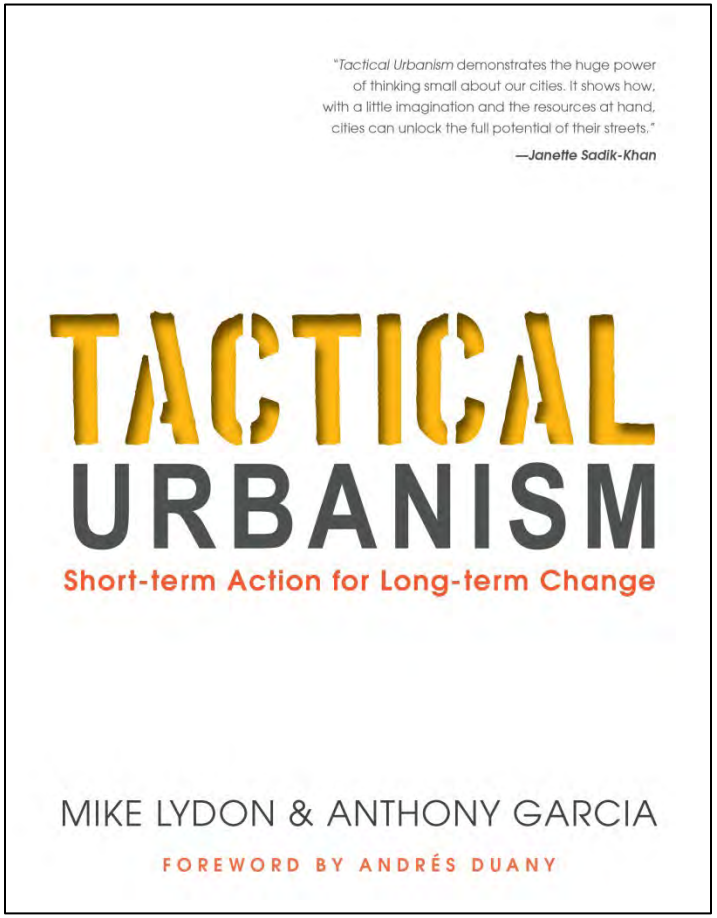
Tactical Urbanism

Short-Term Action | Long-Term Change

@MikeLydon @atgmiami | @StreetPlans

Smart Growth Network | May 18, 2022



Tactical Urbanism

Short-Term Action for Long-Term Change

By Mike Lydon and Anthony Garcia

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STREETPLANS

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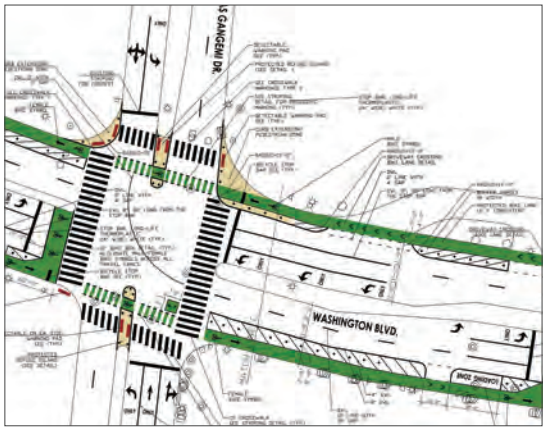
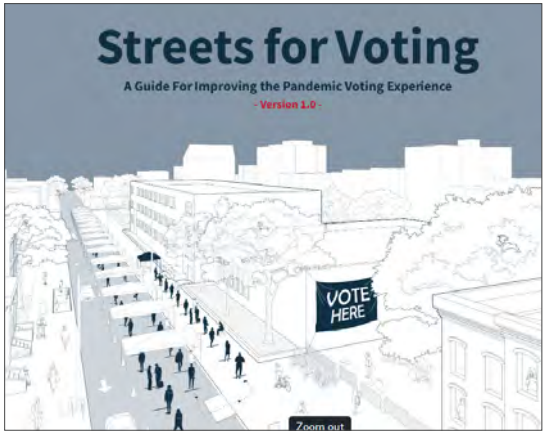
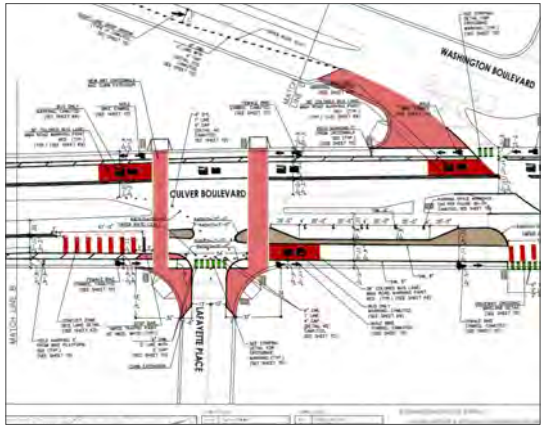
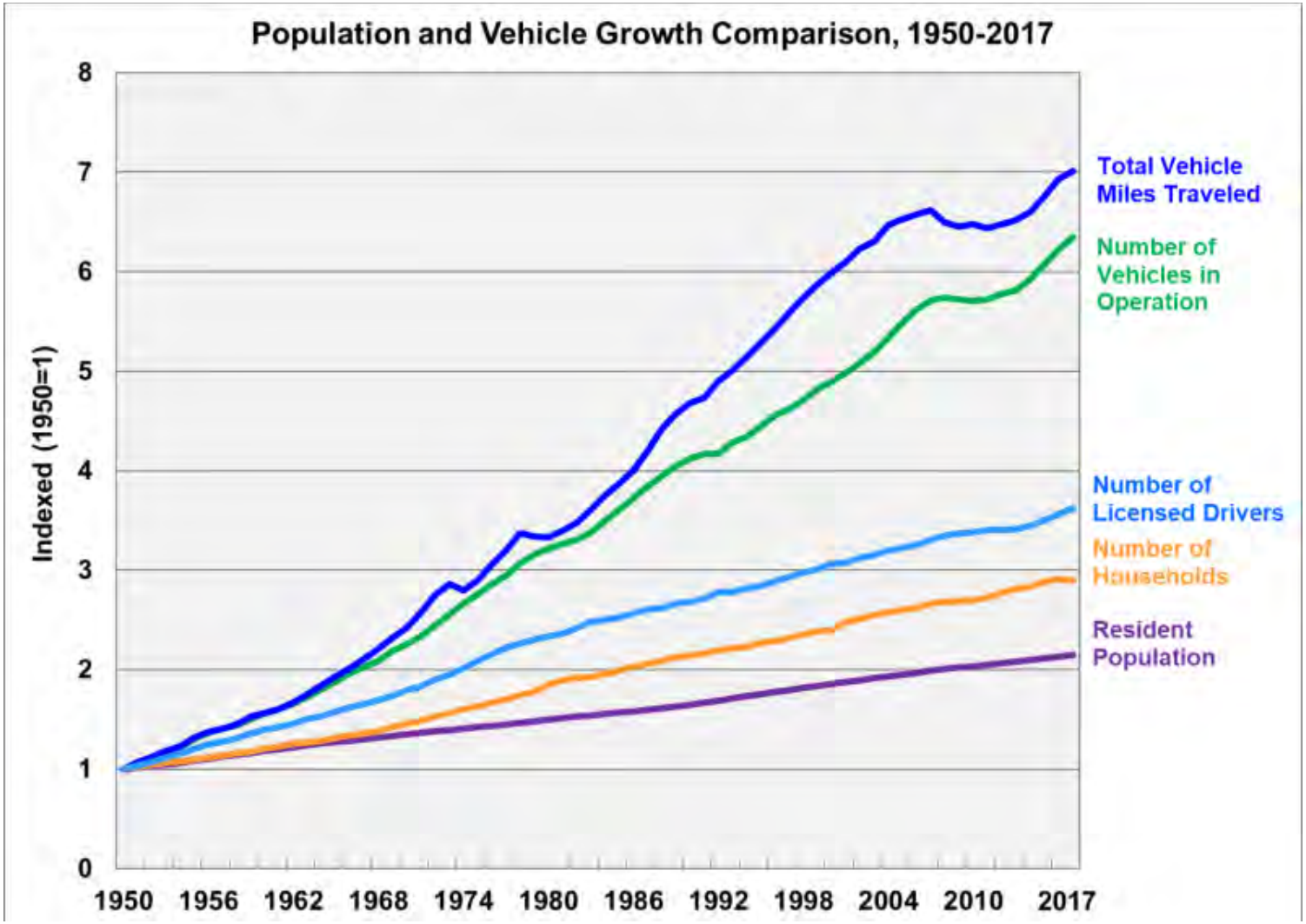


BURLINGTON PUBLIC WORKS
QUICK BUILD
DESIGN + MATERIALS
STANDARDS





Since 1950: 2x Population, 7X VMT



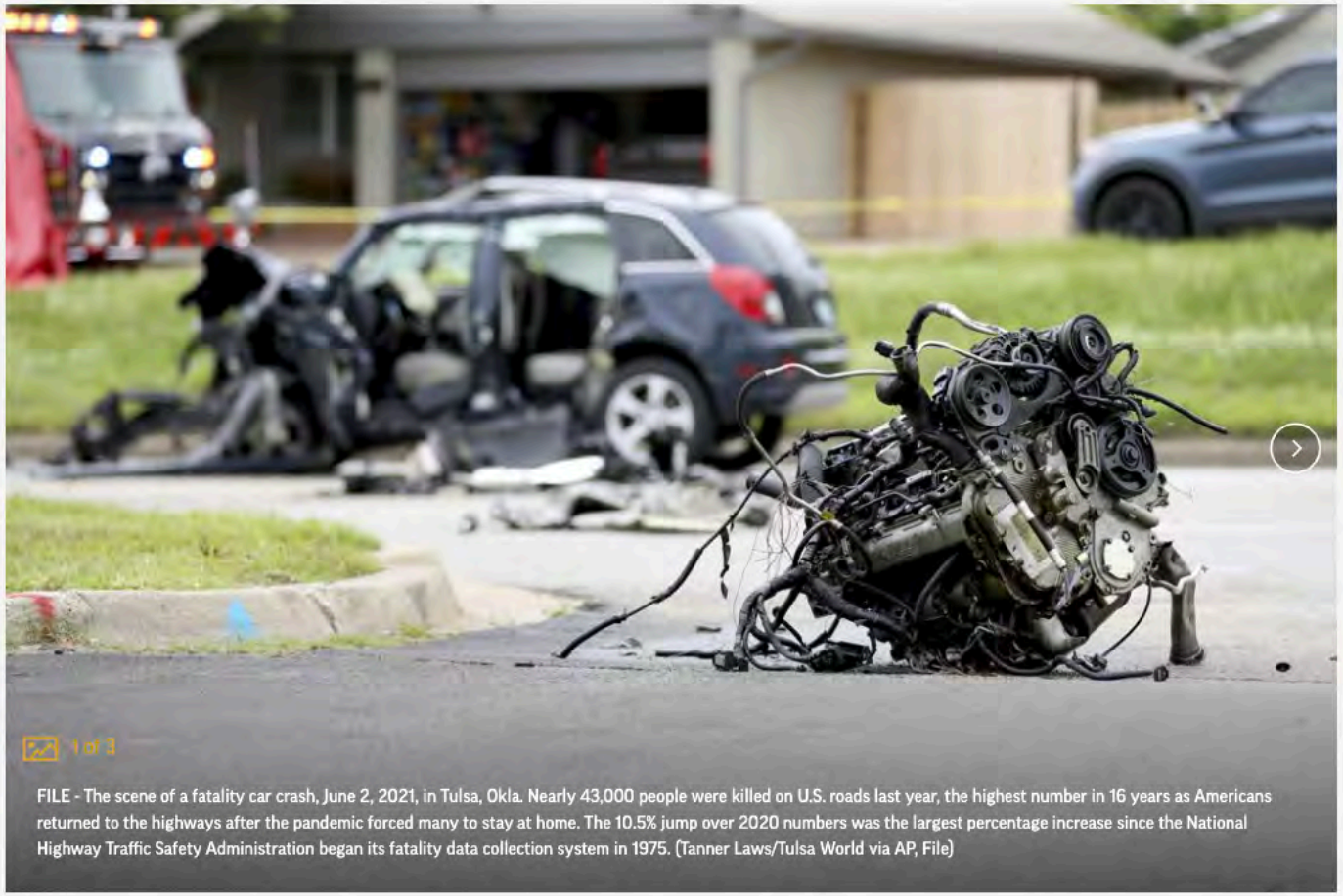
Source: Oak Ridge National Laboratory, Transportation Energy Data Book: Edition 36, December 2017.

