

# TACTICAL URBANISM

Short-Term Action For Long-Term Change

Mike Lydon, CNU-A

@MikeLydon | @streetplans | @Open\_Streets



ITS GOOD TO BE HERE

# STREETPLANS

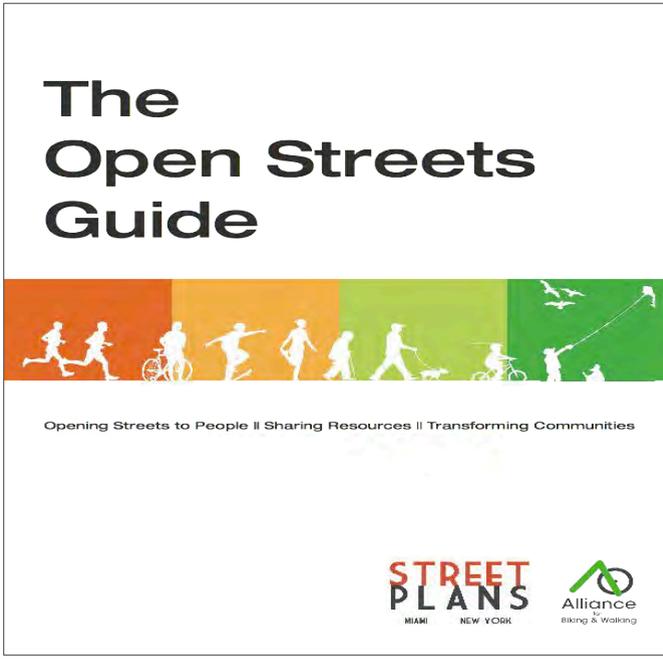
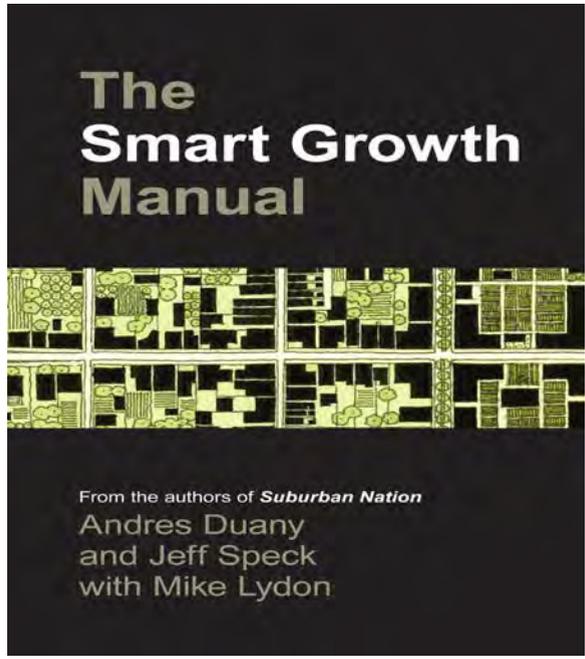
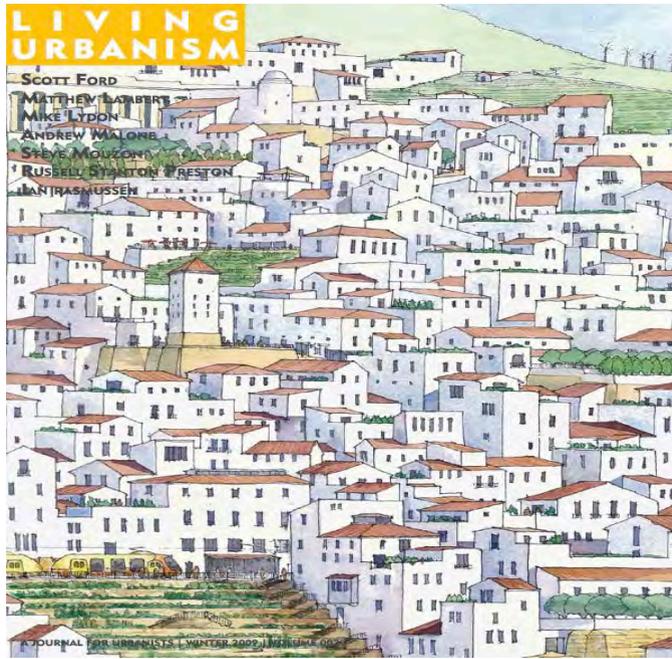
MIAMI

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NEW YORK

We're a planning, design, and Research-advocacy firm

# Share Knowledge, Advocate for Better Cities



WRITTEN BY JULIE FLYNN | EDITED BY MIKE LYDON **STREETPLANS** MIAMI NEW YORK

**TRANSITMIAMI.COM**  
 MOVING FORWARD, TOGETHER  
 ARCHIVES AUTHORS MY COMMISSIONER EDUCATION  
**Broward B-Cycle Launches Today**  
 by JM PALACIOS on DECEMBER 14, 2013 - 2 COMMENTS  
 South Florida's second bike sharing program launches today, December 14th! After over a year of planning, permitting, bringing people on board with the concept, and even getting cities to pass new ordinances permitting advertising at their stations, B-Cycle is finally ready to roll out with 200 bikes and 20 stations. That number should expand to 275 within a month.  
 If you're able, head to one of the launch events during the day.

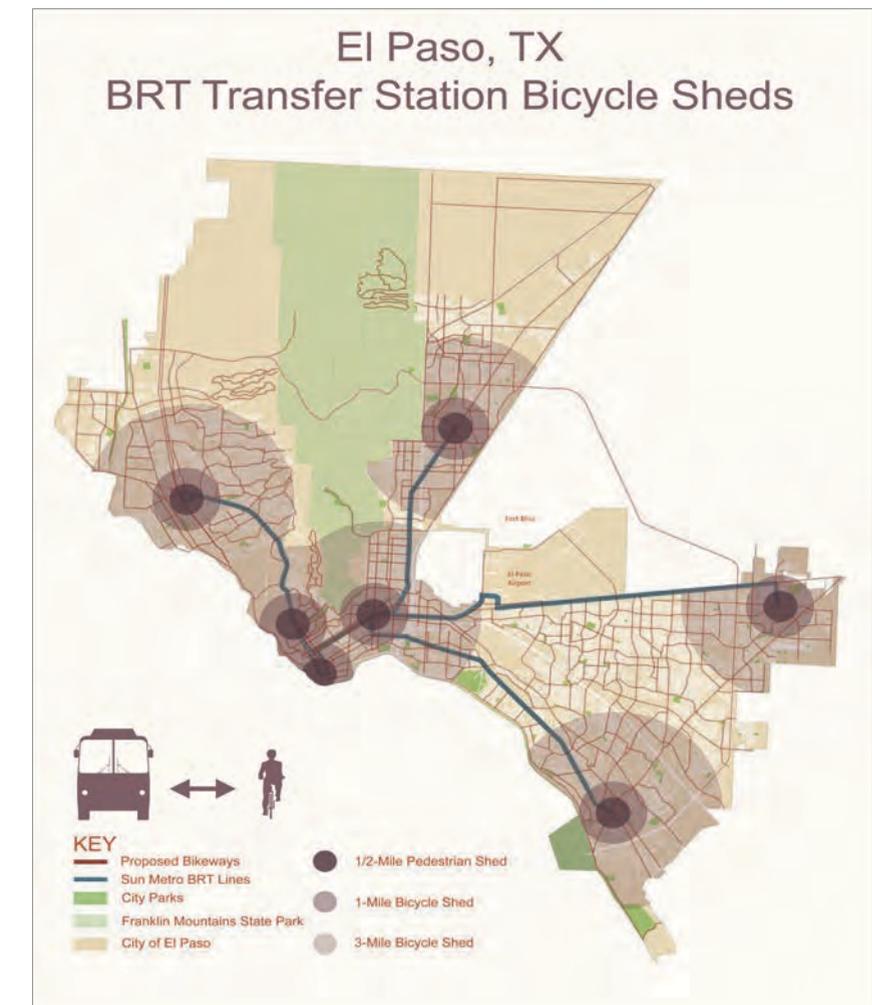
Hollywood:	10:00 AM	326 Johnson St.
Fort Lauderdale:	1:30 PM	Esplanade Park
Pompano Beach:	4:00 PM	Aquatic Center

Find us on Facebook  
 Transit Miami shared a link.  
 Miami Design District tycoon Craig Robins - artist Magazine www.artnet.com  
 Artist Design TEN QUESTIONS FOR CRAIG ROBINS by Brook S. Mason, The Miami Design District tycoon discusses his ever-growing art neighborhood and setting his sights

**STREETSEATS.org**  
 MAP PHOTO GALLERY ADD A SEAT! TACTICAL URBANISM SEATSBLOG  
 Welcome to Street Seats!  
 StreetSeats on Pinterest

# Better Streets, Better Places

- Bicycle/Pedestrian Planning + Design
- **Placemaking + Tactical Urbanism**
- Urban Policy Development
- Urban + Architectural Design
- Public Outreach + Web Design
- Education + Training
- Research-Advocacy



# Visualizing Safe Streets



**Existing**

**Automobile Space: 80%**

**People Space: 20%**

# Awesome! Now What?!



**Proposed**

**Automobile Space: 50%**

**People Space: 50%**

**Real Change is Hard!**



**How Do We  
Create A  
Culture Shift?**

# Inspiration #1: Start Small - Open Streets!



# The Rise of North American Open Streets



2005



2014



# The Open Streets Project (www.openstreetsproject.org)

## The Open Streets Guide



Opening Streets to People || Sharing Resources || Transforming Communities

**STREET PLANS**  
MIAMI NEW YORK

**Alliance**  
to Biking & Walking

### Open Streets Project

Home About News Initiatives Resources

Opening Streets to People, Sharing Resources, Transforming Communities

Search...

Open streets initiatives temporarily close streets to automobile traffic, so that people may use them for walking, bicycling, dancing, playing, and socializing.

With more than 65 documented initiatives in North America, open streets are increasingly common in cities seeking innovative ways to achieve environmental, social, economic, and public health goals.

[Learn More About The Open Streets Project...](#)



Powered by [Leaflet](#)

Previous Next

**Are you organizing an open streets initiative in your town?**

Tell us about your initiative by adding it to [OpenStreetsProject.org](#).

[Add My Initiative](#)

*New blog up on the website with links to volunteer resources from @amstreetplans5117 for Sunday Streets: <http://t.co/0H113bu0M>*

Open Streets about 3 days ago

**Recent News**

- [New Resources from Eugene on Organizing Volunteers 12/15/2011](#) - With winter quickly approaching, it's may not be the ideal season to hold open streets in much of North America, but it's already time to SL...

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**STREET PLANS**  
Alliance to Biking & Walking



StreetsblogSF

Team Better Block

**It's About A Lot More Than Cycling!**





# Spectrum of Intervention



**Temporary  
Ephemeral**

**Permanent  
Sustaining**



**OPEN STREETS** AUCKLAND

The streets will be open for people

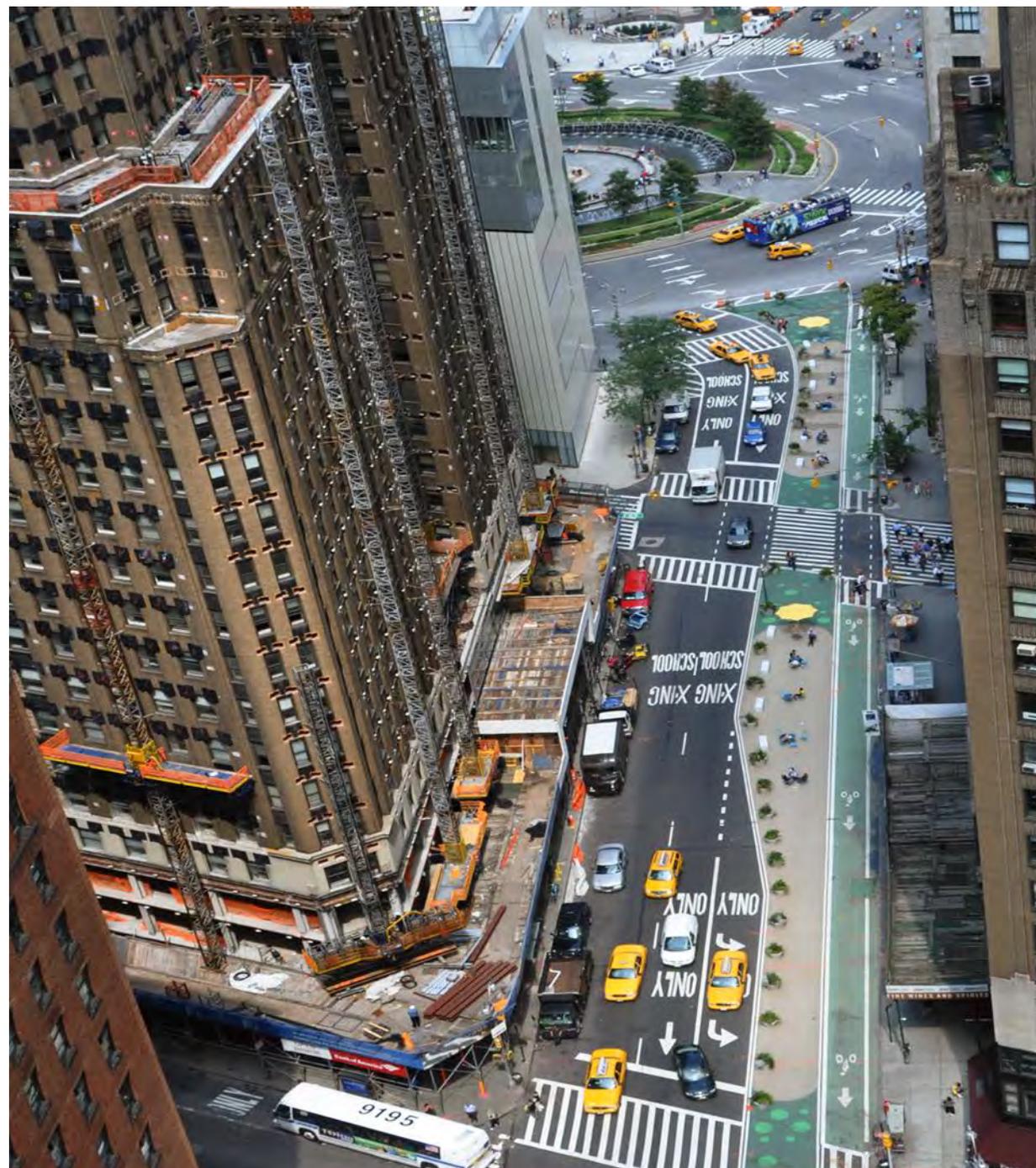
**SUNDAY 12 APRIL 2015**  
10 am – 4 pm  
**QUAY STREET**  
Princes Wharf to Tinley St

