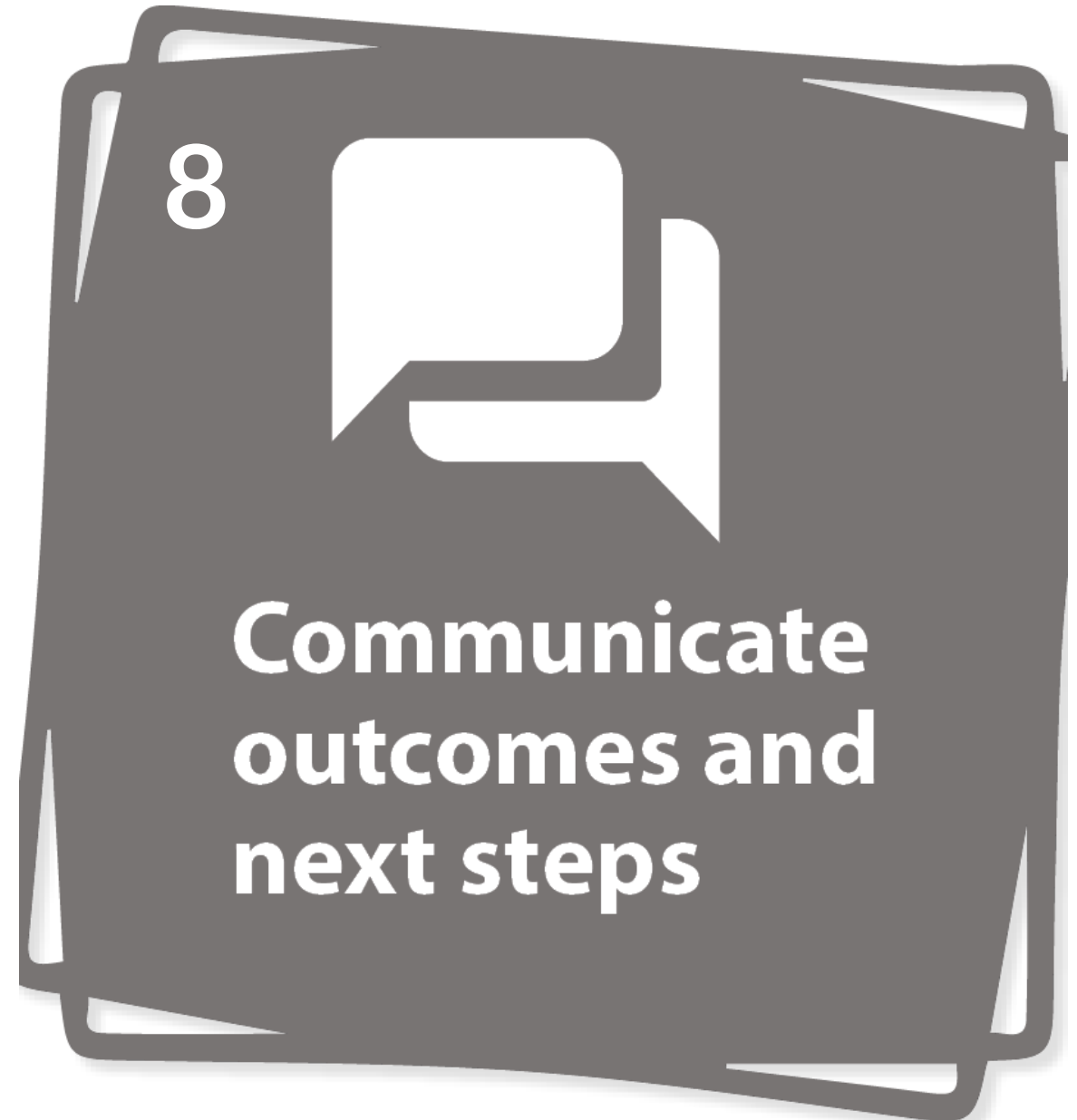


Gather feedback,
build consensus,
evaluate project

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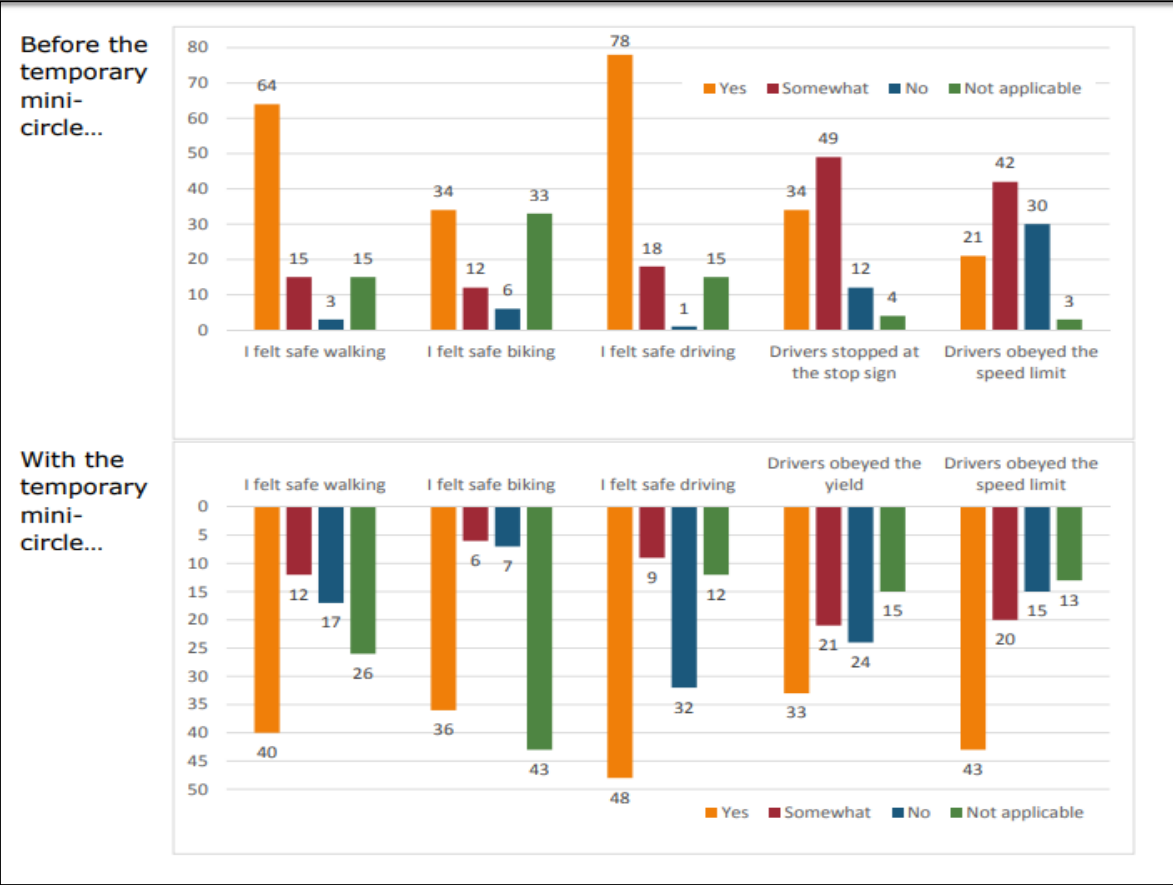
Better Block – West Side Grows, Wilmington, Delaware



Communicate
outcomes and
next steps

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Expect the Unexpected!



Source: WILMAPCO

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

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Connect with the Delaware Complete Communities Toolbox



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THANK YOU

Questions?

Marcia Scott – msscott@udel.edu

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DELAWARE COMPLETE COMMUNITIES PLANNING TOOLBOX

Online resource to help Delaware local governments plan for
“attractive, inclusive, efficient, healthy & resilient places.”

Complete Communities Toolbox

attractive, inclusive, efficient, healthy & resilient places

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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Video Series

- 1




Stories of Delaware's Complete Communities: Wilmington Greenbox

CompleteCommunities
- 2




Stories of Delaware's Complete Communities: Newark Pop-Up Mini-Circle Demonstration

CompleteCommunities
- 3




Stories of Delaware's Complete Communities: Wilmington Placemakers

CompleteCommunities
- 4



Stories of Delaware's Complete Communities: Wilmington Better Block

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Stories of Delaware's Complete Communities: The Seaford Parklet