10.5% Fatal Crash Increase Since 2020

AP U.S. News World News Politics Sports Entertainment Business Technology Health Science Oddities Lifestyl

Nearly 43,000 people died on US roads last year, agency says

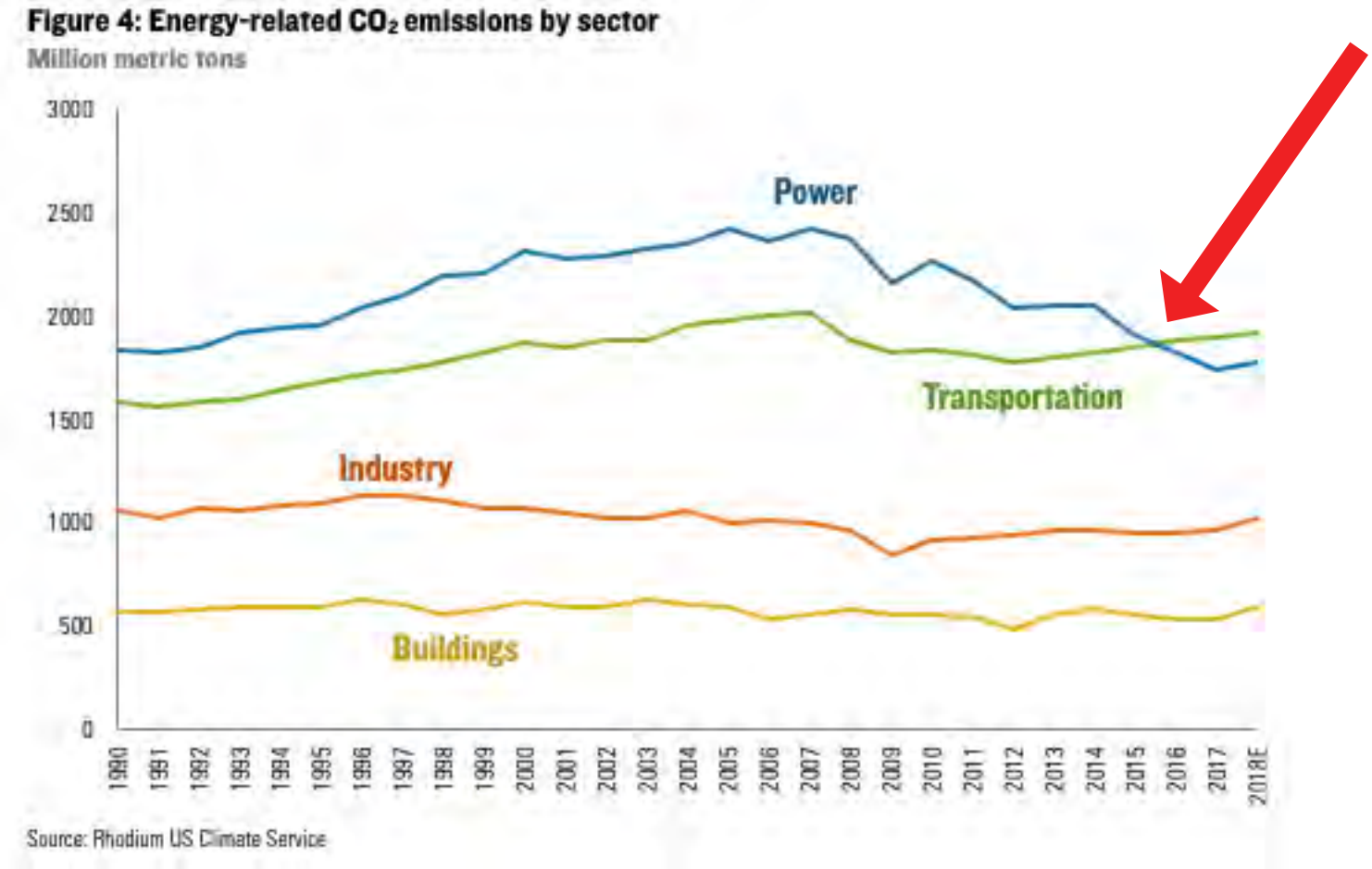
By TOM KRISHER and HOPE YEN yesterday



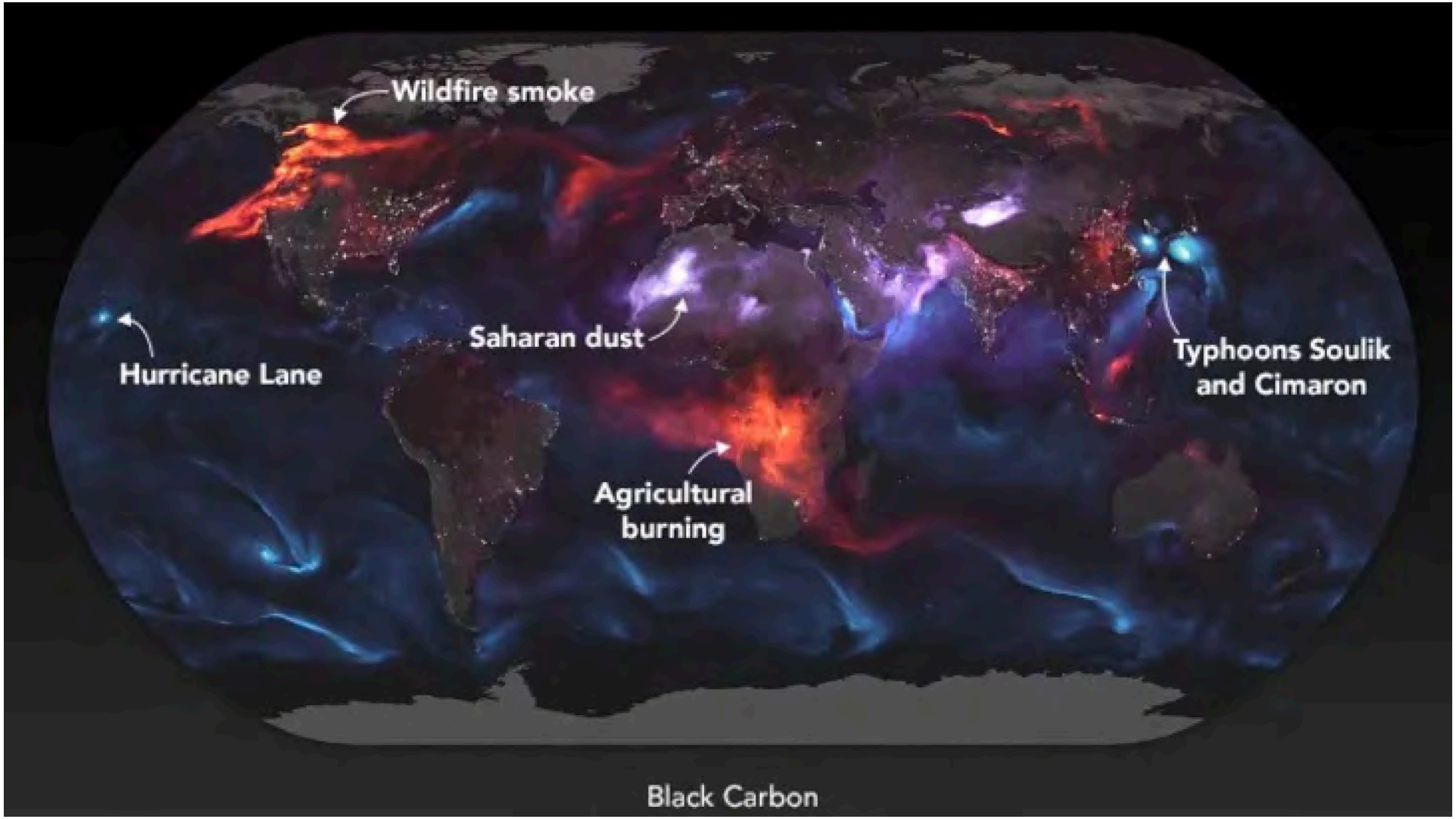
1 of 3

FILE - The scene of a fatality car crash, June 2, 2021, in Tulsa, Okla. Nearly 43,000 people were killed on U.S. roads last year, the highest number in 16 years as Americans returned to the highways after the pandemic forced many to stay at home. The 10.5% jump over 2020 numbers was the largest percentage increase since the National Highway Traffic Safety Administration began its fatality data collection system in 1975. (Tanner Laws/Tulsa World via AP, File)

CO2 Emission: Transport is #1 Offender



Local Actions, Global Outcome



Source: NASA

We Can't Keep Doing This.

Decarbonizing/Humanizing Our Cities

Your Average Response

Conventional Project Delivery

1. Overly focused on large-scale projects;
2. Is very slow and expensive (high stakes);
3. Public process lacks transparency and breeds public mistrust.
4. Static and inflexible approach to long-term design investments.

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

- Jane Jacobs

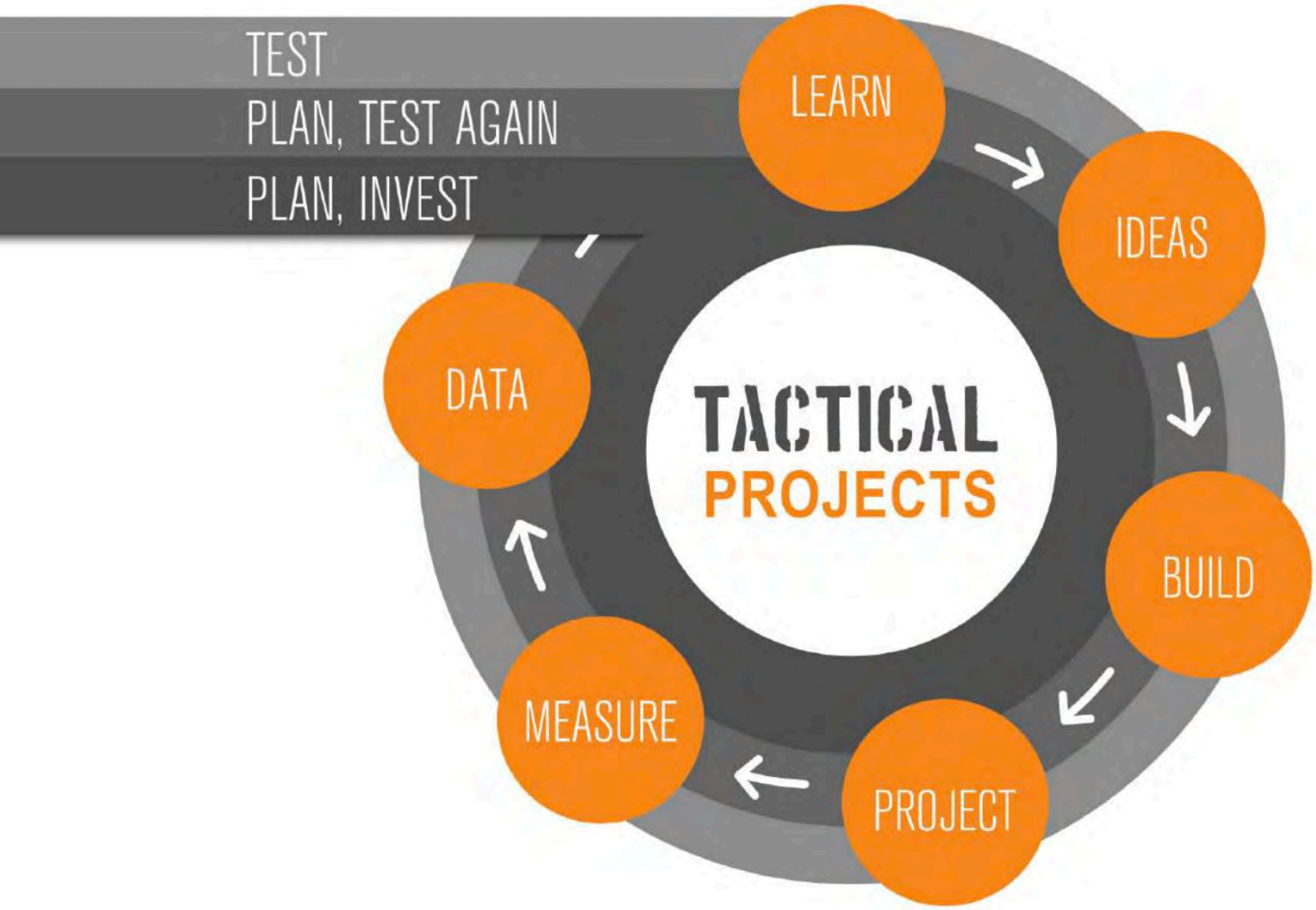
Start With Positive Experiences!