**FREE Event**

Join in one of the many group rides and walks to the event. For more information visit [AT.govt.nz/openstreets](http://AT.govt.nz/openstreets)

Supporter:  
Waterfront Auckland

# Inspiration #2: NYC's Pavement to Plazas



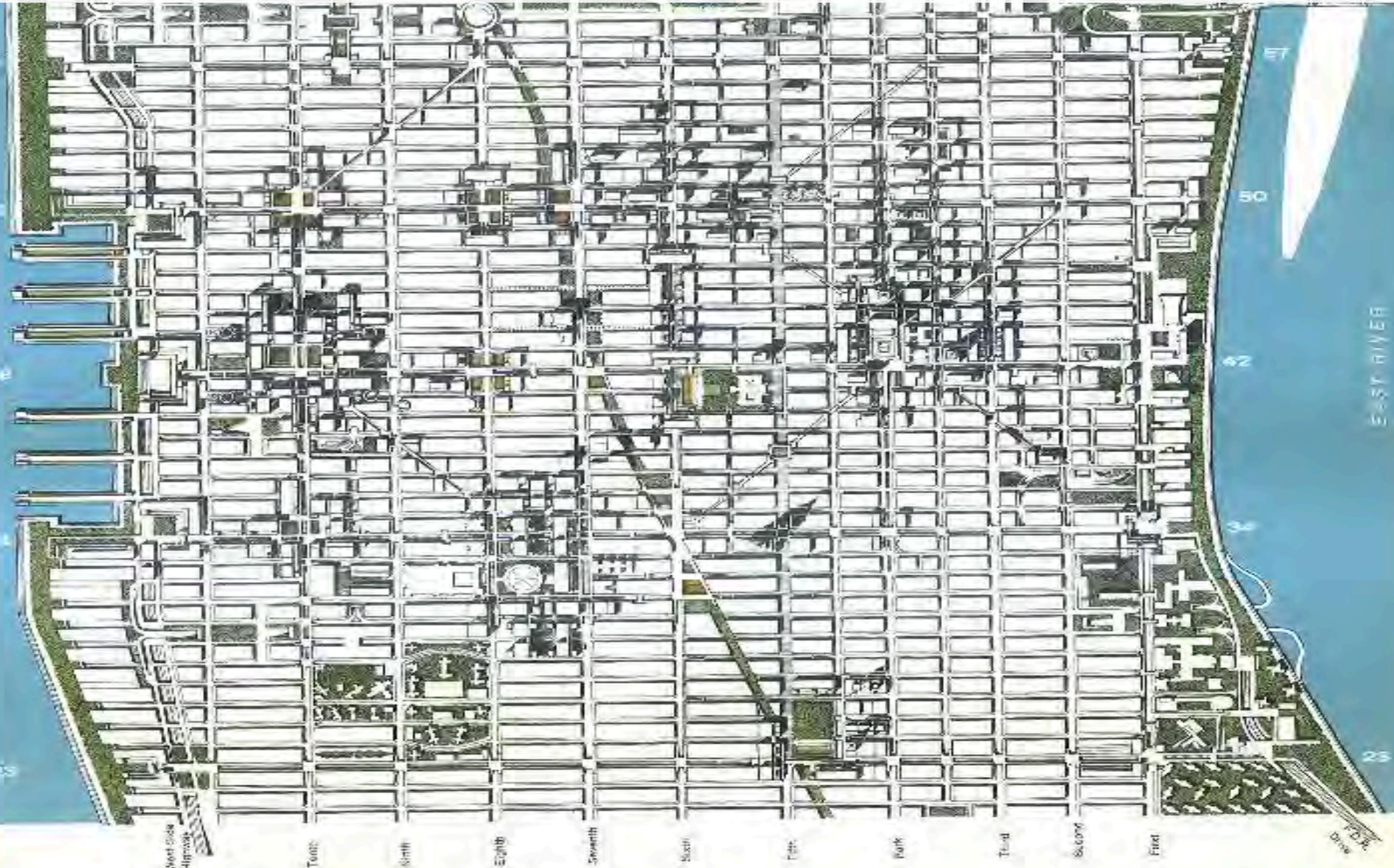
# RPA's Midtown Plan (1969)

## DIAGRAMMATIC FORM RESPONSE

This diagram is intended to convey the bulk or forms which could generate if the functional form, and amenity principles of Chapter Three were applied to midtown. The asphalt membrane of the street level would be penetrated to bring light and air into the special sub-surface "living chambers" (shown in gold). Reclaimed waterfronts for public recreation is shown in green.

This is a more detailed study of prospective physical form than the earlier conceptual diagram, but it is nevertheless a diagram and not a physical plan.

-  mezzanine open to light and air
-  public open space



# Step 1 - Disrupt the Status Quo Times Square (2009)



Image: Nina Munteanu

# Top 20 Iterate on the Design Times Square (2010)



Image: NYC DOT

# Top of Industry - Learn Times Square (2012)

## City Room



March 19, 2012, 5:09 PM

### Times Square Lights Up City's Economy, Study Finds

By PATRICK MCGEEHAN



Mary Altaffer/Associated Press

Times Square last New Year's Eve.

Times Square may be the place hardened New Yorkers go out of their way to avoid, but its importance as a magnet for commerce as well as tourists has risen rapidly in the last few years, according to a study to be released this week.

- Pedestrian Traffic: 15% Increase
- 180% Increase in Retail Rents
- 33% Decrease in Traffic Injuries
- 1 of 70+ Plazas in Process



Image: NYC DOT

# Step 4: Build More Permanently



## What's Going On Here ?

This project is being brought  
to you by:  
The City of New York

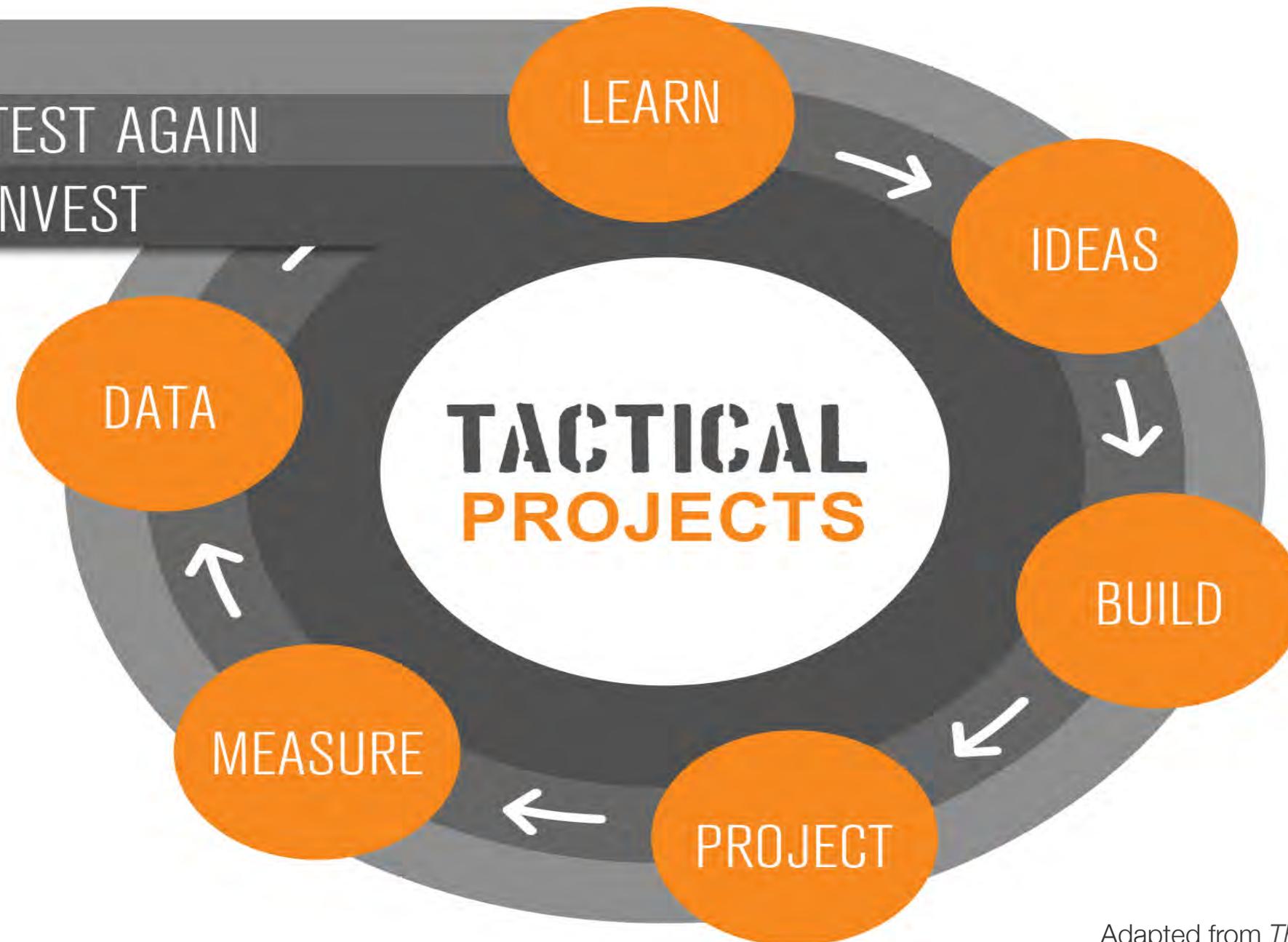
and Construction

The name of this project is:  
Reconstruction of

Project # IWMP20 2

# BUILD, MEASURE, LEARN

TEST  
PLAN, TEST AGAIN  
PLAN, INVEST



# The Power of Iterative Street Design





BICYCLE  
ONLY



TRADER JOE'S  
BAGS

BACK RUB FOOT RUB

會員  
招  
牌

W  
Sign

# Temporary Footpath Extensions



Image: Clarence Eckerson Jr.

# What Happens When The City Won't Lead?



Image: Team Better Block

# Citizens Help The City Learn What's Next



# City vs. Citizens: The Widening Gap Between What We Have and What We Want

## Guerrilla Crosswalk Turns Into Total Overhaul of New Haven Intersection

by Angie Schmitt



This guerrilla crosswalk preceded a safety-focused overhaul of the entire intersection. Image: [New Haven Independent](#)

Some New Haven residents were fed up with a dangerous intersection near Yale University, where repeated requests for a crosswalk had gone ignored. So one night last May, they painted a zebra-striped crosswalk on Whitney Avenue near Audubon Street.

But public officials worried pedestrians wouldn't be visible to motorists cresting a rise right before the intersection. The crosswalk was removed by the city shortly after it was installed, according to the [New Haven Independent](#).

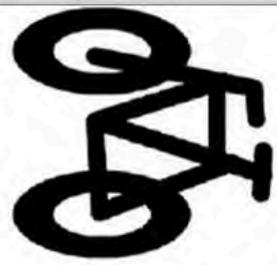
But two city residents, Erin Gustafson and Doug Hausladen, saw the value in the guerrilla action. Gustafson, who works nearby, noticed cars stopping and letting pedestrians cross. The city of New Haven's Complete Streets Manual offers a project request form that enables local residents to ask for safety improvements, so Gustafson and Hausladen formally appealed to bring the crosswalk back.



The new intersection will be raised to improve visibility. It will include landscaped bump outs and three, faux-

# Douglas Hausladen. Tactical Urbanist, Turned City Alderman, Turned Chief of Transportation





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# SEATTLE BIKE BLOG

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← [Lunchtime theater: Seattle fashion on two wheels featured on King 5](#)

[Spanaway 5th grader hit while biking home, dies](#) →

[Log in](#) | [Register](#)

## Guerrilla road safety group ‘politely’ installs illegal bike lane protectors on Cherry Street

Posted on [April 4, 2013](#) by [Tom Fucoloro](#)



Image from the Reasonably Polite Seattleites

OVER 75% OF ZIPCARS CAN FIT A BIKE



LOCATED NEAR PUBLIC TRANSIT AND BIKE PATHS

score \$10 free driving

Got a tip? Email: [Tom@SeattleBikeBlog.com](mailto:Tom@SeattleBikeBlog.com)

### From the Bike Events Calendar

- JUN 4 Thu** 11:00 am Economic benefit of ped/bike fac... @ free webinar
- 6:30 pm Bike Works Volunteer Repair Party @ Bike Works Classrooms
- JUN 6 Sat** 9:30 am Parks & Art Family Ride
- 9:30 am West Seattle Family Ride to Art ...