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GIS Story Map

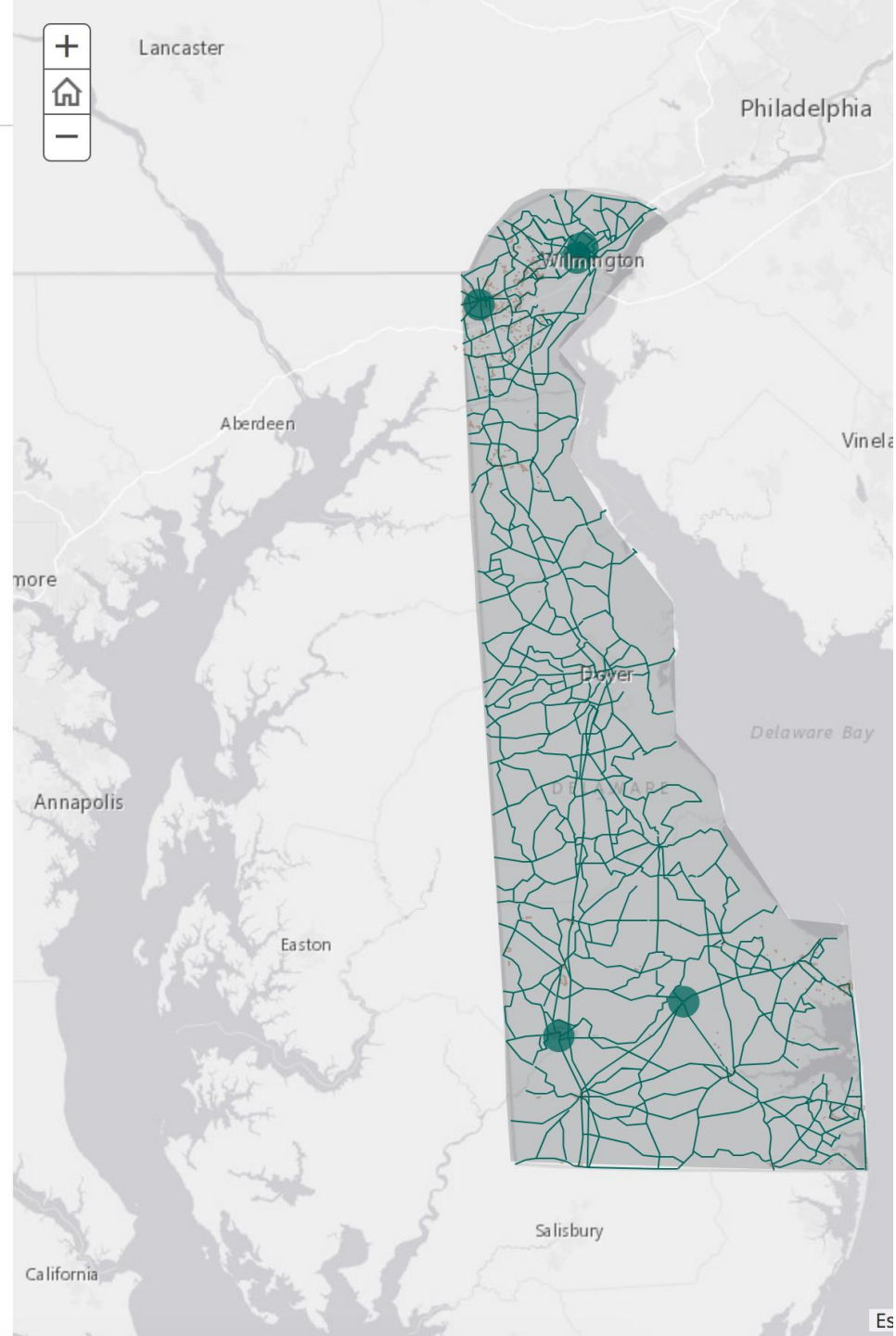


Stories of Delaware's Complete Communities

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 reimaged 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



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**



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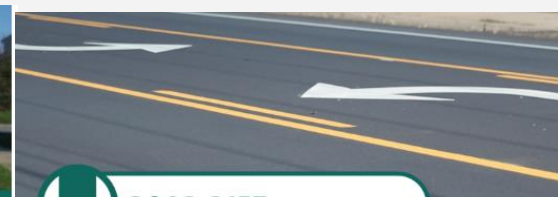
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TRAFFIC CALMING

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



PLACEMAKING

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

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