Short-term Action | Long-Term Change

Tactical Urbanism

An approach to community-building using short-term, low-cost, and scalable projects **intended** to catalyze long-term change.

Methodology



LONG-TERM/CAPITAL
(20 years - 50+ years · $$$$)

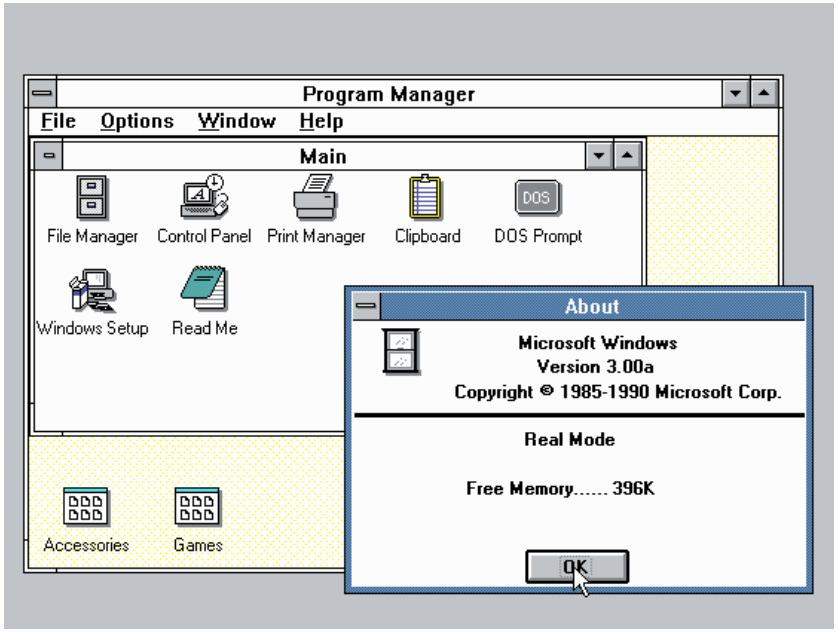
Federal, state, local government, local / regional /state organizational support
High-cost, permanent materials that cannot be adjusted easily; maintenance needs vary tremendously
Required before implementation, recommended during implementation and initial evaluation period, optional thereafter
Low: project is considered a permanent capital upgrade that is unlikely to be adjusted significantly once installed
Qualitative: optional Quantitative: recommended

Tactical Urbanism

Quick-Build

Project Type (time interval · relative cost)	**DEMONSTRATION** (1 day - 1 month · $)	**PILOT** (1 month- 1+ year · $$)	**INTERIM DESIGN** (1 year - 5+ years · $$$)	**LONG-TERM/CAPITAL** (20 years - 50+ years · $$$$)
Project Leaders	Anyone (government, non-profit organizations, business groups, students etc.)	Local / regional government, local organizational support	Local / tegional government, local / regional organizational support	Federal, state, local government, local / regional /state organizational support
Materials + Maintenance	Very low-cost, typically low-durability. May be borrowed, easily made, or purchased; no maintenance required	Relatively low-cost, but semi-durable materials to maximize design flexibility while minimizing maintenance needs	Low and moderate cost materials, designed to balance design flexibility, performance outcomes, and maintenance	High-cost, permanent materials that cannot be adjusted easily; maintenance needs vary tremendously
Public Involvement	Optional before project implementation, Recommended during brief project lifespan	Required, frequent before implementation and frequent during evaluation period	Recommended, frequent before implementation, required during initial evaluation period, optional thereafter	Required before implementation, recommended during implementation and initial evaluation period, optional thereafter
Design Flexibility	High: organizers expect project to be adjusted and removed within a short timeline, typically one week or weekend	High: proponents expect project to be adjusted; it may be removed if it does not meet goals upon initial evaluation	Moderate: organizers expect project to be adjusted, but it is intended to remain in place until capital upgrades are possible	Low: project is considered a permanent capital upgrade that is unlikely to be adjusted significantly once installed
Data Collection + Evaluation	Qualitative: optional Quantitative: optional	Qualitative: required Quantitative: required	Qualitative: recommended Quantitative: required	Qualitative: optional Quantitative: recommended

We've Grown Used to 'Versioning'

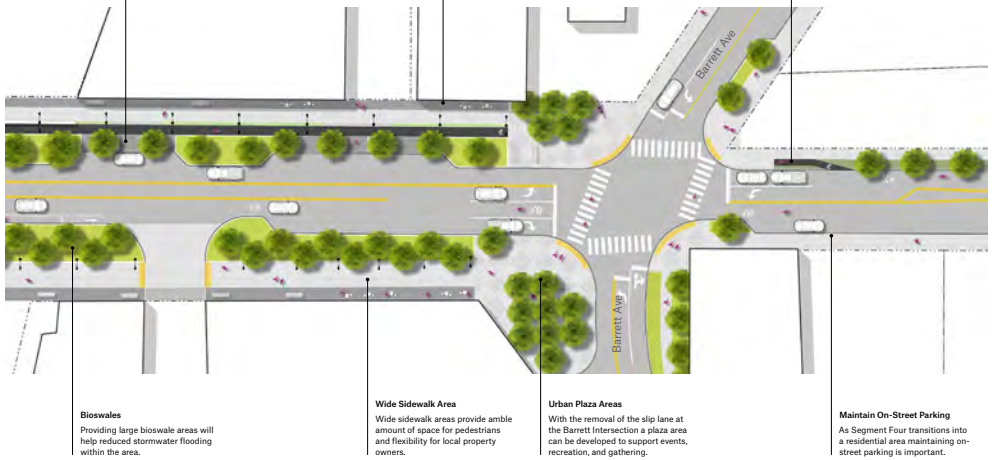


Windows Version 3

Windows Version 11

Quick-Build For Quick Wins

Barrett Intersection



Seating Areas
Small seating areas along the trail system provide nodes of gathering.

Amenity Areas for Businesses
Dedicated areas in front of business provide space for seating, sales, and other on street needs.

Transition Areas for Bike Lanes
Transitions on and off the dedicated bikes lanes along Broadway will be essential for the overall safety of the users.

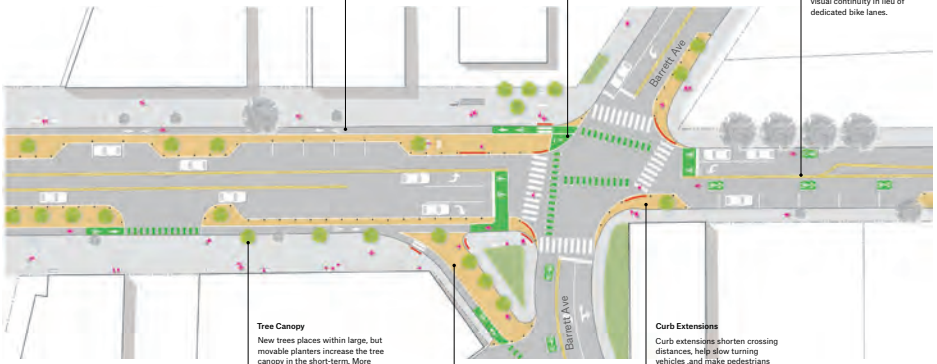
Bioswales
Providing large bioswale areas will help reduced stormwater flooding within the area.

Wide Sidewalk Area
Wide sidewalk areas provide amble amount of space for pedestrians and flexibility for local property owners.

Urban Plaza Areas
With the removal of the slip lane at the Barrett Intersection a plaza area can be developed to support events, recreation, and gathering.

Maintain On-Street Parking
As Segment Four transitions into a residential area maintaining on-street parking is important.

Barret Intersection



Protected Bike Lane
Parking and linear curb extensions provide a buffer between people driving and people cycling.

Two-Stage Turn Box
Provides a safe, dedicated place to turn-left from Broadway onto Battery Avenue.

Green-Backed Super Sharrows
Green super sharrows placed every 50' reinforce the path of travel for cyclists and provide visual continuity in lieu of dedicated bike lanes.

Tree Canopy
New trees places within large, but movable planters increase the tree canopy in the short-term, More permanent streetscape upgrades would allow for trees to be planted on-site or moved to provide interim benefits elsewhere.

Interim Plaza
Provides additional amenity and community gathering space while also facilitating safe, protected right-turns for people cycling southbound on Barrett Avenue.

Curb Extensions
Curb extensions shorten crossing distances, help slow turning vehicles ,and make pedestrians more visible at intersections. Tactile warning pads and vertical barrier elements support ADA-compliance.