[View Calendar](#) →

“

*We wish we didn't have to spend our own money on common-sense, unobtrusive traffic calming treatments, and risk arrest installing them, in order to feel safe riding in this city.*

- Reasonably Polite Seattlites

”



## City approves citizen-made bike lanes, helps implement more

By Luke Duecy | Published: Jul 30, 2013 at 5:48 PM PDT | Last Updated: Jul 31, 2013 at 7:01 AM PDT

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-  [1 killed, 1 injured in head-on Hwy. 2 crash near Snohomish](#)
-  [Happy ending for a dog left to starve in the mountains](#)
-  [Ariana Grande: Ferry officials threaten to arrest mom, kill pet dogs](#)

# Tac•ti•cal

Adj: \tak-ti-keɪ\

1. of or relating to small-scale actions serving a larger purpose
2. Adroit in planning or maneuvering to accomplish a purpose

# TACTICAL SPECTRUM

*Build a Better Block*  
*Informal Bike Parking*  
*Intersection Repair*  
*Guerrilla Gardening*  
*Reclaimed Setbacks*  
*Weed Bombing*  
*Chair Bombing*  
*Ad-Busting*

*Park(ing) Day*  
*Park-Making*  
*Pop-Up Town Hall*  
*Micro-Mixing*  
*Site Pre-Vitalization*  
*Pop-Up Retail*  
*Food Carts/Trucks*  
*Mobile Vendors*  
*Depave*  
*Camps*

*Pavement to Plazas*  
*Pavement to Parks*  
*Open Streets*  
*Play Streets*  
*Pop-Up Cafes*  
*Parkmobile*

UNSANCTIONED

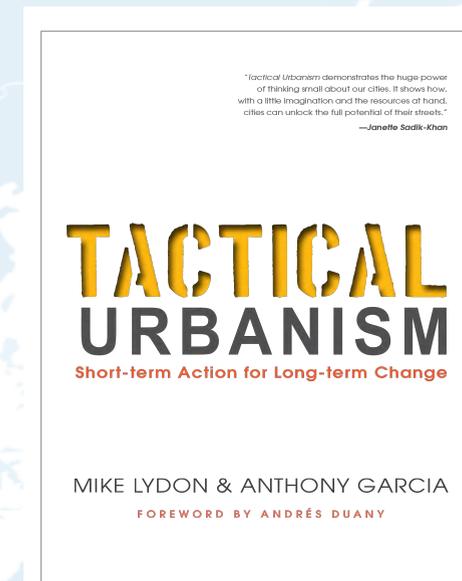
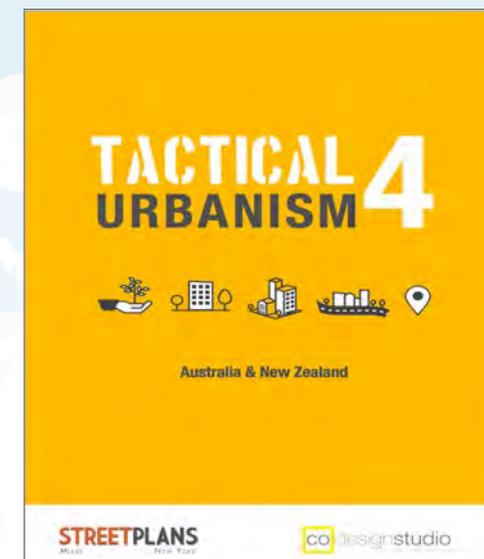
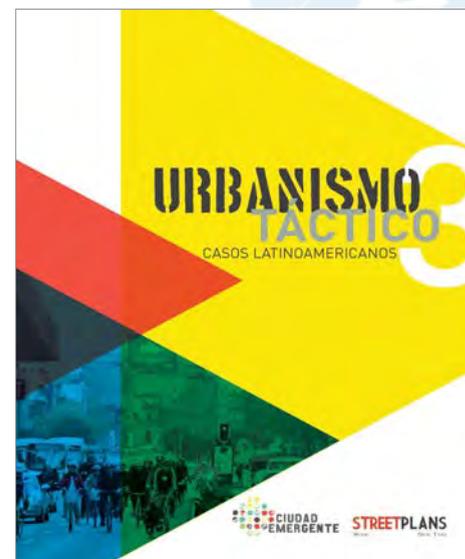
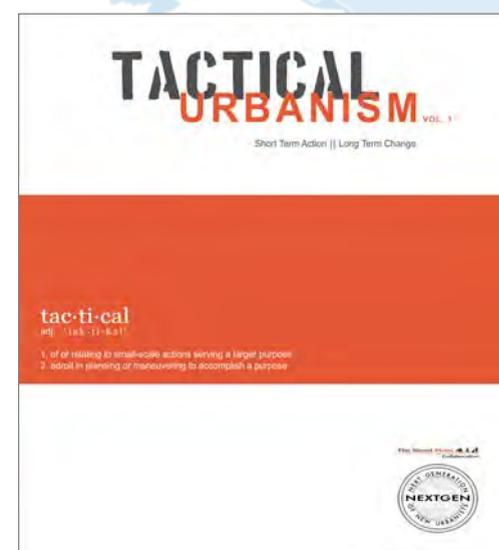
TACTICS

SANCTIONED

# Tactical Urbanism Vol. 1 - 4

Download: <http://tacticalurbanismguide.com>

300,000+ downloads / views across 100+ countries



2011

2012

2013

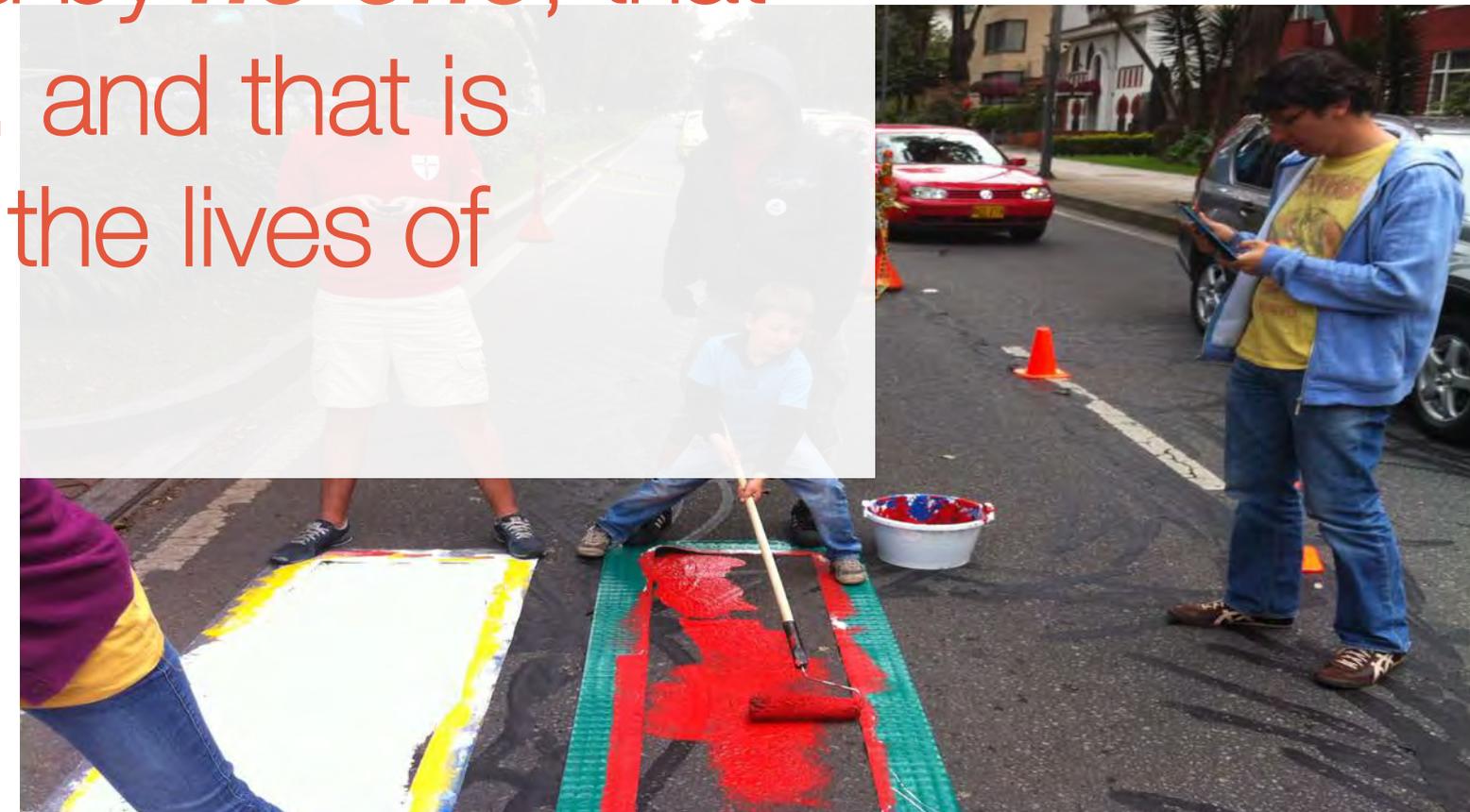
2014

2015





Tactical Urbanism has become a global movement led by ***no one***, that can involve ***anyone***, and that is intended to improve the lives of ***everyone***.



*"Tactical Urbanism demonstrates the huge power of thinking small about our cities. It shows how, with a little imagination and the resources at hand, cities can unlock the full potential of their streets."*

*—Janette Sadik-Khan*

# TACTICAL URBANISM

**Short-term Action for Long-term Change**

MIKE LYDON & ANTHONY GARCIA

FOREWORD BY ANDRÉS DUANY

00 Preface

01 Disturbing the Order of Things

02 Inspirations and Antecedents of Tactical Urbanism

03 The Next American City and the Rise of Tactical Urbanism

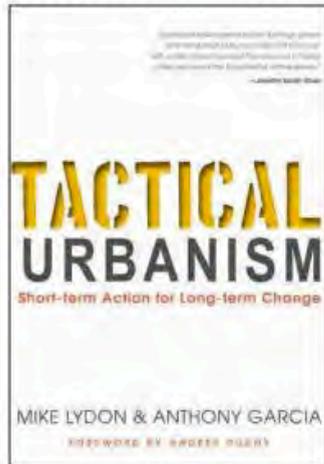
04 Of Cities and Citizens: Five Tactical Urbanism Stories

05 A Tactical Urbanism How-To

06 Conclusion: Go Out and Use This Book!

**TACTICAL URBANISM**  
**SHORT-TERM ACTION FOR LONG-TERM**  
**CHANGE**

MIKE LYDON, ANTHONY GARCIA

9781610915267 | Paperback |  
Island Press | 260pp |  
213x265mm | June 2015  
AU\$34.99**Table of contents**Foreword by Andrés Duany  
Preface  
AcknowledgmentsChapter 1: Disturbing the  
Order of ThingsChapter 2: Inspirations  
and Antecedents of Tactical  
UrbanismChapter 3: The Next American  
City and the Rise of Tactical  
UrbanismChapter 4: Of Cities and  
Citizens: Five Tactical  
Urbanism StoriesChapter 5: A Tactical  
Urbanism How-ToConclusion: Go Out and Use  
This Book!  
Endnotes

Short-term, community-based projects—from pop-up parks to open streets initiatives—have become a powerful and adaptable new tool of urban activists, planners, and policy-makers seeking to drive lasting improvements in their cities and beyond. These quick, often low-cost, and creative projects are the essence of the Tactical Urbanism movement.

Whether creating vibrant plazas seemingly overnight or re-imagining parking spaces as neighborhood gathering places, they offer a way to gain public and government support for investing in permanent projects, inspiring residents and civic leaders to experience and shape urban spaces in a new way.

In *Tactical Urbanism*, Mike Lydon and Anthony Garcia provide background on the movement they helped found and offer five case studies and a toolkit for conceiving, planning, and carrying out projects. *Tactical Urbanism* is the foundational guide for urban transformation.

**About the authors**

**Mike Lydon** is Principal of The Street Plans Collaborative. An internationally recognized planner, he was a co-author of *The Smart Growth Manual* and the creator and primary author of the reports "*The Open Streets Project*" and "*Tactical Urbanism: Short-term Action, Long-Term Change*" Vol. 1 and Vol. 2. He serves as a Board Member for Center for a New American Dream and CNU New York, and is an advisor for the Bicycle Coalition of Maine. He works and speaks globally on smart growth, livable cities, active transportation, and tactical urbanism.

**Anthony Garcia** is Principal of The Street Plans Collaborative. A leader in civic advocacy in South Florida, he was Managing Editor and Publisher of *TransitMiami.com*, an award-winning blog dedicated to planning and transportation in South Florida. He was also Project Director for six years at the firm of Chael Cooper & Associates Architects. He serves as parttime faculty at the University of Miami School of Architecture and is

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Tactical Urbanism: A city, organizational, and/or citizen-led approach to neighborhood building using short-term, low-cost, and scalable interventions intended to catalyze long-term change.

# Portable Parks - 1970



# The Dutch Woonerf - 1974



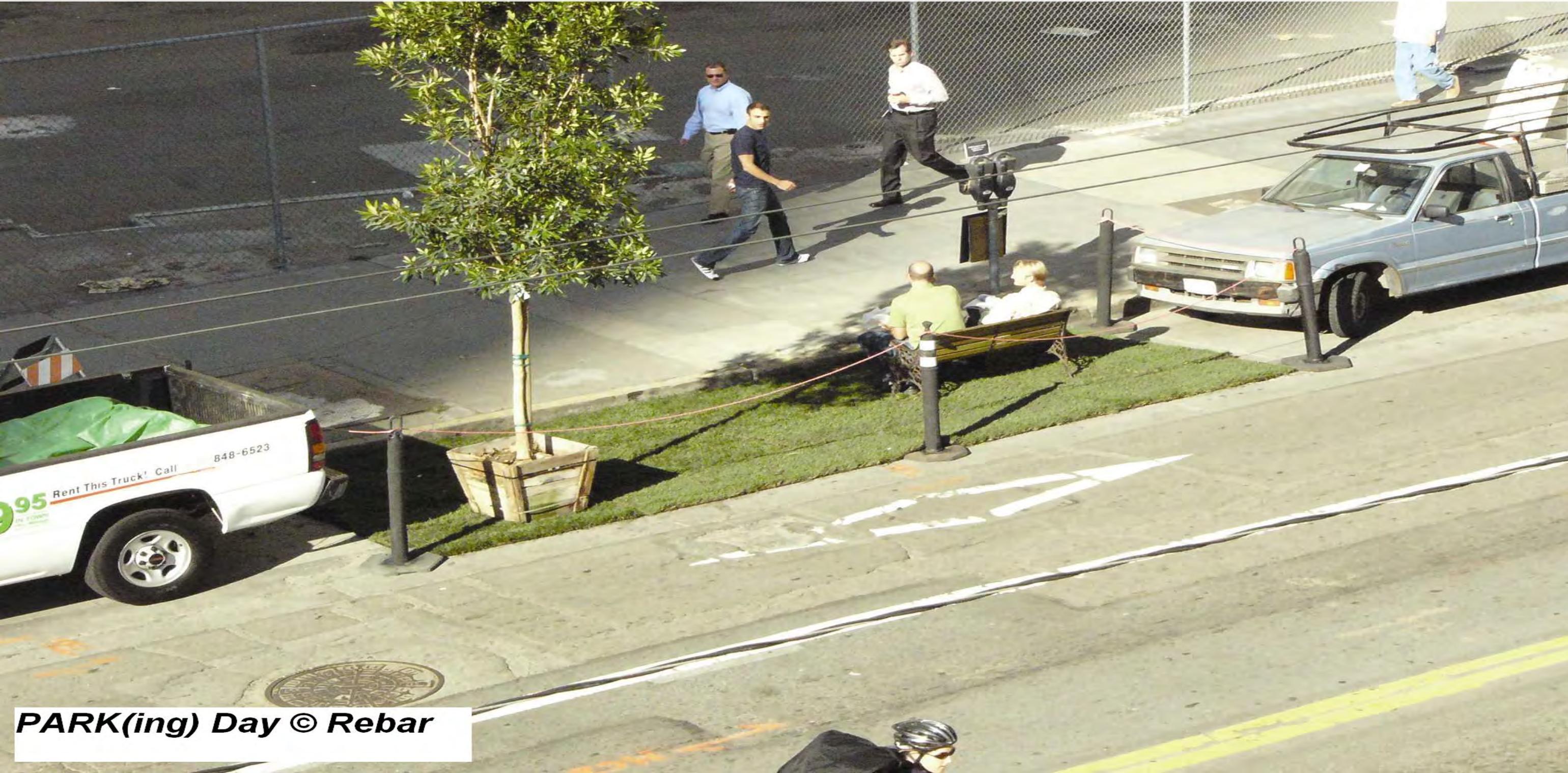
# Intersection Repair - 1997



**City Ordinance No. 175937**  
**Conditions of Revocable Permit to Modify City Intersections**  
(passed by Portland, Oregon City Council 09/19/01)