Benefits

1. People work together in new ways – experiential engagement!

2. The Methodology uncovers what works, and more importantly, **what doesn't!**

3. Builds political will and delivers public benefits faster!

Penrith Council

10 Applications

1 Advocacy / Project Instigation
(Unsanctioned + Sanctioned)

2 Community Engagement During a Planning Process

3 Community Engagement After a Planning Process

4 Pilot as Capital Project Planning Process

5 Materials Testing

6 Academic Study

7 Crisis Response
(Pandemic, Natural Disaster Etc.)

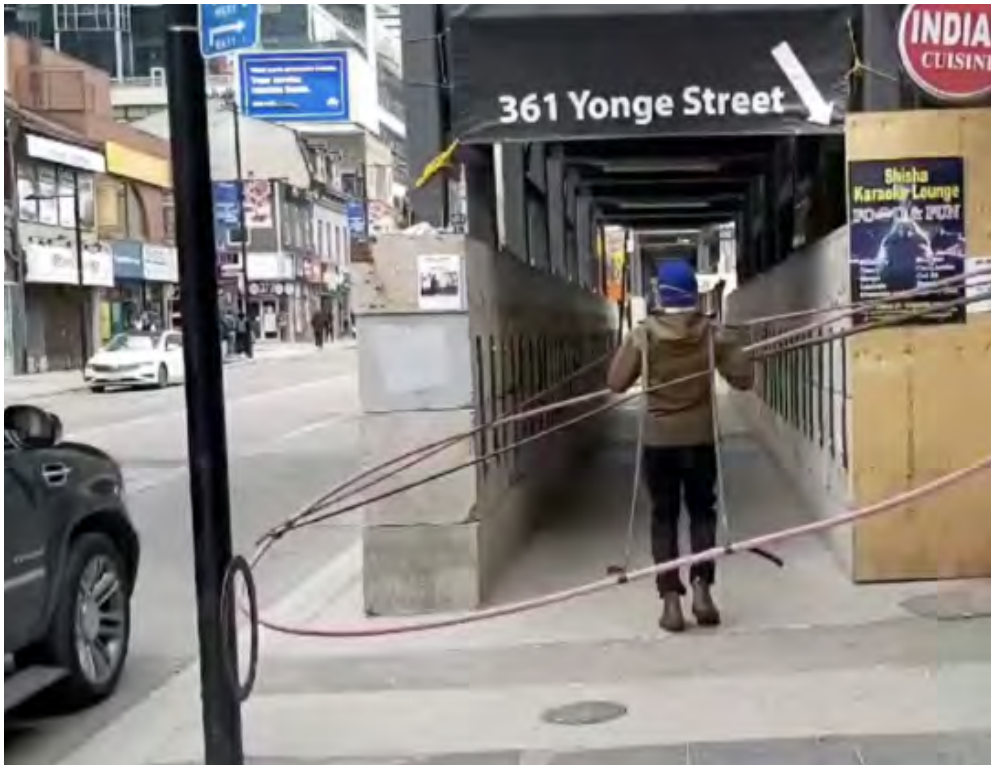
8 Accommodate Seasonal Need/Demand

9 Pre-Vitalize a Redevelopment Site

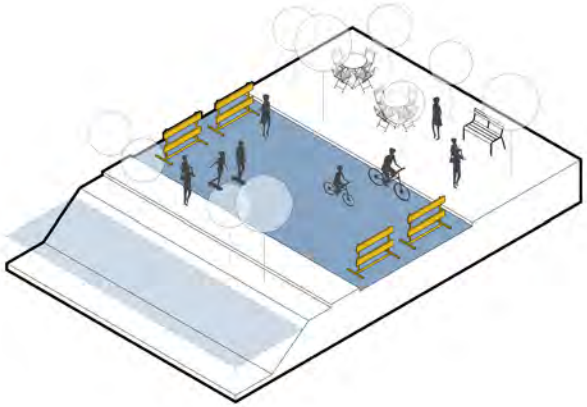
10 Permit/Policy/Program/Guide

March 2020

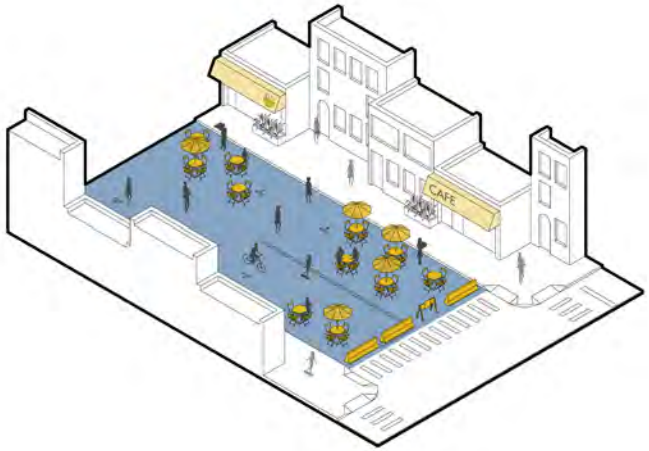
STAY
WICKED
FAH
APAHT


361 Yonge Street
INDIA
CUISINE
Shisha
Karaoke Lounge

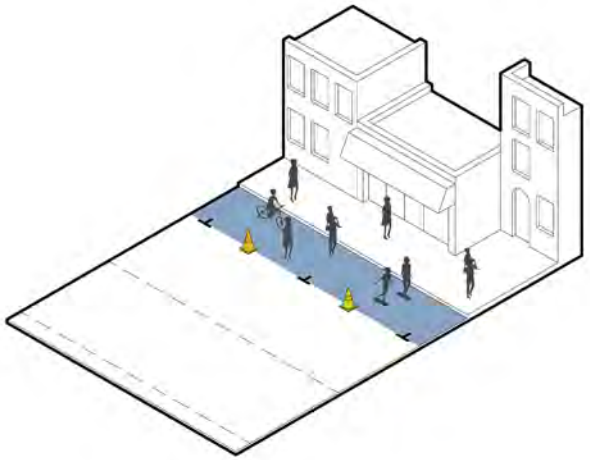
Covid Response Typology



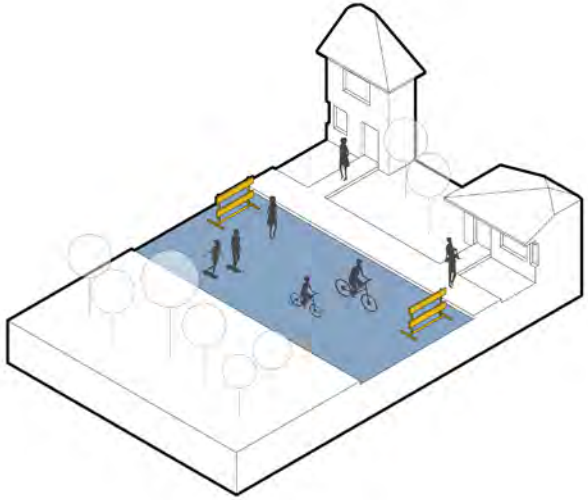
Open Streets



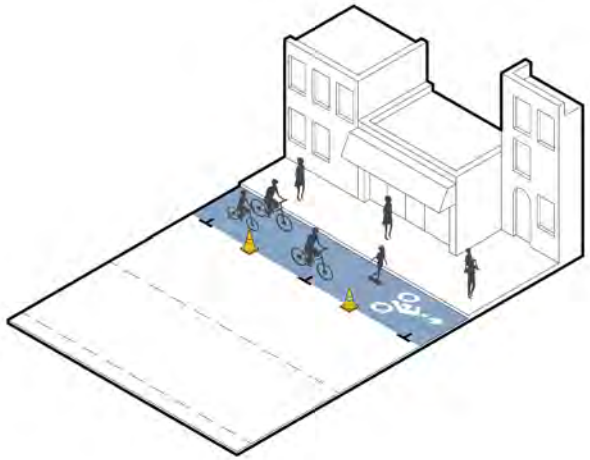
Open Streets – “Streateries”



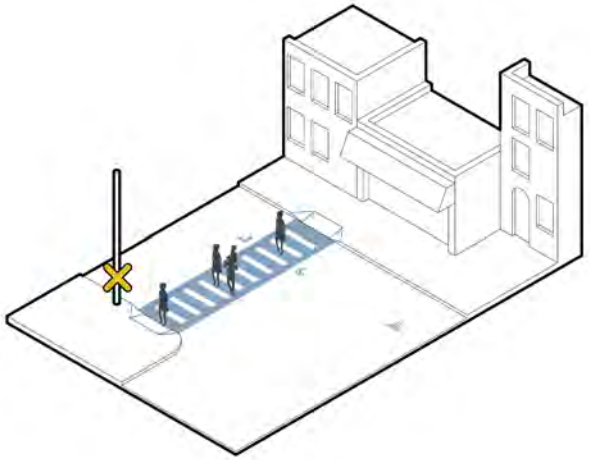
Open Curbs



Slow /Shared Streets

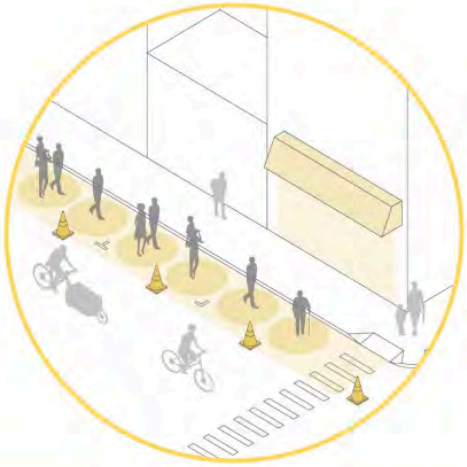


Temporary Bike Lane



Pedestrian Signal Recall

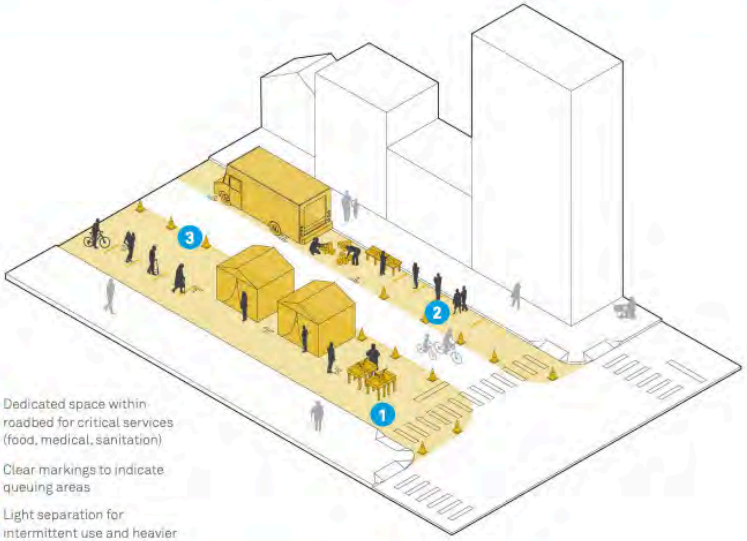
Emerging Practice: Tactical Resilience



Streets for Pandemic Response & Recovery

NACTO Global Designing Cities Initiative

CRITICAL SERVICES



1. Dedicated space within roadbed for critical services (food, medical, sanitation)
2. Clear markings to indicate queuing areas
3. Light separation for intermittent use and heavier separation for continuous use

Provide space for critical/temporary food, sanitation, health, medical, or social services distribution centers.

CONTEXT

- Near key essential destinations such as markets, clinics, community centers, and transit stops.
- Adjacent to hospitals or medical centers that require additional capacity.

KEY STEPS

- Identify and prioritize relevant locations based on city demographic/health data and medical center locations.
- Work with local medical centers to forecast where expanded capacity might be needed.
- Fully or partially close streets to erect tents, distributions centers, or mobile stations.

TIMELINE: Days to weeks.

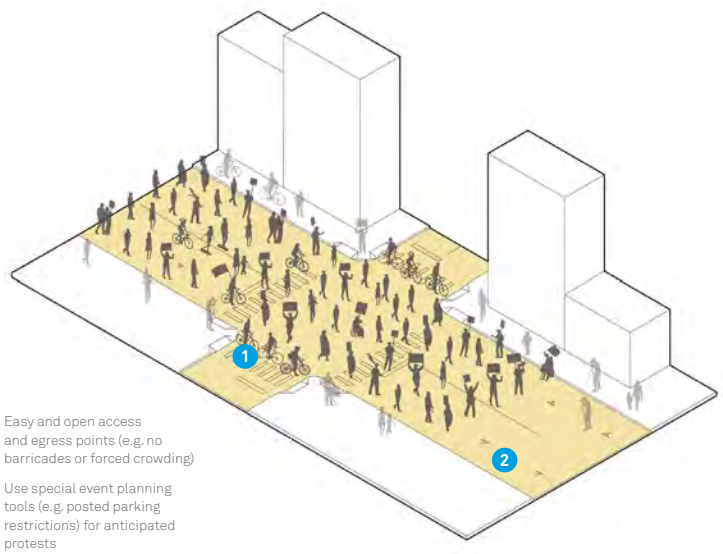
DURATION: Hours, days, weeks, or months.

Credit: Justin Sullivan/Getty Images

San Francisco, CA, USA

A sanctioned tent encampment for people experiencing homelessness in San Francisco provides physical distance markers for tents and amenities.

STREETS FOR PROTEST



1. Easy and open access and egress points (e.g. no barricades or forced crowding)
2. Use special event planning tools (e.g. posted parking restrictions) for anticipated protests

Facilitate safe access to public spaces for demonstration and protest as a fundamental civic right.

CONTEXT

- Iconic parks, streets, and squares typically used for demonstrations or rallies.
- Decentralized in neighborhood public spaces and streets.
- Large streets and bridges; locations of community or historical significance.

TIMELINE: Hours to days.

DURATION: Days, weeks, months.

Credit: @clarendipity

Minneapolis, MN, USA

In Minneapolis, members of the community and local artists commemorate George Floyd, killed by police. Local organizations offer water and sanitizer to demonstrators and residents nearby.

Policy + Engagement

- Reaffirm the rightful role of public plazas and streets as places for protest and demonstration, even during the pandemic.
- Establish and convey clear goals for on-site management, de-escalating conflict, allowing unimpeded movement, and addressing medical/safety needs for all.
- Assure that permit/notice requirements do not criminalize spontaneous protest or people moving in the vehicular right-of-way for civic action.
- Ensure all on-site staff wear equipment consistent with public health guidance to prevent transmitting the virus, among themselves or to others in proximity.

Design Approach

- Ensure safety of protestors, medical professionals, journalists, and Legal Observers with abundant space for physical distancing.
- Maintain free movement of participants along route and at intersections, pause points, etc., to prevent bottlenecks or forcing participants into confined spaces.
- Deploy heavy materials (or fixed vehicles) in real time along march routes to prevent motor vehicle violence and conflicts.
- Consider smaller, more maneuverable EMT vehicles or perhaps sanitation vehicles, which can also serve as receptacles for debris clean-up.
- Ensure that materials or vehicles are flexible to allow safe, easy egress in case of emergency. Leave gaps to prevent pinch points or corralling.
- If protests are noticed/ongoing:
  - Pedestrianize gathering space and remove unfixed barricades.
  - Post route or station changes for transit, bike/scooter share, ride-hail, etc., to ensure options for essential workers and residents.
  - Reconfigure temporary furnishings to maintain participant safety and access.

Management Practices

- Coordinate on-site logistics through social service providers such as social workers, EMTs, or firefighters.
- Refine detour plans and update app data for affected transit routes and stations, as with other major street closures.
- Avoid crowd management strategies that imply need for detention, such as no-go zones, curfews, and designated access/egress points.
- Adjust parking requirements, providing clear information to businesses and residents.
- Revise interagency agreements and employee guidelines periodically based on agency values, common goals, and public health guidance.

Credit: @seinahpets

Seattle, WA, USA

Protestors in Seattle block an intersection with their bicycles, allowing for safe movement of the group behind them.

Credit: @longfellowfilms

Kathmandu, Nepal

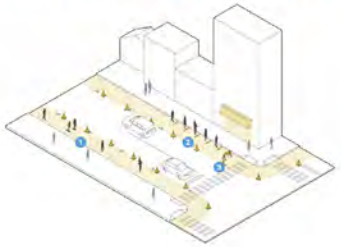
Protestors gather near the Prime Minister's official residence in Nepal.

Streets for Pandemic Response & Recovery

Critical Services

Managing Speeds

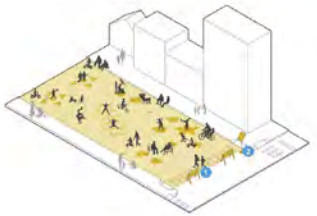
Sidewalk Extensions



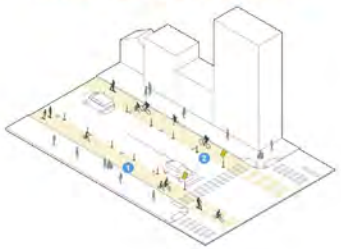
Safe Crossings

Slow Streets

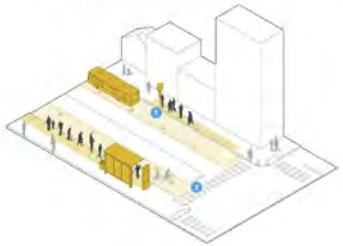
Open/Play Streets



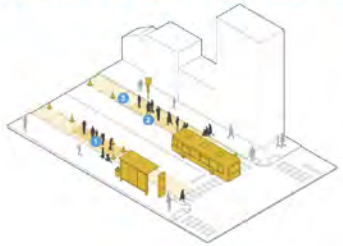
Bike & Roll Lanes



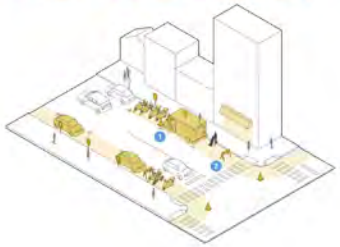
Transit Lanes



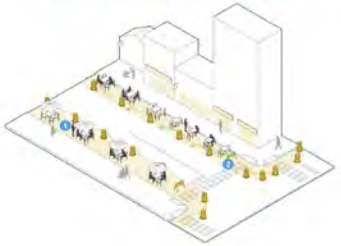
Transit Stops & Access



Pick-up & Delivery



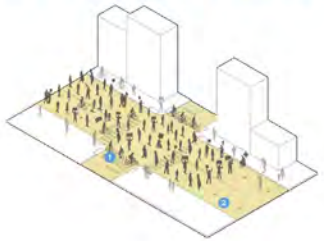
Outdoor Dining



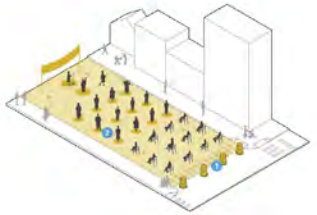
Markets

School Streets

Streets for Protest



Gatherings & Events



From Emergency Response to Recovery

Response — Recovery

EMERGENCY RESPONSE
(1 week to 3 months • $)

SLOW RE-OPENING
(3 months - 1 year) • $$)

NEW NORMAL
(6 months - 10 years) • $$$)

LONG-TERM/CAPITAL
(20 years - 50+ years · $$$$)

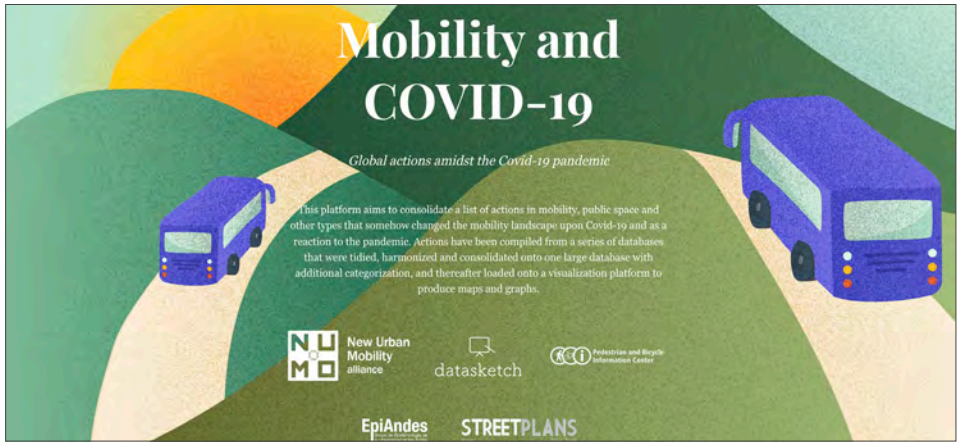
Summary Data

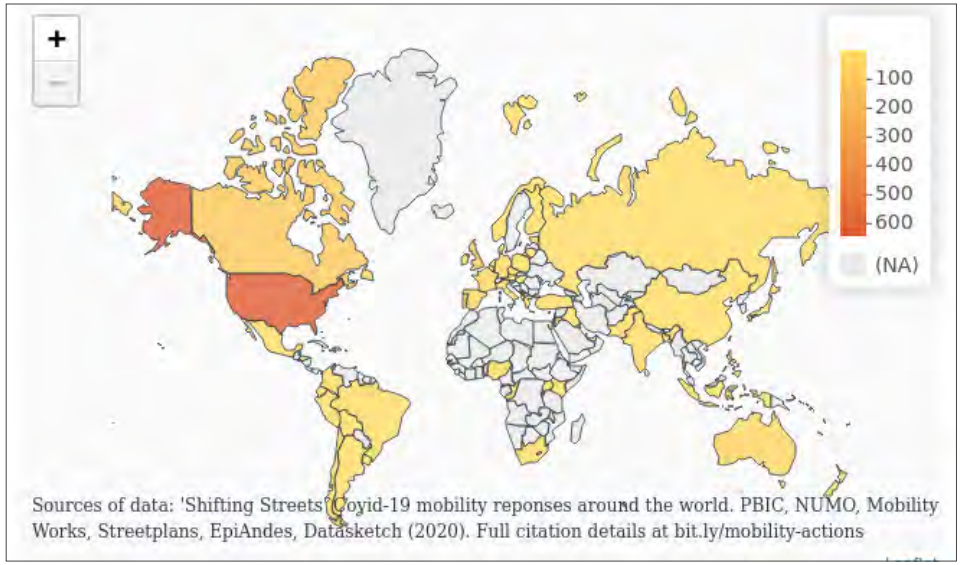
400+
Cities

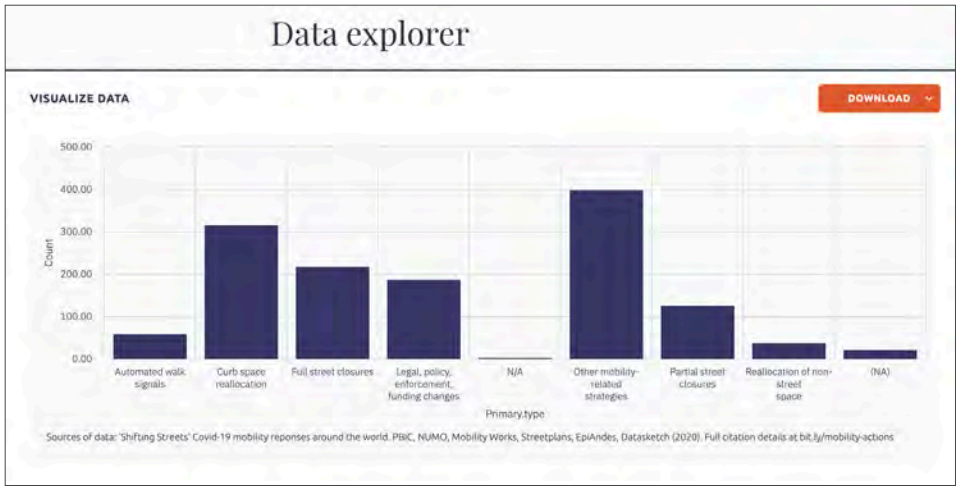
45+
Countries

6
Core Tactics

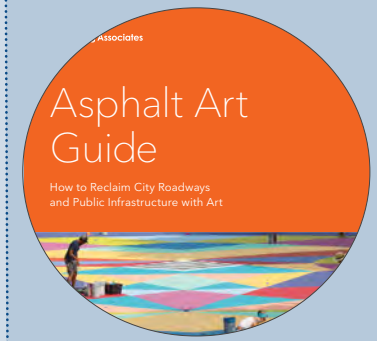
1375+
Applications







The Evolution of Tactical Urbanism



Project Duration

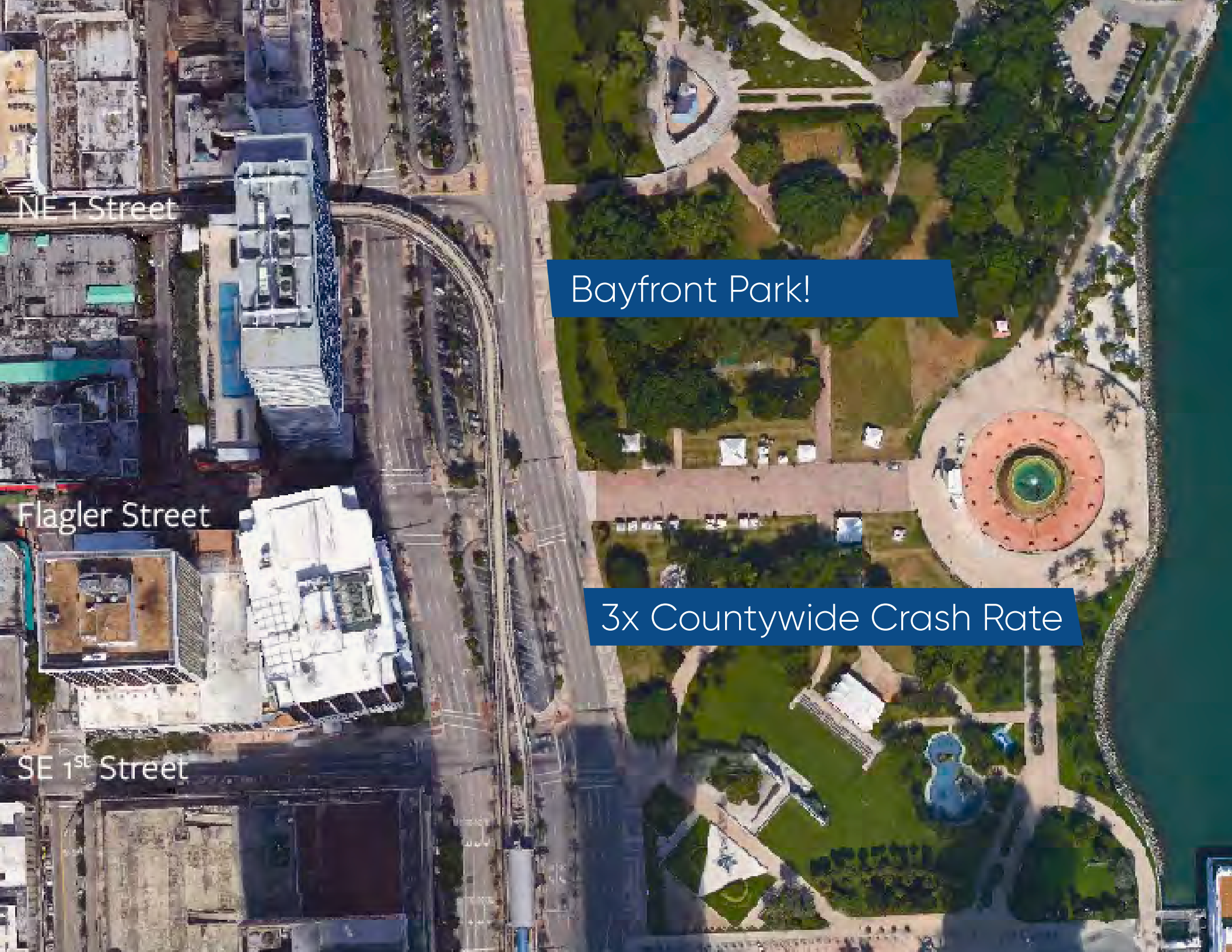
1) 2005-2013 **2) 2014 - 2016** **3) 2017 - 2019** **4) 2020 -**