- (1)** The permittee shall hold the City of Portland, its officers, agents, and employees free and harmless from any claims for damages to persons or property, including legal fees and costs of defending any actions or suits, including any appeals, which may result from permitted activity.
- (2)** The intent of a proposed project and the likely outcome of such project shall be consistent with the goals of the Portland City Council.
- (3)** The two streets must be classified as Local Service Streets and carry less than a combined 2,500 vehicles on an average day.
- (4)** The applicant for a permit must provide to the City Traffic Engineer a petition of support for the proposed intersection modifications. The support petition must have signatures from each of the adjacent residents and at least 80 percent of the residents on the project street frontage(s) within two standard city blocks of the proposed project. The City Traffic Engineer shall have the authority to modify the petition boundaries when considered appropriate. The City Traffic Engineer shall certify the accuracy of the petition.
- (5)** The applicant for a permit must provide the City Traffic Engineer with a written description of the proposed changes, including diagrams depicting how the intersection will look when completed. The applicant must demonstrate how the project will improve, or at least maintain, traffic safety and the safety of individuals at or in the vicinity of the intersection.
- (6)** The City Traffic Engineer may approve a revocable permit authorizing construction and maintenance of the project as described and shown in the submitted diagrams, subject to any changes that may be required by the City Traffic Engineer.
- (7)** The permit shall be for use of the public right-of-way only, and does not exempt the permittee from obtaining any license or permit required by the City Code or Ordinances for any act to be performed under this permit. Nor shall the permit waive the provisions of any City Code, Ordinance, or the City Charter, except as stated herein.
- (8)** The permit shall not exempt any party from complying with all applicable traffic laws, including laws regarding pedestrians.
- (9)** The permittee is not authorized to do any excavation, except as specifically identified in the project plans. The permittee shall be responsible for protecting all public and private facilities placed in the public right-of-way, including underground utilities.
- (10)** The permittee shall notify all households and businesses within four standard city blocks of the proposed project at least 30 days before the project installation date.
- (11)** The permittee shall obtain a Block Party Permit to close all legs of an intersection, for up to one block distance, in order to install the intersection modifications. Permittee shall use Type III barricades and STREET CLOSED signs as provided in the *Manual of Uniform Traffic Control Devices*. No street shall be blocked for more than 12 hours in any 24-hour period unless specifically allowed by the City Traffic Engineer.
- (12)** Repair, maintenance, or installation of existing or future utility facilities in the right-of-way may require the permittee to reconstruct, move, or remove the project, or portions of the project, with all costs borne by the permittee.
- (13)** The permittee shall work with all affected neighbors to resolve any concerns that may arise regarding the project. The inability to resolve such concerns may be grounds for revocation of this permit by the City Traffic Engineer.
- (14)** The permittee shall maintain, at no cost to the City, all aspects of the project during the term of the permit. If any nuisance condition is allowed to exist in the area of the project, the City may summarily abate such nuisance. The existence of a nuisance in the area of the project may be grounds for revocation of the permit.
- (15)** All permits shall be revocable by the City Traffic Engineer. The City Traffic Engineer may revoke a permit for any cause. The City Traffic Engineer shall immediately revoke a permitted project no longer meeting the intent of City Council goals.
- (16)** The permittee shall, at no cost to the City, remove all aspects and/or features of a project when either the permit expires or is revoked.

# Park(ing) Day - 2006





## PUBLIC PARKLET



A space for the community to enjoy

Please don't use the space to work, shop, park a car, or store items. Use it for what it's for.

**PLACITA** para todos

Un espacio para que todos puedan disfrutar de la comunidad.

# Memphis: “A New Face for An Old Broad”



# Results

- 50% increase in retail rates
- 6 public art installations
- 25 new businesses
- 29 properties renovated or rebuilt

*“Too often, cities only look to big budget projects to revitalize a neighborhood. There are simply not enough of those projects to go around. We want to encourage small, low risk, community- driven improvements all across our city that can add up to larger, long-term change.”*





John Paul Shaffer, Livable Memphis

# Tennessee Brewery Untapped



# Short-term Action, Long-term Change!

[Home](#) >

VOL. 130 | NO. 4 | Wednesday, January 07, 2015

## Tennessee Brewery Redevelopment Plans Emerge

By Amos Maki

[Tweet](#) 14 [Recommend](#) [Share](#) 8

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The long-vacant Tennessee Brewery Downtown could be reborn as a largely residential project, according to new details about the pending redevelopment.

The development team behind the brewery project at [495 Tennessee St.](#) is considering renovating the current building into residential units, the ground-up construction of a new residential building adjacent to the existing structure and a new parking garage with ground floor commercial space to be built directly across the street.



The Tennessee Brewery redevelopment team will present its proposal to the Center City Revenue Finance Corp. Tuesday, Jan. 13.

The \$27.5 million project includes approximately 142 residential units, approximately 8,000 square feet of commercial space and a 280-space public parking garage.

The development team, [495 Tennessee LLC](#), will present its conceptual proposal for redeveloping the historic

# The Rise of Tactical Urbanism



# 1. Shifting Demographic Preferences

BROOKLYN LOVE BUILDING

HABANA  WORKS.org

SPREAD LOVE, IT'S THE BROOKLYN WAY



**Benjamin Moore**  
Go Greene Hardware

**Benjamin Moore**  
Paints

my brooklyn baby

NOT  
RAY'S

PIZZA

FREE DELIVERY  
855-8206

## 2. Our Cities, Ourselves: Shrouded in Red Tape!



**“Gather ‘round kids, Council regulations are neat-o.”**



### 3. Great Recession

**Sorry!**

**The lifestyle you  
ordered is currently  
out of stock**



# 4. Radical Connectivity



“

I think of the city not as opposite to the Internet, but as absolutely like it. In a sense, it is the original Internet, the original hyperlink –since cities are places in which random connections, rather than linear order, often determines what will happen.

”

- Paul Goldberger, 2001

"A clear-eyed, compellingly written account bursting with vivid anecdotes and analysis."  
—Ken Auletta, author of *Greed and Glory on Wall Street*, *World War 3.0*, and *Googled*

NICCO MELE

**THE  
END  
OF  
BIG**

HOW THE INTERNET  
MAKES DAVID THE NEW GOLIATH

# New Tools: Community Resourcing / Fundraising

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ioby brings neighborhood projects to life, block by block.

[start a project](#)

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# TOP DOWN

*Mayors | City Councilors | Municipal Departments*



*Developers  
Entrepreneurs  
Business Improvement Districts*

*Advocacy Organizations  
Artists  
Planning + Design Firms*

# BOTTOM UP

*Citizen Activists | Community Groups | Neighborhood Organizations*

# Tactical Urbanism: Three Applications

## 1. Unsanctioned Citizen Action

2. Testing Design Alternatives

3. “Phase 0” Pilot Project

# 1. Working from the Outside In: Hamilton, Ontario



Hamilton Economic Development

# April 19<sup>th</sup>, 2013 Tactical Urbanism Workshop

EARLY  
24 hr : "CHALK" INTERVENTION  
→ "SURFACE ALTERATION"  
(APPROACH OF Y SECTION)

2 DAY : TRACK USAGE → IDENTIFY OTHER  
NODES IN CITY  
: TAP INTO CITY WIDE  
ISSUE

## COMMUNICATION

JOINING  
NEIGHBOURDS

: LIVE STREAM INTERVENTION  
→ BLOG, SOCIAL MEDIA, PRINT MEDIA

2 WEEKS -  
MONTH

LOCKE FESTIVAL (AUGUST)  
EVENT / INSTALLATION

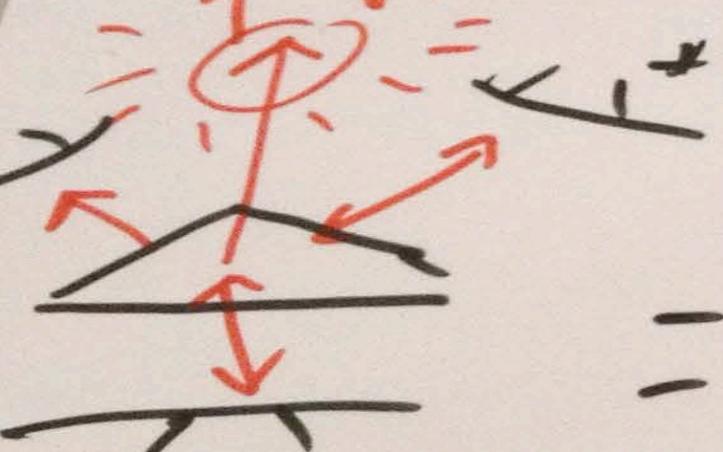
## INTERMEDIATE

CHANGE  
PERCEPTION +  
VISIBILITY

→ PROMOTE / TAG TEAM  
COMMUNITY EVENT

↳ BALLOONS, STREET PERFORMERS / RESEARCHERS / REFRESH-  
MENTS  
→ VISUALIZE DATA: CHALK BOARDS, BALLOONS.

+ ALSO COULD COINCIDE W ACCESS CLOSURE.



- 2 WAY TRAFFIC (WORK W CITY)
- BIKE LANES

# TACTICAL

## Intervention Sites



*Downtown*

1677 m

**1 calm**

**2 reclaim**

**3 recreate**

# 48x 48x 48

- TODAY
- 1) demo new crosswalk
  - 2) engage residents to identify other locations
  - 3) highlight destinations

## NEXT MONTH....

### Intersection Repair!

Engage schools + community to develop a street mural to create a place and calm traffic.

## IN THE END.... WALK THE DELTA WILL:

- 1) - identify pedestrian needs/desires
- 2) - Set the stage for LRT unique station design
- 3) - Be known as more than an intersection!

# Locke Street



# Locke St. + Herkimer St.



LOCKE STREET

PROJECT SITE

CHURCH

HERKIMER STREET

ELEMENTARY SCHOOL

# April 30<sup>th</sup>: Locke St. + Herkimer St.



Image: Tactical Urbanism Hamilton



Image: Tactical Urbanism Hamilton

**“I like it! It really controls the traffic. It was scary.”**



Image: Philip Toms

May 1<sup>st</sup>

## Mahoney: How active imaginations are reinventing Hamilton

By Jeff Mahoney

What if you knew your block could use a crosswalk or traffic calming measures, but you couldn't wait for city council to get around to it?

(I don't know; they might be busy formulating a "decorum" policy.)

Would you paint the crosswalk yourselves, ask permission later? Would you block off one lane of a busy street in your neighbourhood and dedicate it for use by bicyclists? Or fill all the parking meters along a block for the day, set up tables and chairs and throw a party?

Think of the corner of Mary and Cannon. I did, as part of a recent "tactical urbanism" charette (see below for definition).

Here's what our charette group (which included architects, residents in the area, a community activist and a business owner) came up with for Mary and Cannon.



### **Charette**

Gary Yokoyama/The Hamilton Spectator

*Tanya Fitchie and architects Rebecca Beatty and Chris Harrison in front of the old Knitting Mills building at Cannon and Mary.*

# May 9<sup>th</sup>

## RAISE THE HAMMER

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### SPECIAL REPORT: TACTICAL URBANISM

# City Crackdown on Tactical Urbanism

---

A memo by Public Works general manager Gerry Davis calls acts of tactical urbanism 'illegal, potentially unsafe' and 'vandalism'.

By [Ryan McGreal](#)  
Published May 09, 2013

*this article has been updated*

**P**ublic Works General Manager Gerry Davis sent a memo on May 7, 2013 to Council warning about "unauthorized activities on our city streets" related to the recent workshop and [public lecture on tactical urbanism](#).

According to Mike Lydon, a principal at [The Street Plans Collaborative](#) and author of the [Tactical Urbanism](#) e-book, tactical urbanism is the principle that citizens can undertake direct low-cost, high-reward actions that immediately improve some aspect of a community's public life and demonstrate to city leaders that there are opportunities for easy, successful changes to the status quo.

Lydon emphasized that the essence of tactical urbanism is to take short-term action that precipitates long-term change and are informed by vision, local context, agility, value, and community engagement. He noted that most cities welcome tactical urbanism and are inspired by demonstrations of change to invest in more permanent transformations informed by the lessons learned.

## 'Illegal, Potentially Unsafe'

**H**owever, the City of Hamilton does not appear to see it that way. In Davis' memo, he warns:

These changes to City streets are illegal, potentially unsafe and adding to the City's costs of maintenance and repair. The City can consider this as vandalism, with the potential for serious health and safety consequences for citizens, particularly pedestrians. There is potential liability and risk management claims to both the City and the individuals involved.

Of course, left unmentioned is the ongoing danger to individuals and liability to the city from Hamilton's status quo of pedestrian- and cyclist-unfriendly automobile oriented streets, a shameful legacy that has continued unimpeded for decades despite the overwhelming weight of evidence, expert testimony, and even official policy.