Phased Evolution

Tactical Urbanism in Practice
Three Case Studies

1. TU to Instigate Change
Biscayne Green, Miami, FL

City for Cars


NE 1 Street
Bayfront Park!
Flagler Street
3x Countywide Crash Rate
SE 1st Street

V.1 Park(ing) Day (2011)

V.2 Biscyane Green (2012)

One Block, One Week

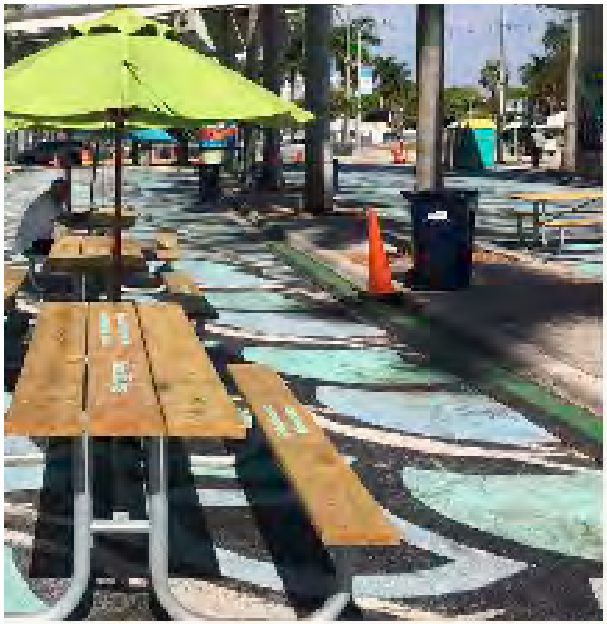
V.3 Three Blocks, One Month (2017)

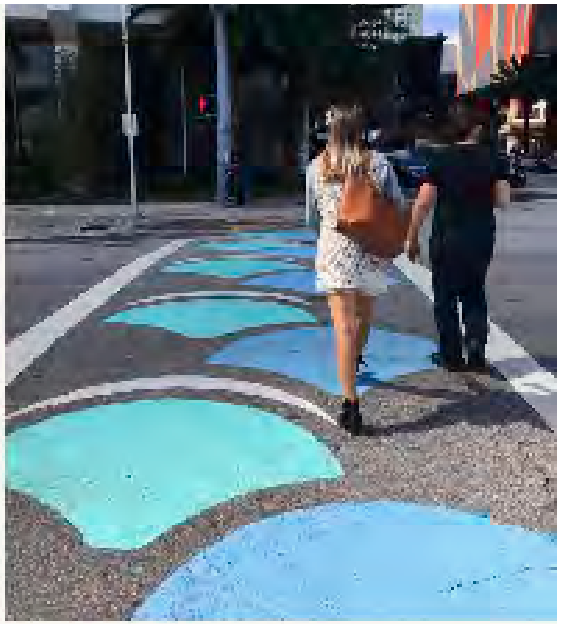
- 7 mo from NTP to Completion
- $14k material budget
- Ongoing Planning Project
- Agency led

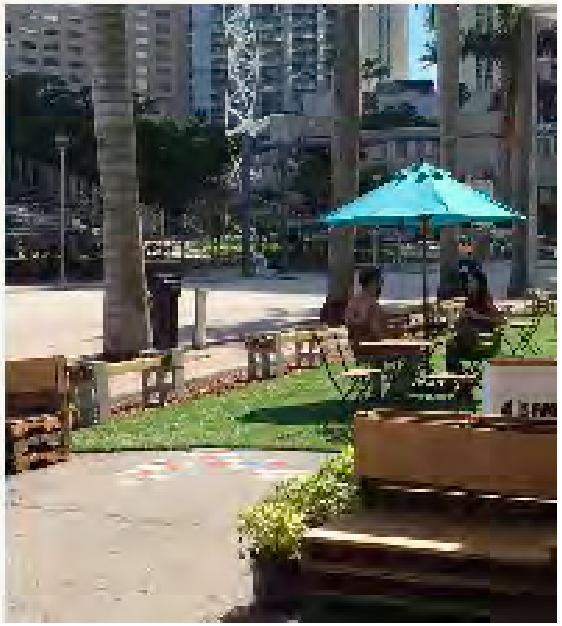
Biscayne Green by Day

Biscayne Green by Night

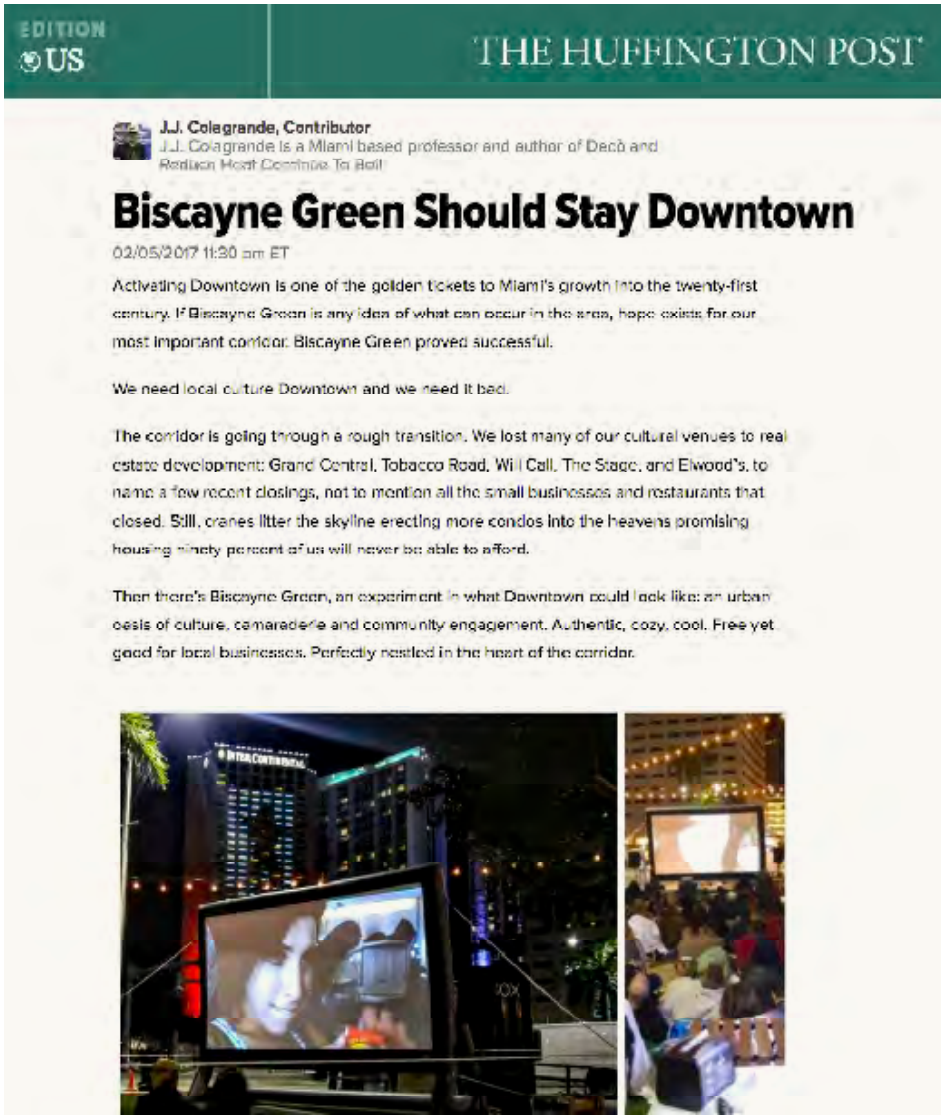
23 Days, 20,000+ People







Building Political Will



EDITION US

THE HUFFINGTON POST

J.J. Colagrande, Contributor
J.J. Colagrande is a Miami based professor and author of Decò and Reduce Heat Continue To Boil

Biscayne Green Should Stay Downtown

02/05/2017 11:30 am 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.

Federal Funding! (2017)

Plan to transform Biscayne Boulevard gets federal grant

Written by John Charles Robbins on August 8, 2017

A plan to transform Biscayne Boulevard into something other than a busy downtown street just got a significant financial boost.

2. TU as Planning Study
Asheville, NC

ASHEVILLE
STREET TWEAKS
TEAM

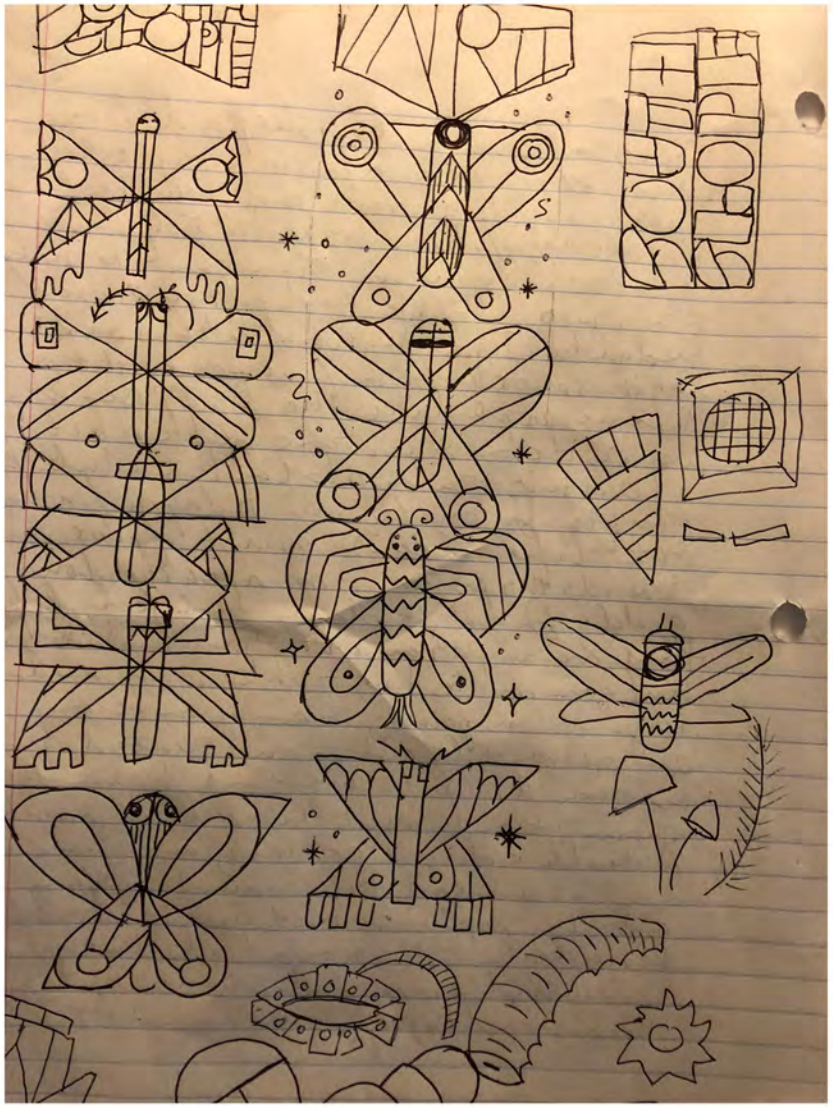
Coxe Avenue

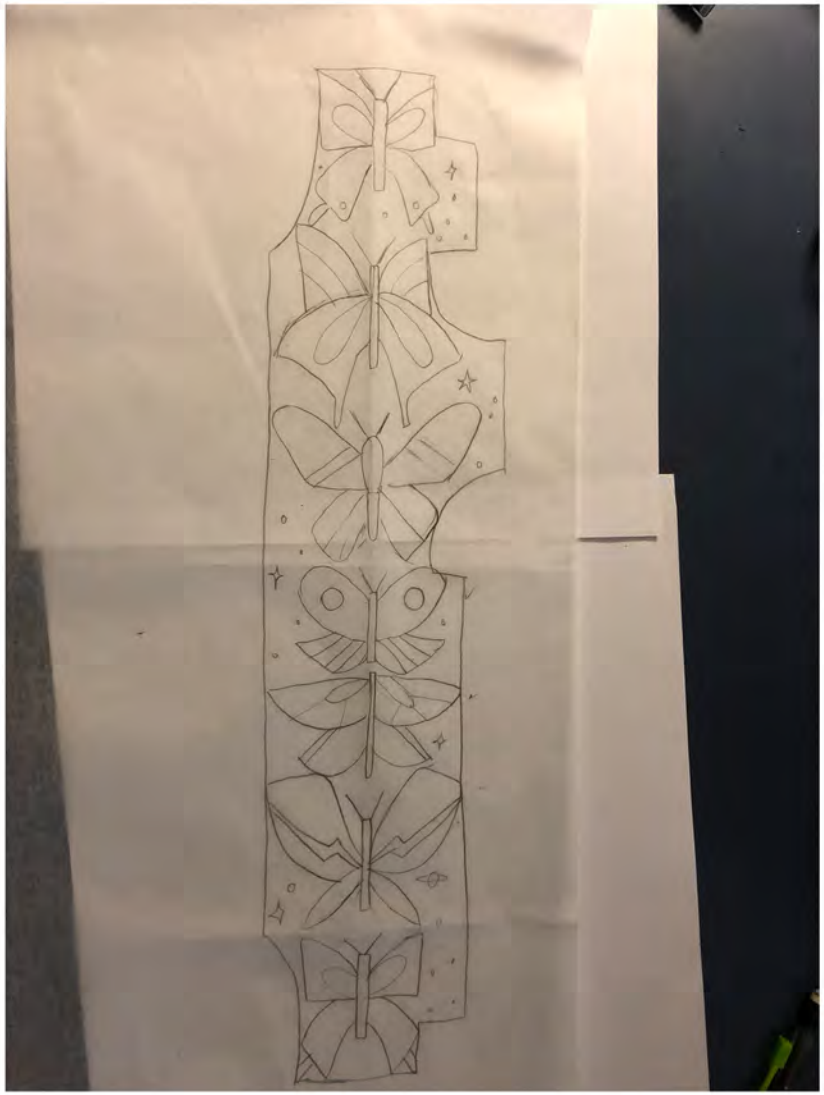
- 5 mo from NTP to Completion
- $30k Material budget
- Upcoming Capital Project
- Non-profit led

Pilot to Inform Capital Reconstruction

120+ Volunteers

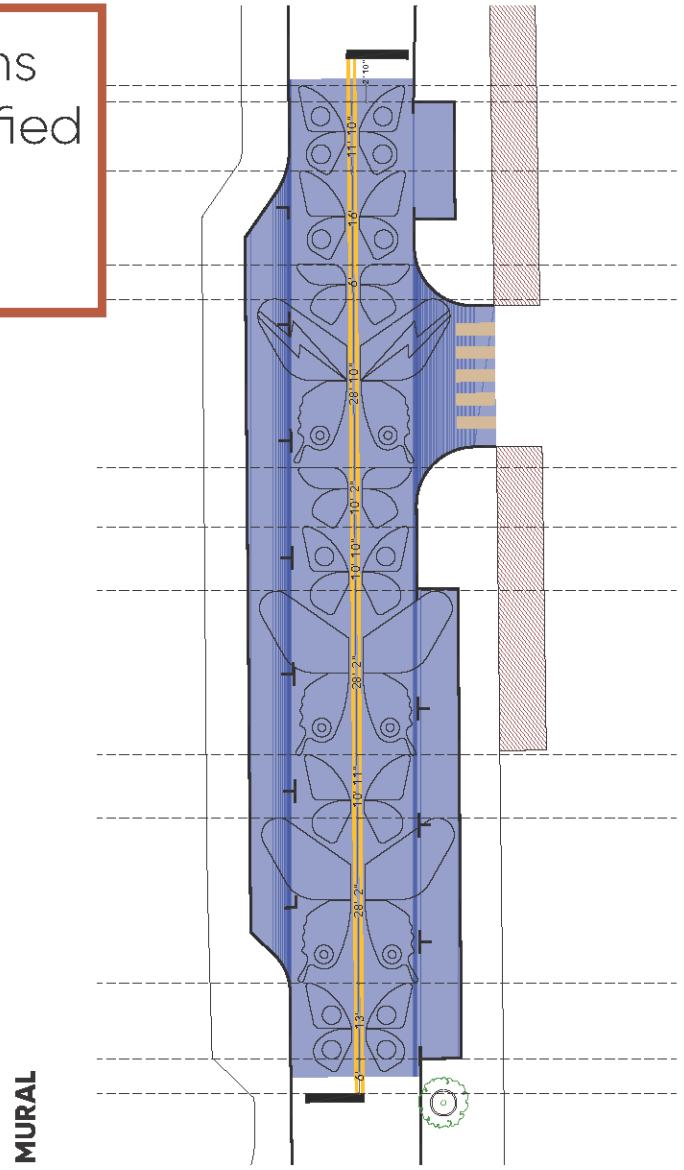
Paper to Pavement





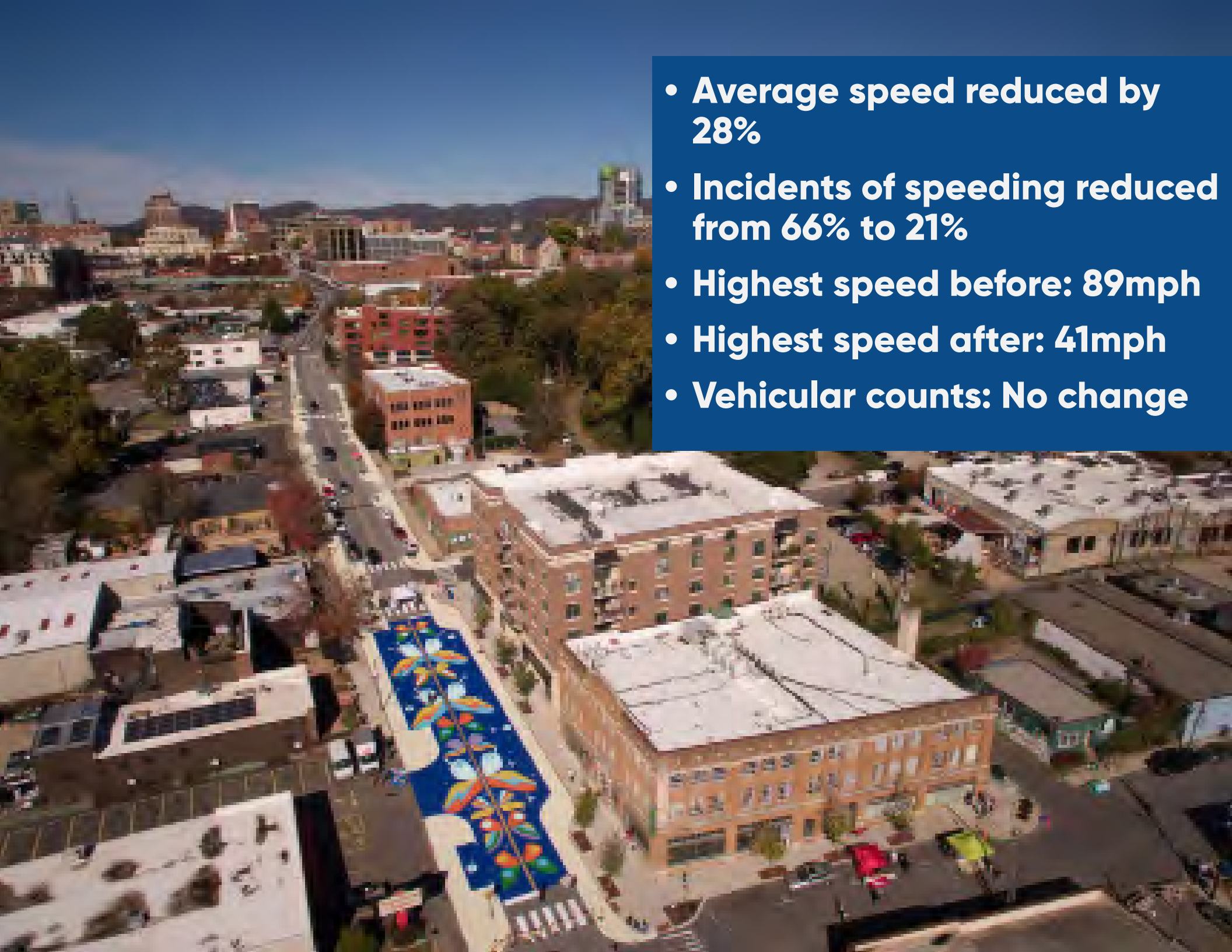
Paper to Pavement

The conceptual designs may need to be simplified in order to translate to the asphalt.



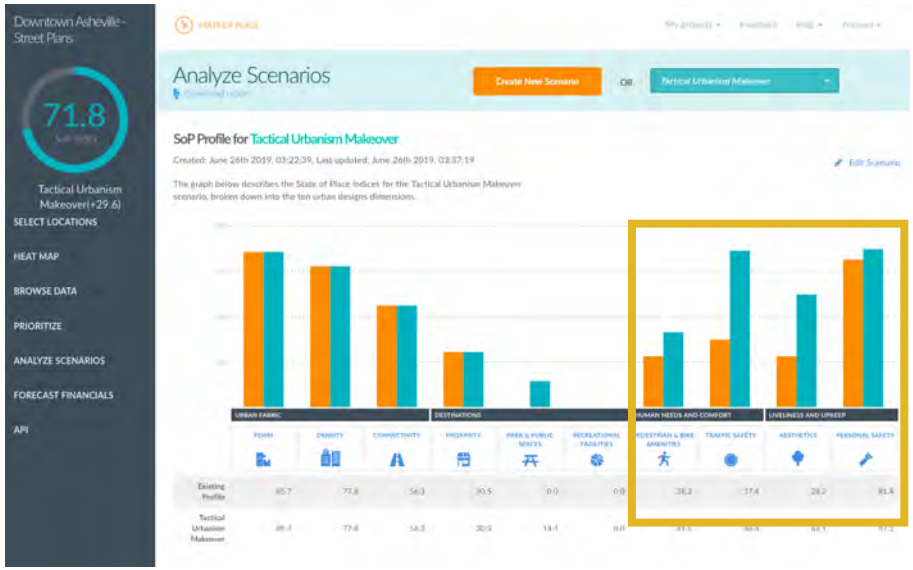
Swanmanoa
Cleaners

WHAT ARE WE MEASURING?
We want to know what street changes benefit you most. To help figure this out, we're measuring:
• Bike, pedestrian & car counts to see who uses the street and how.
• Email surveys to learn how our Tweaks have changed community members' experiences using the street.
• Your direct feedback!
Text "streetsurvey" to 555888 to share your thoughts
ASHEVILLE
STREET TWEAKS TEAM
SHAPING PUBLIC SPACES FOR PEOPLE