**PHONE THE  
HAMILTON  
POLICE SERVICE  
IMMEDIATELY IF  
YOU SEE ANY  
INSTANCES OF  
TACTICAL  
URBANISM.**



**DO NOT TO APPROACH TACTICAL URBANISTS DIRECTLY.  
PLEASE WAIT FOR THE POLICE TO ARRIVE. THEY MAY BE  
ARMED AND DANGEROUS, BUT THE TACTICAL URBANISTS  
ARE UNLIKELY TO BE. FOR ALL SUCCESSFUL ARRESTS,  
PUBLIC WORKS WILL PROVIDE 10 KG OF FREE ASPHALT.**

IF YOU SEE SOMETHING REMOTELY PROGRESSIVE...

....**REPORT IT!**



**ONLY YOU CAN STOP URBANISM!**

BROUGHT TO YOU BY THE CITY OF HAMILTON DEPARTMENT OF ROADWAY SECURITY AND ASPHALT RELOCATION

May 19<sup>th</sup>

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## City to negotiate with tactical urbanists

By Adam Carter, CBC News Posted: May 19, 2013 9:18 AM ET | Last Updated: May 23, 2013 12:11 PM ET 1



These bumpout cones that were installed by regular citizens at Herkimer and Locke were removed by the city for being "illegal and potentially unsafe." (Courtesy Ryan McGreal/Raise the Hammer)

Facebook Twitter +1 0 Share Email

A group of Hamilton citizens is trying to slice through municipal bureaucracy and implement short-term traffic flow solutions to improve the city's streets on their own.

WHICH IS RIGHT?



**YOUR FAVOURITE CBC APPS ON BB10**  
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### Top Hamilton Headlines

- Tim Bosma slaying suspect Millard's farm searched again 0
- First electric car charging station unveiled in downtown Hamilton 0
- Hamilton's Steeped Tea moves from Dragon's Den to U.S. market 15
- Is \$477 in taxes for transit in Hamilton worth it? 5
- Family of missing Canadian in Australia offers \$15K reward 22

# May 23<sup>rd</sup>

## RAISE THE HAMMER

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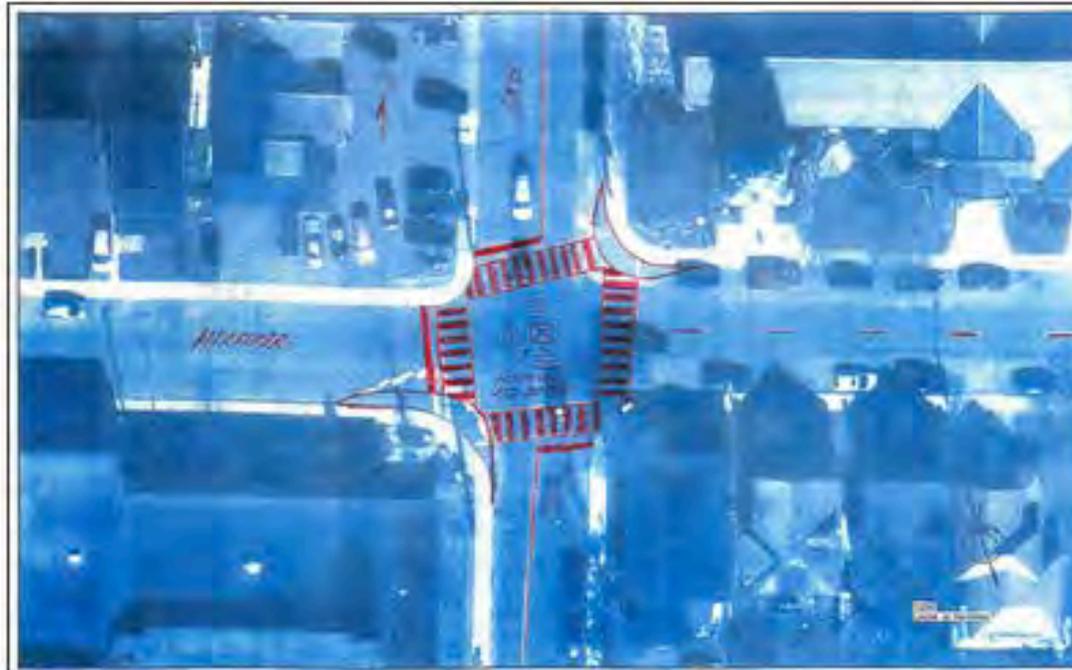
SPECIAL REPORT: TACTICAL URBANISM

### City to Install Permanent Bumpouts at Herkimer and Locke

City staff do an about-face and embrace tactical urbanism as a way to make short-term, low-cost changes that help pave the way for a larger culture shift.

By [Graham McNally](#)  
Published May 23, 2013

On Tuesday, Phil Toms and I met with Councillor Brian McHattie and John Mater, Director of Corporate Assets and Strategic Planning from the City of Hamilton, to review the recent pylon installation that occurred at Herkimer and Locke.



*Image of plan as proposed by the City*

For those unfamiliar with the [installation](#), at the end of April, the Hamilton-Burlington Society of Architects invited Mike Lydon of the [Street Plans Collaborative](#) in Brooklyn, New York, to come to Hamilton to [introduce Tactical Urbanism](#) and lead a day of thinking, imagining and designing.

#### Pylon Bumpouts at Herkimer and Locke

In the weeks between the [Charrette](#) and the subsequent [public talk](#) on the subject of Tactical Urbanism, pylons were placed at the intersection of Locke and Herkimer, cited by many pedestrians as a threatening intersection.

The pylons provided "bumpouts" (additional space for pedestrians) which have the effect of shortening the crossing distance, placing pedestrians in a more visible location at the corner

# May 28<sup>th</sup>

## RAISE THE HAMMER

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### SPECIAL REPORT: TACTICAL URBANISM

## City Paints Crosswalks, Bumpouts at Herkimer and Locke

The City has already begun installing the one-year pilot project at Herkimer and Locke to create a more pedestrian-friendly design, after City staff met with Tactical Urbanism representatives.

By [Ryan McGreal](#)  
Published May 28, 2013

The City has painted ladder-style crosswalks and bumpouts at Herkimer and Locke as part of a [pilot project](#) to give the intersection a more pedestrian-friendly design.



*Crosswalk hatches and painted bumpouts at Locke and Herkimer (Image Credit: Jason Leach)*

The pilot follows an act of [tactical urbanism](#) in which local residents used pylons to create bumpouts at the southwest and northeast corners. Senior City staff met with representatives from the city's Tactical Urbanism movement and agreed to implement the changes more officially.

The next step is to install bollards to protect pedestrians from automobiles in the busy, aggressive intersection. After a year, the City will review the pilot and decide whether to make it permanent.

A similar pilot is also planned on Longwood Avenue.

### Tactical Urbanism



June 7<sup>th</sup>

# RAISE THE HAMMER

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Raise the Hammer

SPECIAL REPORT: WALKABLE STREETS

## City Bolsters Crosswalks at Multiple Locations

The City has undertaken crosswalk improvements at several locations around Hamilton, suggesting a new commitment to maintaining and improving walkable infrastructure.

By [Ryan McGreal](#)

Published June 07, 2013

**H**ere's a roundup of some work city crews did this week on bolstering crosswalks at several locations around Hamilton.

### Knockdown Sticks at Herkimer and Locke

**T**he City recently [painted bumpouts and zebra crossings](#) at the corner of Herkimer and Locke. According to Kelly Anderson, spokesperson for the Public Works department, the next step is to install "knockdown sticks", or flexible bollards, along the bumpout lines.

[Knockdown sticks] are retro reflective silver on a white stick and are about three feet high. They can be knocked down by a vehicle or by hand and will stand back up by themselves.

# Today: 102 Complete or Underway!

SPECIAL REPORT: TACTICAL URBANISM

## City Embraces Tactical Urbanism

Last Wednesday, Hamilton Councillors further embraced Tactical Urbanism and took steps toward implementing an innovative approach to city building.

By [Graham McNally](#)  
Published September 24, 2013

Last Wednesday, Hamilton Councillors further embraced Tactical Urbanism and took steps toward implementing an innovative approach to city building.

Council accepted a [staff report](#) [PDF], jointly prepared by the Neighbourhood Development Strategy and Public Works, recommending the City support the Hamilton-Burlington Society of Architect (HBSA) in developing an outreach, engagement, and communication strategy around the ideas of Tactical Urbanism.

The report followed up on a delegation by Phil Toms and me, representing the HBSA, in which we presented the [ideas behind Tactical Urbanism](#) to Councillors. In very general terms, Tactical Urbanism is an approach to urbanism that can be citizen-led, city-led or a collaboration of the two. Projects are typically quick, cheap and fun with an eye to achieving a long-term goal.

### Tactical Urbanism in Hamilton

Tactical Urbanism became more widely known and popularized in Hamilton following a [lecture](#) organized by the HBSA in May of this year when we presented Mike Lydon of the [Street Plans Collaborative](#) and author of two Tactical Urbanism manuals.



*Pylon bumpouts at Herkimer and Locke (RTH file photo)*

# Tactical Urbanism: Three Applications

1. Unsanctioned Citizen Action

**2. Testing Design Alternatives**

3. “Phase 0” Pilot Project

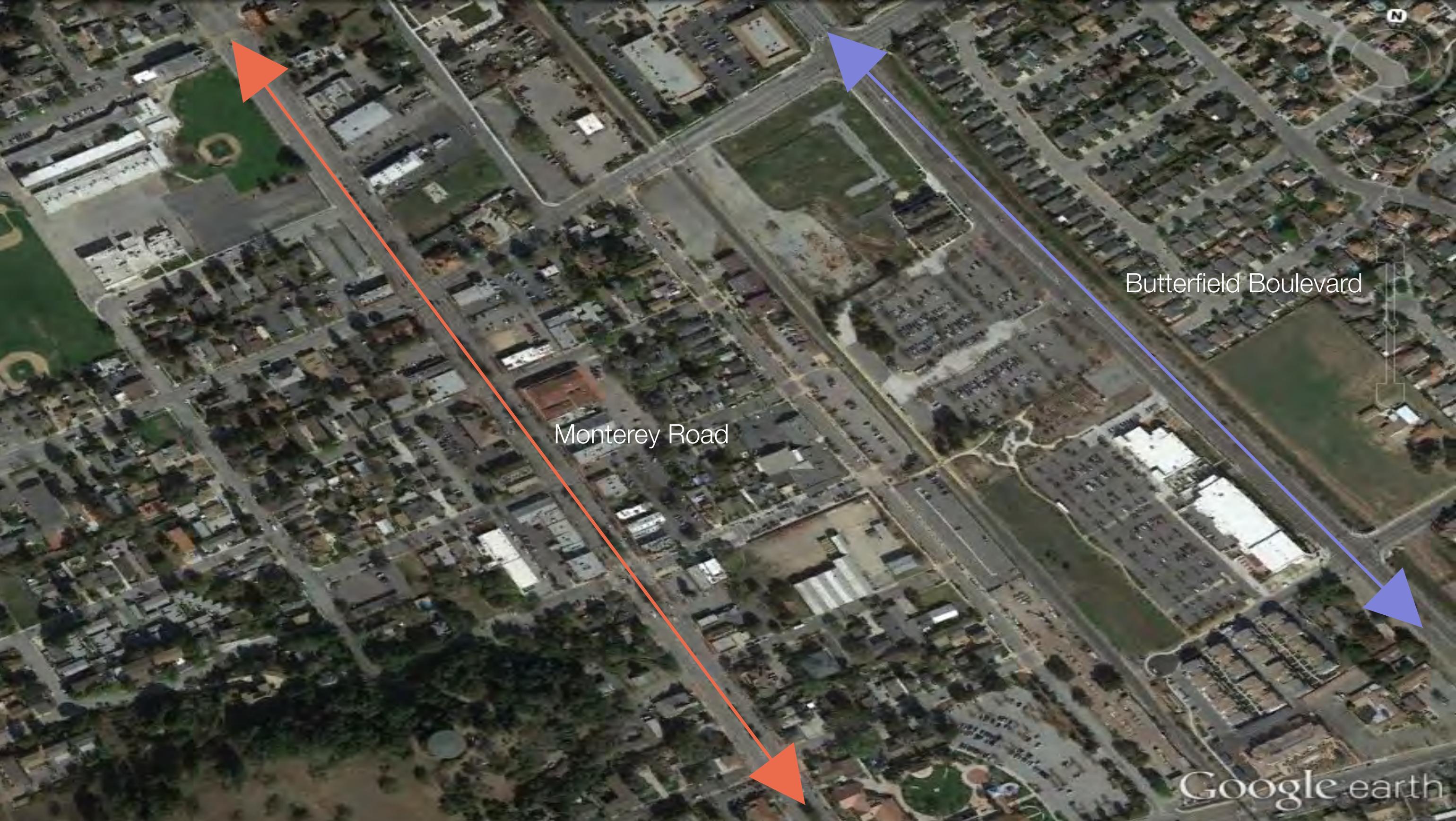
# 2. Testing Alternatives: Morgan Hill, CA Complete Streets Demonstration





# Downtown: “Drive To It, Not Through It”





N

Butterfield Boulevard

Monterey Road

Google earth

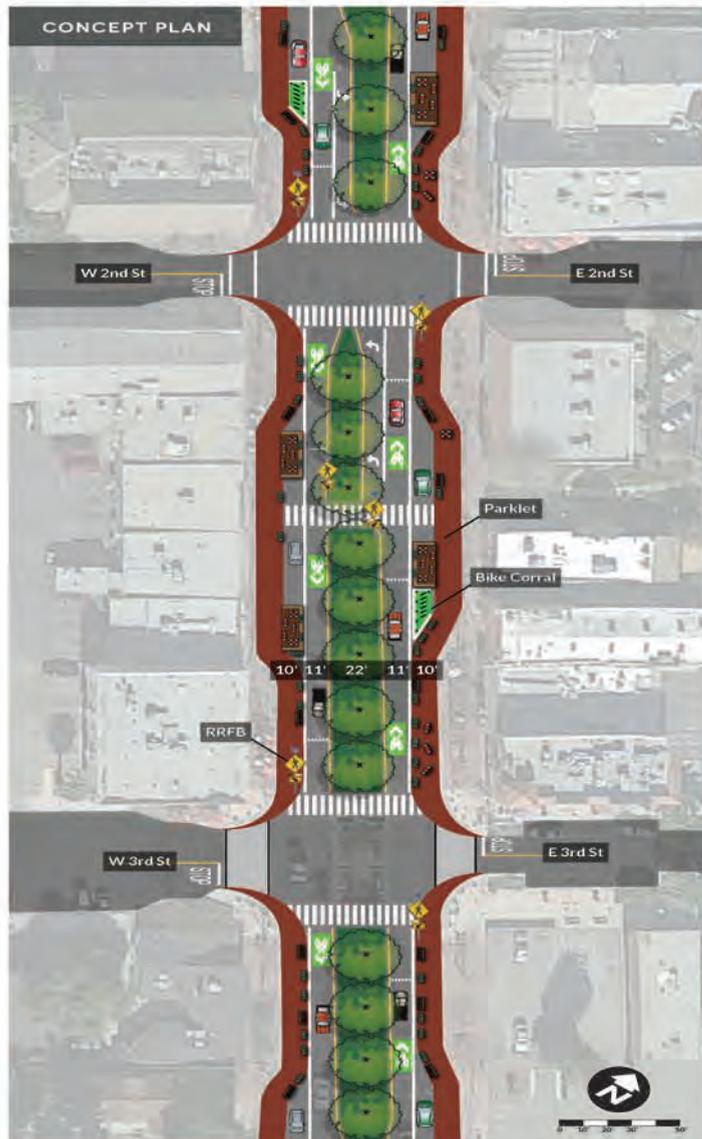
# Design Alternative #1



## MONTEREY ROAD COMPLETE STREET PROJECT

1

### ALTERNATIVE 1: EXPANDED PEDESTRIAN SPACE



#### BENEFITS / DRAWBACKS

**LITTLE EFFECT ON TRAVEL TIME**

At intersections, left- and right-turn lanes may be accommodated by using the area to the right of the travelway, preserving the capacity to move vehicles.

**MORE SIDEWALK SPACE**

Larger sidewalks allow couples to walk side-by-side and free up more space for transit stop amenities, outdoor dining, and street furniture.

**SAFER FOR PEDESTRIANS**

Shorter crosswalks and flashing crossing beacons make pedestrians more visible to motorists and reduce the risk of a collision.

**NO BICYCLE LANES**

Without dedicated space for bicyclists, such as a bicycle lane, the more timid bicyclists are less likely to bicycle for everyday trips, exercise, and recreation.

**SLOWER EMERGENCY RESPONSE**

A narrow travelway at mid-block makes it more difficult for ambulances and other emergency vehicles to navigate around yielding vehicles.

# Design Alternative #2



## MONTEREY ROAD COMPLETE STREET PROJECT

**2B**

### ALTERNATIVE 2B: BUFFERED BIKE LANE



#### BENEFITS / DRAWBACKS



#### MORE REASONABLE SPEEDS

By having one travel lane at mid-block, the most careful drivers will control speeds through downtown, which will also help reduce the outdoor noise level from passing vehicles.



#### DISCOURAGE TRUCK TRAFFIC

People driving large trucks and construction vehicles may select alternative routes that are more accommodating to their vehicle's size, helping reduce the number of vehicles in the downtown district and the noise level.



#### SAFER FOR BICYCLISTS

Buffered bicycle lanes encourage more timid cyclists, leery of competing with motor vehicle traffic, to bicycle for everyday trips and for exercise and recreation.



#### EMERGENCY VEHICLE FLEXIBILITY

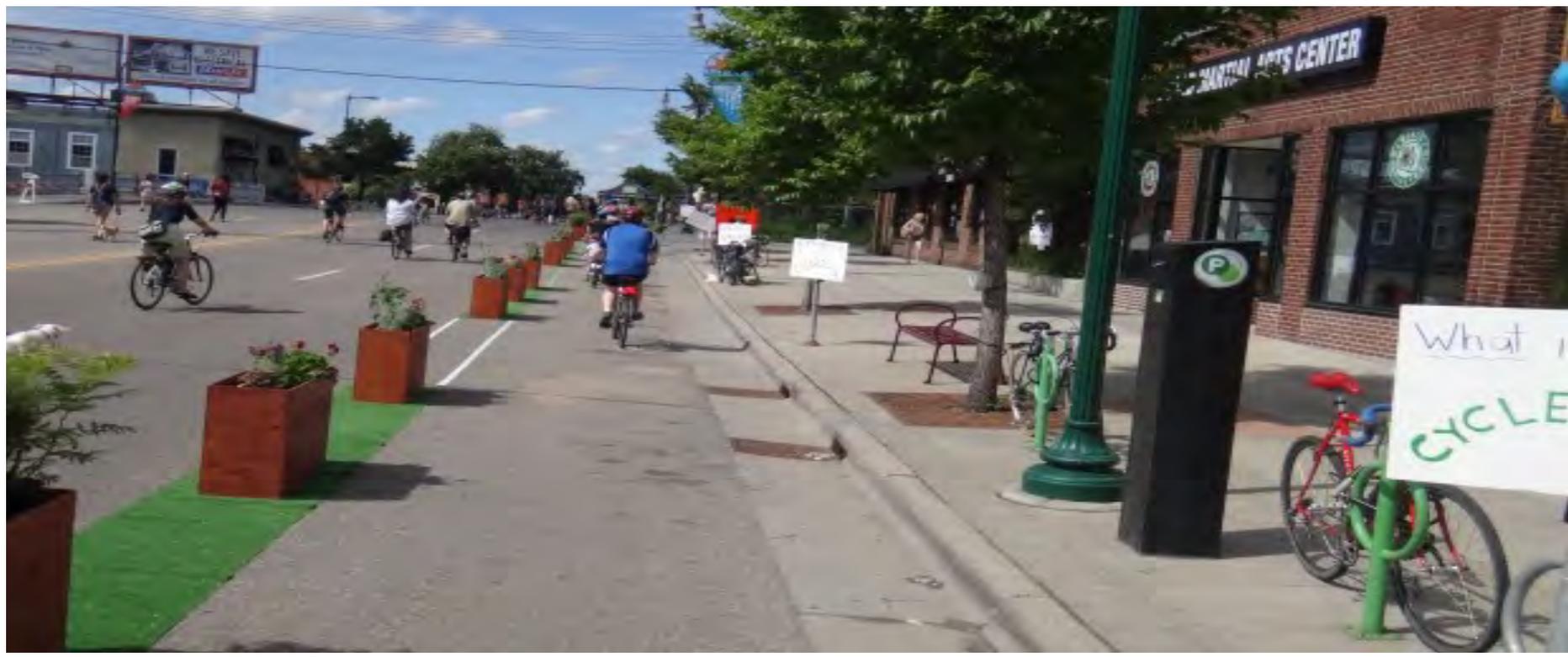
The addition of a large bicycle lane provides a space for motor vehicles to yield to ambulances and other emergency vehicles.



#### LONGER VEHICLE TRAVEL TIME

Because the addition of a bicycle lane will replace right-hand turn lanes at intersections, motor vehicle travel times will be reduced as through traffic shares a lane with vehicles turning right.

# Project Development



*La Fenice*  
Tasting Room

# Locally Sourced Materials



# “Master Plan”



# Demonstration: Alternative #1





# Demonstration: Alternative #2





# Plan for the Unexpected!



# Public Feedback: Collect It In Real-Time



Easy Come, Easy Go.



# Test Before You Invest!

## City council gives 'Complete Streets' program the green light

Six-month trial program will begin in February

*Published in the Nov. 26 – Dec. 9, 2014 issue of Morgan Hill Life*

*By Staff Report*

Monterey Street in downtown will undergo a transformation starting in early February as two lanes will be closed in a six-month trial to determine the impact on vehicle, pedestrian and bike traffic and if limited traffic flow will improve safety and enhance the overall downtown experience.

City council members unanimously voted to approve the trial which will narrow traffic to one lane in each direction between Main and Dunne avenues. About 20 people spoke at the Nov. 19 meeting to express various views.

The decision was not an easy one as the community is divided on the "Complete Streets" concept, said Maureen Tobin, the city's communication and engagement manager.

"The community input that was collected prior to the meeting pretty much shows that the community is split about 50/50," she said. "This has been a discussion for a long time in the community and it hasn't gone away and it'll continue to be an issue of discussion."

Tobin stressed that the council's decision wasn't to narrow Monterey Road "forever" but to conduct a half-year test to see what works and what doesn't work.

"We're going into it with an open mind and we want to see if there are ways to mitigate traffic issues," she said. "Nothing is permanent and whatever is done in this trial can be undone."

The city expects the initial phase to create confusion and traffic flow issues as drivers learn to navigate the narrower downtown thoroughfare, she said.

"Initially, until people's habits change, it's going to be a challenge," she said. "I don't think anyone is going to paint a picture that this is going to be delightful. There will be some initial inconvenience and some initial outcry and we need to go through that to see if it really works or not."

On the weekend of Oct. 24 and 25, staff from the city, Harris Associates, Alta Planning + Design, Street Plans Collaborative (subconsultant to Alta), and volunteers temporarily tested the physical logistics of the new lane configuration with only two blocks — First Street to Third Street — that were reconfigured. Northbound Monterey Road was converted to one motor vehicle travel lane with an expanded pedestrian area and a shared bike/auto travel lane. The southbound direction was converted to one motor vehicle travel lane and a seven-foot-wide buffered bike lane.

The Complete Streets program was not considered as a project when the city council adopted the city's Downtown Placemaking Investment Strategy. The idea for a Complete Streets project was developed by the Downtown Stakeholders group which initially organized to discuss traffic calming ideas following the strategy adoption.

When the Downtown Placemaking Investment Strategy was adopted, \$2,675,000 was allocated for the Monterey Road Streetscape project. To date, the Complete Streets program has spent about \$75,000, according to a report presented to the city council.



*Photo courtesy city of Morgan Hill*  
A volunteer tapes symbols on Monterey Road during the 'Complete Streets' demonstration in October.

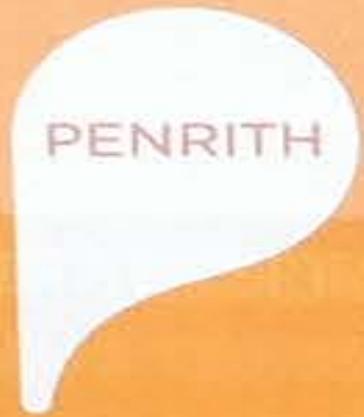
“Monterey Street in downtown will undergo a transformation starting in early February as two lanes will be closed in a six month trial to determine the impact on vehicle, pedestrian, and bike traffic and if limited traffic flow will improve safety and enhance the overall downtown experience.”

# Tactical Urbanism: Three Applications

1. Unsanctioned Citizen Action

2. Testing Design Alternatives

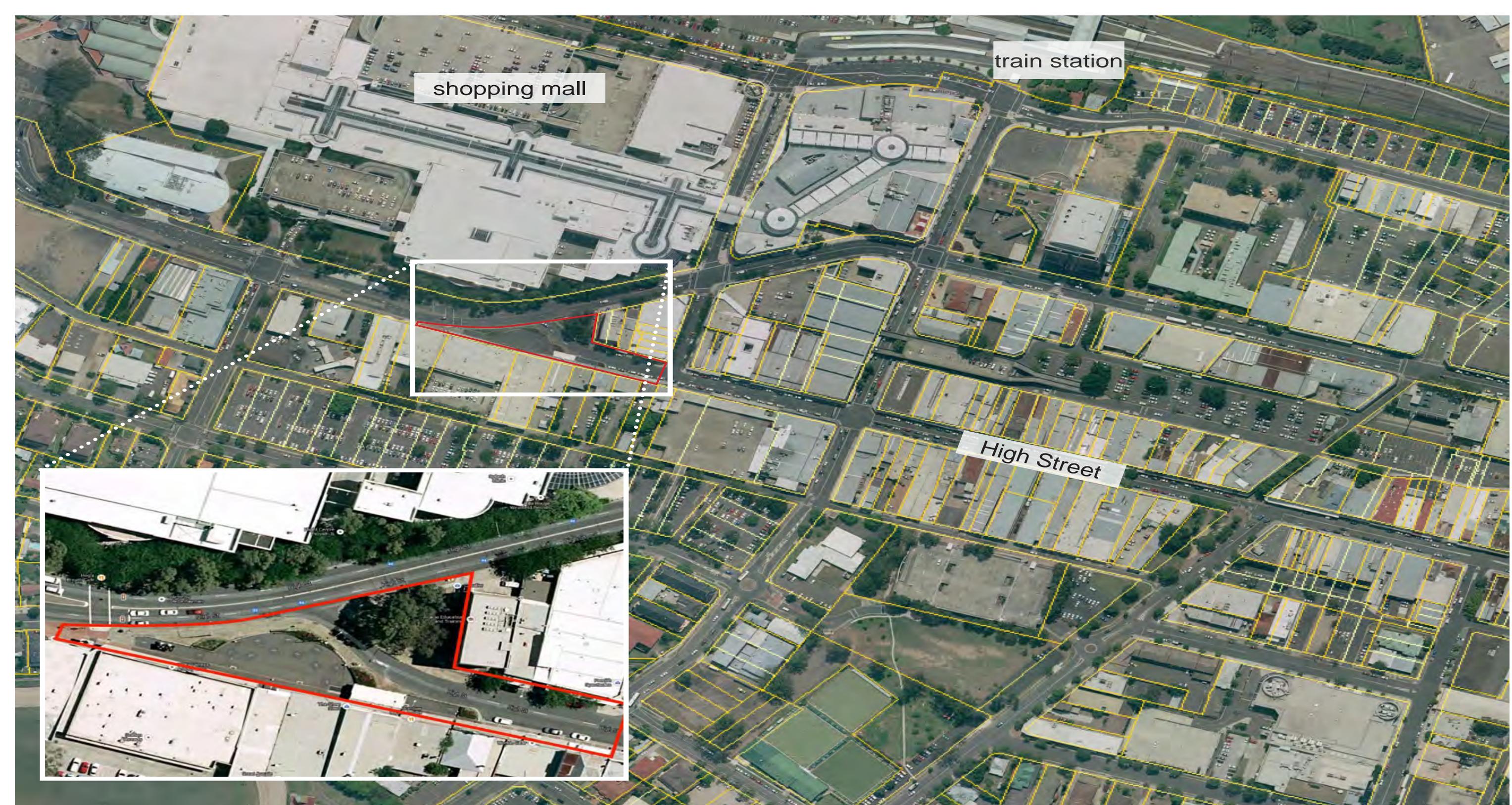
**3. “Phase 0” Pilot Project**



# MAKE MY PARK



PENRITH  
CITY COUNCIL



shopping mall

train station

High Street

Aerial photo of project site location within the city centre.

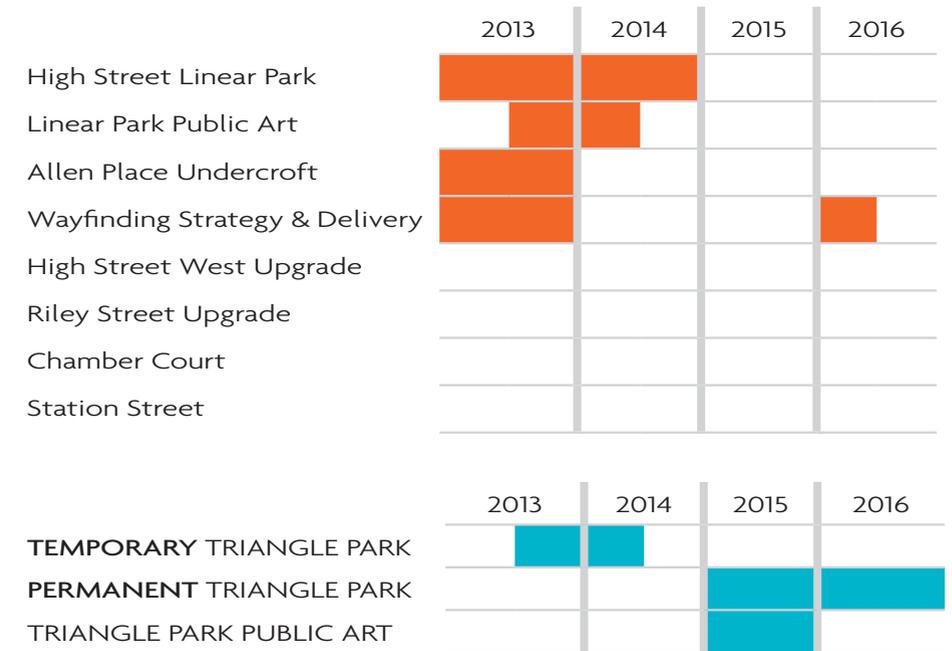
## A MASTERPLAN FOR PEOPLE SPACES



The masterplan focussed on creating enjoyable main street experiences that make walking, socialisation and shopping easy. Gateway public spaces define the retail core and enhanced links to the train station promote public transport use.

Pocket spaces for pausing as well as making it easier to cross the street aim to extend the length of time people spend in the centre.

## MAKING CHANGE HAPPEN



Masterplans can take decades to deliver and many millions of dollars. Building on the success of the community and business engagement, the opportunity to delivery change fast became a priority.

shoeshed

Sugarella Z

HalZone

IN Bella





### INCLUSIVE

- different users
  - lunchtime
  - evening
  - weekends
- Partnerships with business
- flexible space

### COMFORT

- seating
- shade
- lighting
- seasonality
- maintenance
- safe
- enclosure

### Attraction

- entrance
- aesthetics
- activation
- arrival



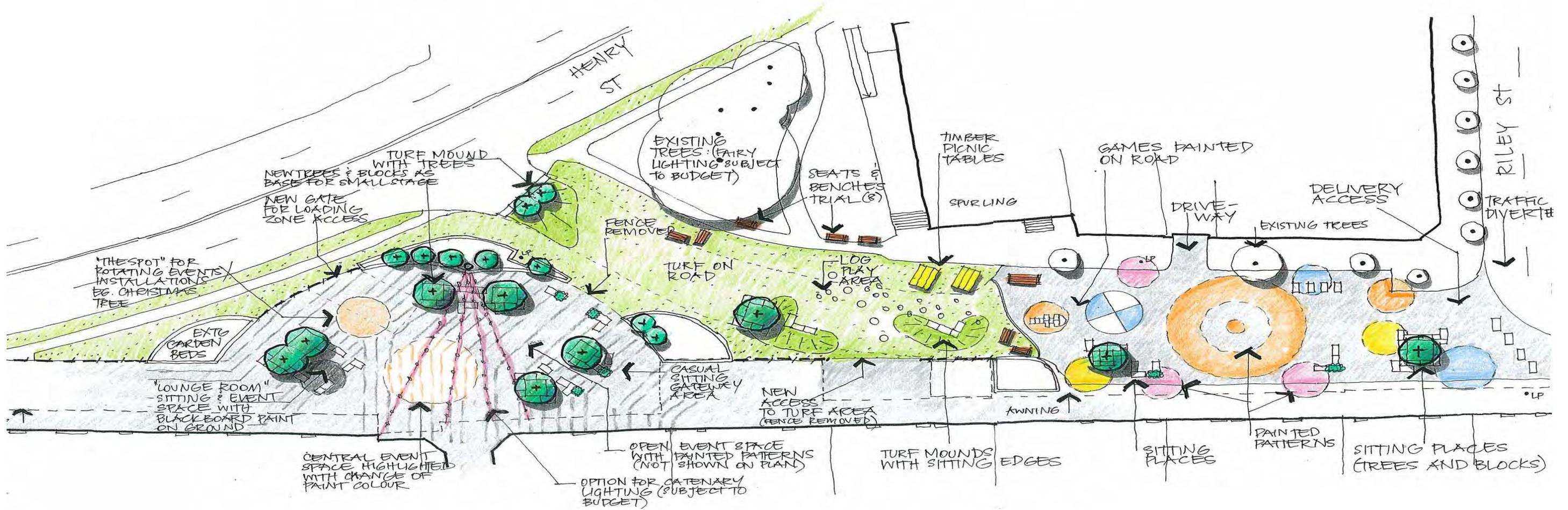
SPURLING  
BRIDAL & FORMALWEAR

LARGE  
TREE

SMALL  
TREE







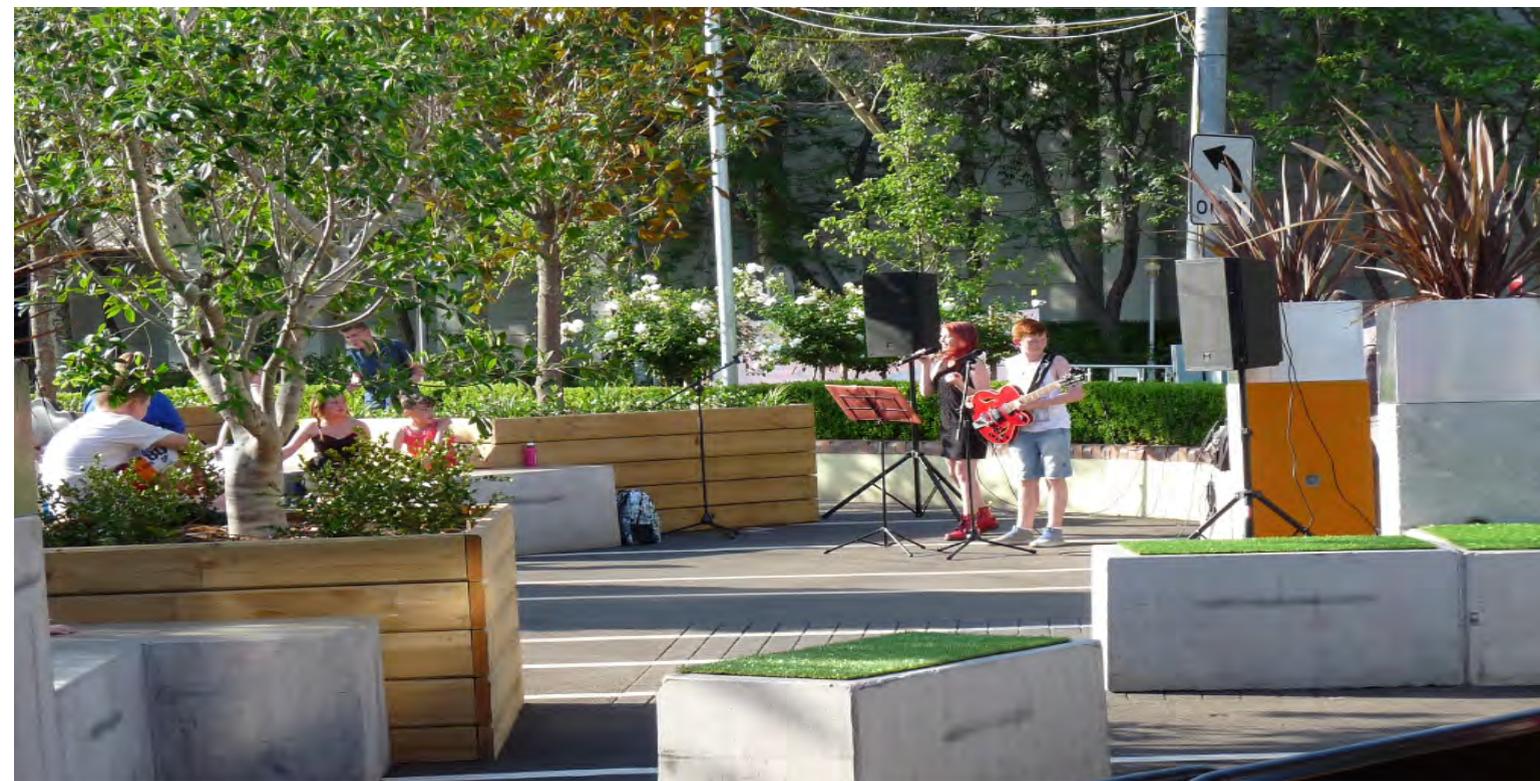
Local government officers translation of the workshop ideas into a concept sketch.



The plaza (before) - empty, gated from the street, no seating, no shade, no reason to stay.



The 'Gathering Space' (after) - road converted to park, new seating areas, new trees.



Large and small events in the space - music in the park.



Afternoon socialising at the picnic spot and kids playing on the new stepping stones.



Chalkboard painted blocks used to communicate upcoming events in the space.



Community taking ownership of the new park to further soften the space as well as improving the aesthetics, and 'emergent' stakeholder urbanism results.



## Penrith's pop-up park to stay

May 22, 2014, 7 a.m.



Pop-up stays longer: Penrith residents will have more time to use and pass judgment on the "pop-up" park in the CBD.

Penrith's "pop-up" park on the corner of Henry and High streets will remain there until at least March 2015, according to Penrith Council.

You are here: [Home](#) | [News](#) | Council to build second pop-up park

# Council to build second pop-up park

Published on Thursday, 08 May 2014 08:39

Written by Cassandra O'Connor



Plans for a new pop-up park in St Marys

Penrith City Council is planning to build another pop-up park in the region as part of major upgrades to the St Marys CBD.

**APFS**  
PENRITH  
*'Making the Difference'*

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WESTERN SYDNEY  
ACADEMY OF SPORT

the western  
**weekender**

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the digital editions  
of our newspapers**

# Final Report: “Pop-Up Park Poised to Stay”

“As a place making exercise, the process of constructing a temporary park for a defined time period has been a fruitful endeavour. Through this process Council has been able to consult broadly with users to establish whether or not a permanent park would be successful without the expenditure of considerable funds. **Best practice experience from around the world suggests that this approach of ‘testing’ the impacts, both positive and negative, produce superior, more robust public infrastructure outcomes that benefit communities in the long term.**”



# Possible Project Types For Auckland's City Centre

- Right-Sizing Auto-Dominate Corridors
- Temporary/Pilot Bikeways
- Bike Parking Corrals
- Parklets
- Car Park Activation (Container Retail, Food Carts)
- Construction Site Beautification
- Development Placeholders

# 1. Challenge: Auto-dominated Corridors



# Response: Temporary Curb Extensions!





# Engage Local Artists



## 2. Challenge: High Cost/Time to Delivery Cycleways

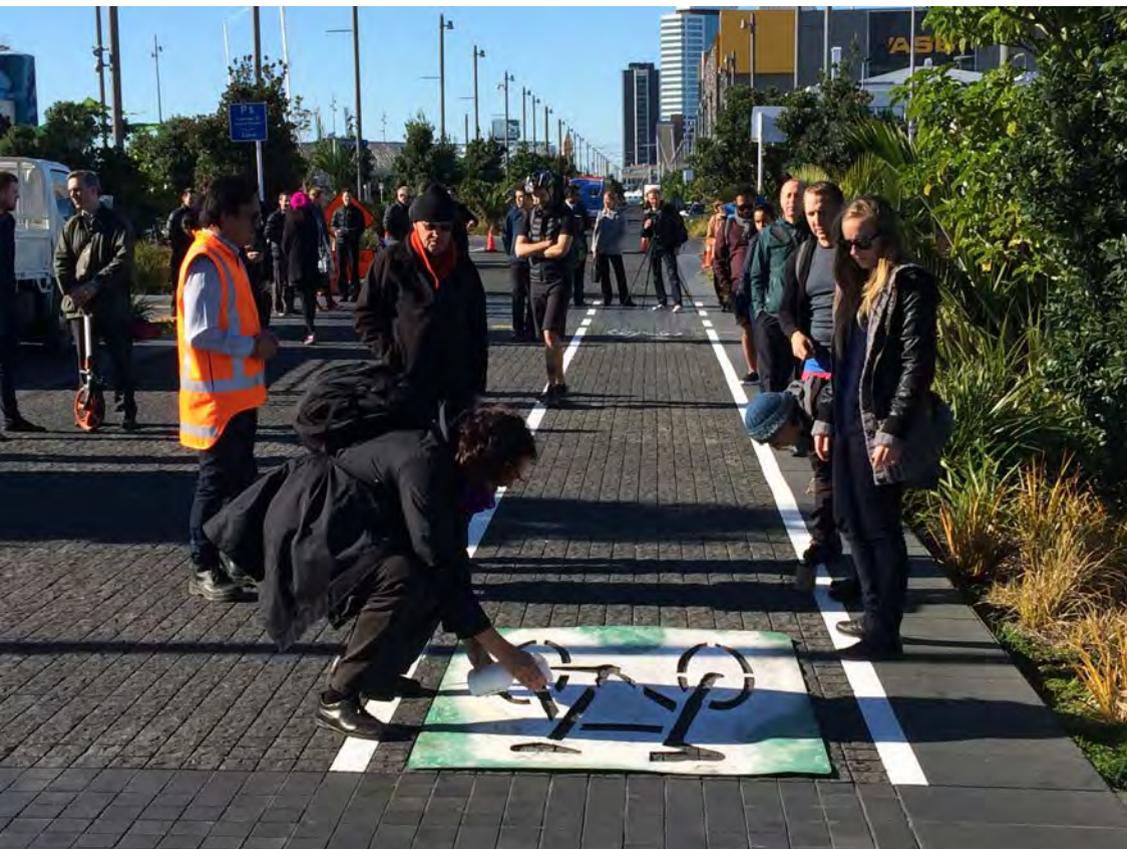


11:00 am



11:30 am





# Challenge: Lack of Space/ Quality Bicycle Parking





# Challenge: Congested Footpaths, Lack of Amenity

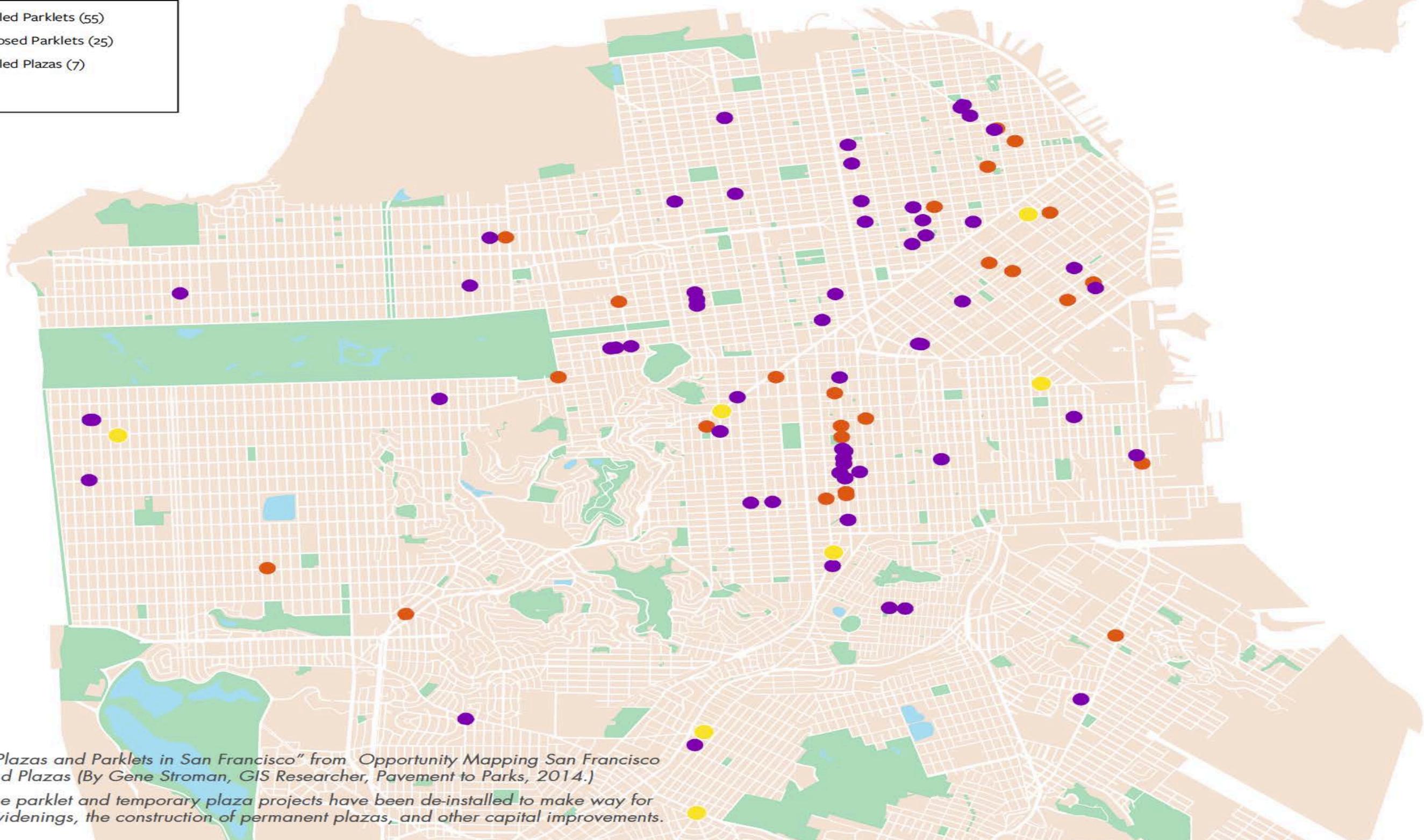


# Response: Parklets!



**San Francisco's Landscape of Parklets & Plazas**

- Installed Parklets (55)
- Proposed Parklets (25)
- Installed Plazas (7)



Source: "Plazas and Parklets in San Francisco" from *Opportunity Mapping San Francisco Parklets and Plazas* (By Gene Stroman, GIS Researcher, Pavement to Parks, 2014.)

Note: Some parklet and temporary plaza projects have been de-installed to make way for sidewalk widenings, the construction of permanent plazas, and other capital improvements.

# Challenge: Poor Garage Street Frontage



# Response: Retrofit



**SAN PEDRO SQUARED**

CONCEPTUAL AXONOMETRIC



**SAN PEDRO SQUARED**

CONCEPTUAL SECTION



# Challenge: Surface Parking Lot Frontage



# Response: Food / Retail Carts!





NOAH  
ع  
29  
HALAL

GYROS

Gyros Sandwich  
Kofta Kebab Sandwich  
Chicken Shawarma Sandwich  
Chicken Burrito  
Lamb Gyro Plate

Beef Plate  
Suj Wraps  
Kofta Kebab Plate  
Kofta Kebab Plate  
Beef Plate

VEGG  
Hummus Recipe  
Falafel Plate

Woman in grey hoodie and blue jeans standing at the counter.

Portland  
Public Congress  
John D. Hill

JUUU

OPEN

BEV BOX  
GOOD CHOICE

ELLIOTT ST



# Challenge: Street Construction



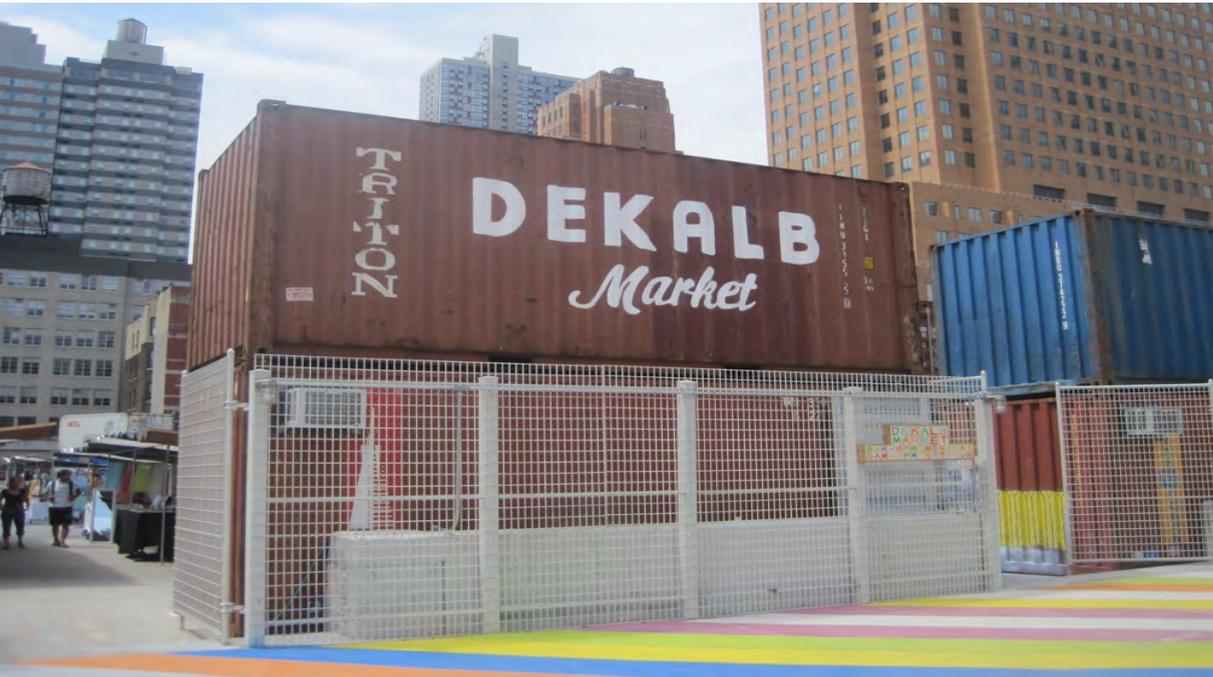
# Response: Street Art!



# Challenge: Vacant Development Sites!



# Response: Site Pre-vitalization!











Z

FEELS  
GOOD  
TO GET  
SOME  
STUFF  
DONE



# Where Does Tactical Urbanism Go Next?

**URBAN PROTOTYPING FESTIVAL**  
OCTOBER 20  
[urbanproto.org](http://urbanproto.org)

**12PM-10PM**  
**FESTIVAL AREA MAP**

**MISSION ST.**  
**MINNA ST.**  
**NATOMA ST.**  
**HOWARD ST.**

**PROJECTS**

- 10-MILE GARDEN
- ANY TYPE
- CITIPLAY
- CLEAR VISION
- CLIP + SLIDE
- DARKNESS MAP
- DIY TRAFFIC COUNTER
- FRUIT FENCE
- GLOWING X-WALK
- GOOD FENCES
- HIGHLIGHTS
- HOLD YOUR HAND
- INSTANT [PLAY]
- PPLANTER
- PROTO AR
- PULSE OF THE CITY
- SHARED CINEMA
- SMART BUS STOPS
- STREET SENSING
- STREET STAGE
- TRAFFIC INTUITION
- URBAN PARASOL
- WIND | SCREEN

**PLACES**

- STREET CLOSURE
- SOUND MEDIA
- BEER GARDEN
- SM PROJECT
- VISUAL MEDIA
- FOOD TRUCKS
- PANELS
- PERFORMANCE
- TOILETS

**HALLIDIE PLAZA**  
BURNING MAN & SF TROLLEY DANCES

**GAFFTA STAGE**

**SMPW STAGE**

**5M PROJECT** **inter section** **GR FOUR FOR**

A young child in a blue and white striped shirt is pointing at the festival area map on the poster. The map shows a grid of streets including Mission St., Minna St., Natoma St., and Howard St., with various project locations marked by numbered red circles and icons. The poster also includes a list of projects and places, and logos for the 5M Project, Inter Section, and GR Four For.

Photo: Kay Cheng

# San Francisco! Our Latest Guide!

## MODELS FOR MANAGING EMERGING PUBLIC SPACES



MODELS FOR MANAGING  
EMERGING PUBLIC SPACES

Search...

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Model Case Studies About Research Resources



### Resources for Public Space Stewardship

This website provides inspiration, practical information, and ready-to-use tools that will support local leaders and community organizations in their public space stewardship efforts.



#### Event-based Models

Lessons from models centered around programming and activation. Case studies involve temporary alteration or creation of public spaces to make them conducive to social gathering for a defined period of time - an evening, a full day, a season, etc.



#### Grassroots Partnerships

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#### Public-Private Partnerships

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#### Assessment Districts

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#### Maintenance/Technical Assistance Partnerships

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#### Featured Content - Rotates

ditam faccum nistet ut lam, acid quidunt. Ed minvent assi tem velibus as volenimaHicaborr ovidusa epudaerrum con rerorpo rrumet dolum qui od ut aut

Seattle's Festival Street program provides a model that **encourages individuals or community groups to activate public spaces**, without creating a significant burden for the Seattle City government or the Festival Street leaders



*(Photo by Flickr user Trevor Dykstra.)*

Los Angeles DOT's People St program is designed to support communities in transforming L.A.'s streets into active, vibrant, and accessible public spaces.



*Sunset Triangle Plaza in Los Angeles is part of Los Angeles Dept. of Transportation's People St program.  
(Photo by Flickr user Alissa Walker.)*

# USE LEVEL DEFINITIONS:

## HEAVY USE

---

### HARDSCAPE

Hardscape features are considered to be in “heavy use” if they require:

- Daily cleaning and inspection, including sweeping, tidying, and removing pavement stains.
  - Inspection of fixtures, furniture, and equipment daily, weekly, monthly, or semi-annually (frequency depends on amenity type)
- 

### LANDSCAPE

Landscape features are considered to be in “heavy use” if they require weekly or more frequent services, or full service landscape management, including:

- Turf care: moving, trimming, fertilizing, weed control
- Small tree, shrub, and ground care: pruning, edging, pest and weed control
- Irrigation systems management and repair
- Trash removal
- Material procurement and delivery

## MODERATE USE

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### HARDSCAPE

Hardscape features are considered to be in “moderate use” if they require:

- Cleaning five days per week, including sweeping, tidying, and removing pavement stains.
  - Inspection of fixtures, furniture, and equipment at least twice weekly, monthly, or semi-annually, dependent on the type of amenity.
- 

### LANDSCAPE

Landscape features are considered to be in “moderate use” if they require twice weekly to monthly services, including:

- Turf care: moving, trimming, fertilizing, weed control
- Irrigation systems management & repair
- Small tree, shrub, and ground care: pruning, edging, pest and weed control
- Material procurement & delivery
- Basic landscape maintenance: tidying, light pruning, planting
- Horticultural consultation

## LIGHT USE

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### HARDSCAPE

Hardscape features are considered to be in “light use” if they require:

- Twice weekly cleaning services, including sweeping, tidying, and removing pavement stains.
  - Inspection of fixtures, furniture, and equipment on a weekly, monthly, or annual basis, dependent on amenity type.
- 

### LANDSCAPE

Landscape features are considered to be in “light use” if they require weekly, monthly, or annual services, including:

- Irrigation systems management & repair
- Pest control
- Weeding
- Material procurement & delivery
- Basic landscape maintenance: tidying, light pruning, planting
- Horticultural consultation

# Six Lessons for Auckland

1. Embed Tactical Urbanism into the Project Delivery Process
2. Pilot Test Existing + Proposed Projects
3. Open Up The Project Delivery Process
4. Take Advantage of Existing Initiatives To Find Multipliers
5. Scale Down, to Scale Up
6. Share What You Are Doing Here!



# City or Citizen, We Need Strategy *and* Tactics

“ *...it is about getting it right for now and at the same time being **tactical** and **strategic** about later...and about disturbing the order of things in the interests of change.*

”  
- Nabeel Hamdi  
author: about the art of practice and the limits of planning in cities

# STREETPLANS

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