- Average speed reduced by 28%
- Incidents of speeding reduced from 66% to 21%
- Highest speed before: 89mph
- Highest speed after: 41mph
- Vehicular counts: No change

Value Capture



1 State of Place Index Score **42.3 to 71.8**

2 Primary Benefits: Human Needs and Comfort + Liveliness and Upkeep

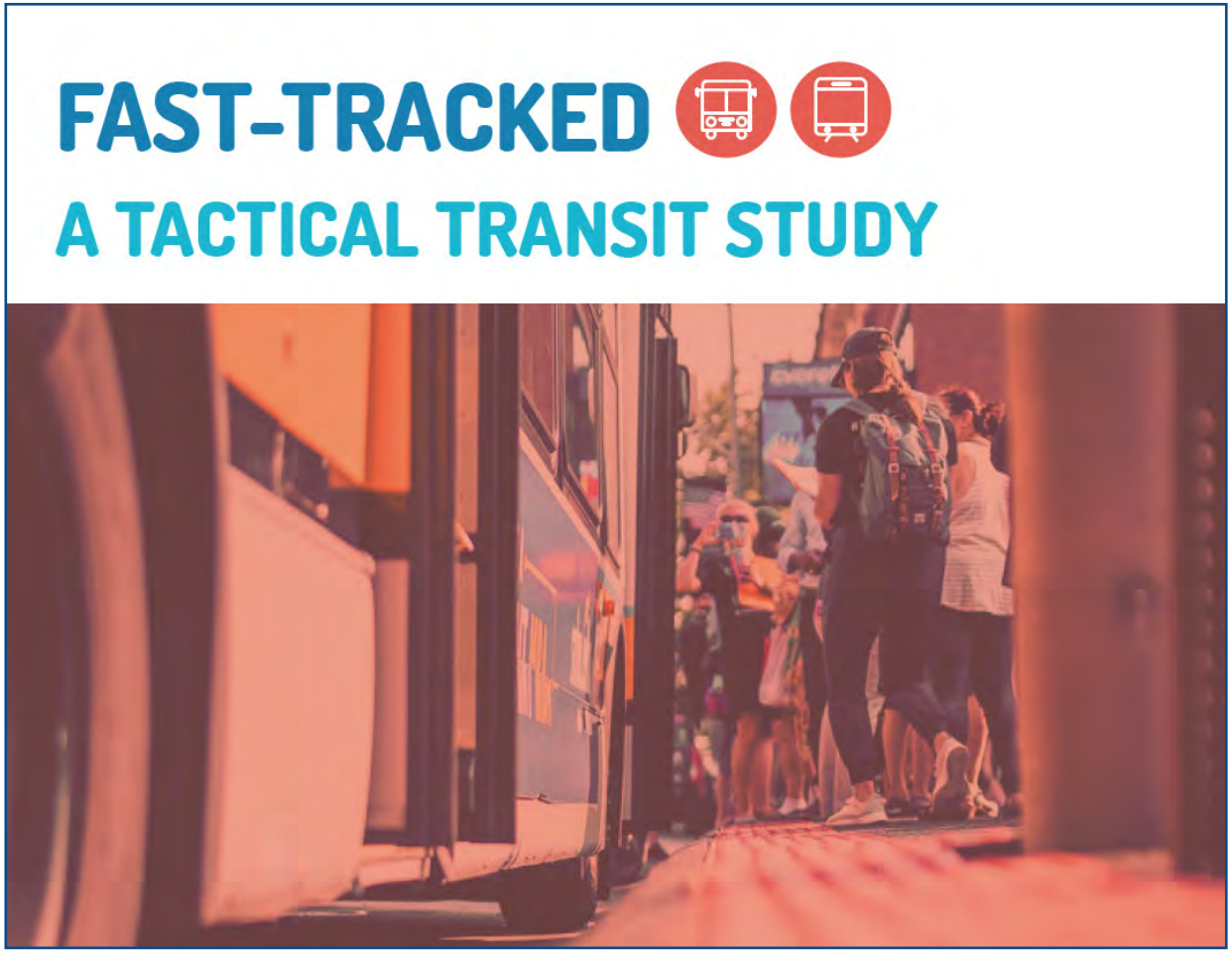
3 Value Capture Forecast:

- **Econonic Benefit:** $3,510,323.52
- **ROI:** $23.40 per dollar spent

Isn't This All the Data We Need?

3. TU As Project Delivery
Culver City, CA

Applying TU to Transit

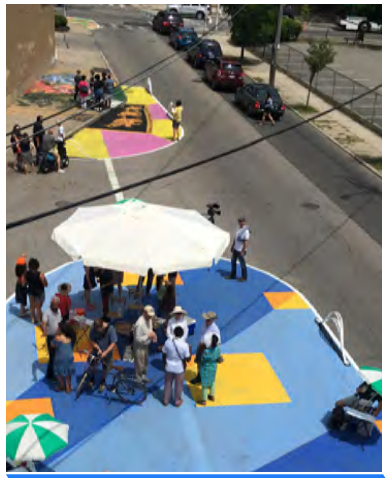


- Implemented under 2 years (from inception to completion)
- Uses temporary materials
- Can be operational or infrastructure based

Applying TU to Transit

Quick-Build

This chart illustrates the progression of an iterative approach to project delivery. Not all projects should or do follow the process in a linear fashion, it's possible to build high-performaning capital projects using a more tactical and incremental approach project delivery.



Project Type (time interval · relative cost)	DEMONSTRATION (1 day - 1 month · $)	PILOT (1 month- 1+ year · $$)	INTERIM DESIGN (1 year - 5+ years · $$$)	LONG-TERM/CAPITAL (20 years - 50+ years · $$$$)
Project Leaders	Anyone (government, non-profit organizations, business groups, students etc.)	Local / regional government, local organizational support	Local / tegional government, local / regional organizational support	Federal, state, local government, local / regional /state organizational support
Materials + Maintenance	Very low-cost, typically low-durability. May be borrowed, easily made, or purchased; no maintenance required	Relatively low-cost, but semi-durable materials to maximize design flexibility while minimizing maintenance needs	Low and moderate cost materials, designed to balance design flexibility, performance outcomes, and maintenance	High-cost, permanent materials that cannot be adjusted easily; maintenance needs vary tremendously
Public Involvement	Optional before project implementation, Recommended during brief project lifespan	Required, frequent before implementation and frequent during evaluation period	Recommended, frequent before implementation, required during initial evaluation period, optional thereafter	Required before implementation, recommended during implementation and initial evaluation period, optional thereafter
Design Flexibility	High: organizers expect project to be adjusted and removed within a short timeline, typically one week or weekend	High: proponents expect project to be adjusted; it may be removed if it does not meet goals upon initial evaluation	Moderate: organizers expect project to be adjusted, but it is intended to remain in place until capital upgrades are possible	Low: project is considered a permanent capital upgrade that is unlikely to be adjusted significantly once installed
Data Collection + Evaluation	Qualitative: optional Quantitative: optional	Qualitative: required Quantitative: required	Qualitative: recommended Quantitative: required	Qualitative: optional Quantitative: recommended

Overview

- 1.3 mile on Washington + Culver- Boulevards

- 32 curb extensions(approx 32k sf) filled with one of the largest appli- cation of asphalt art murals ever completed.

- Physically separated bus lane and separated bike lane.

- Timeline: 1 year
  - NTP - October 2020
  - Permit - April 2021
  - Construction - October 2021

- $1.5 Million + Material budget

MOVE Culver CITY

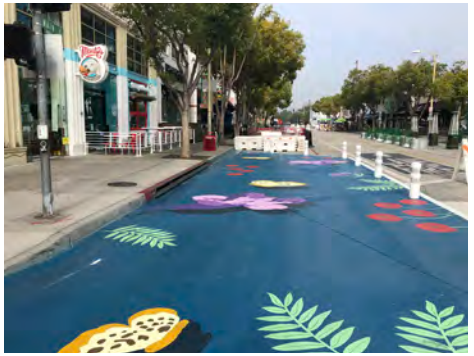
Project Components

Transit

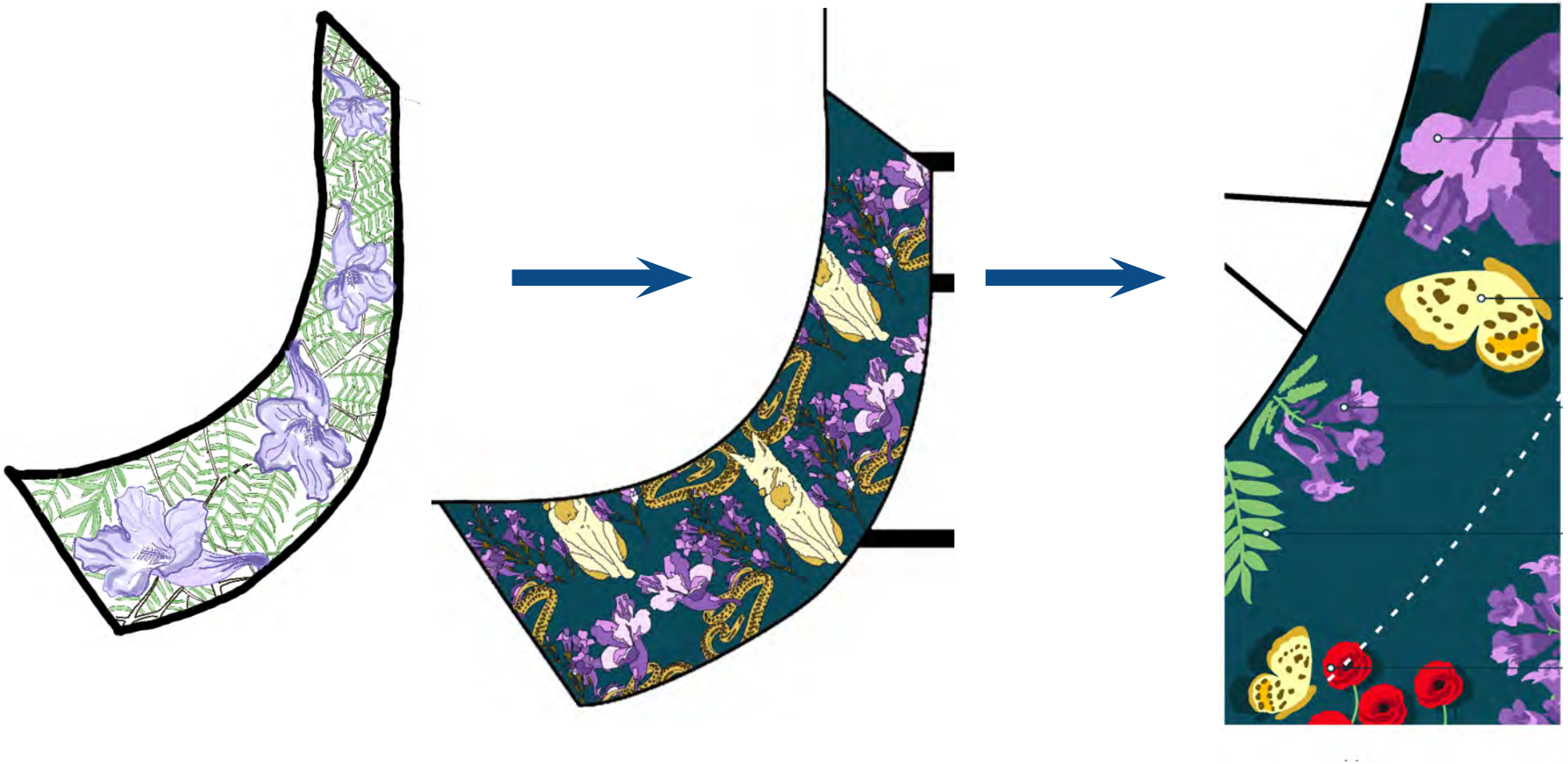
Pedestrian Safety

Micromobility

Placemaking

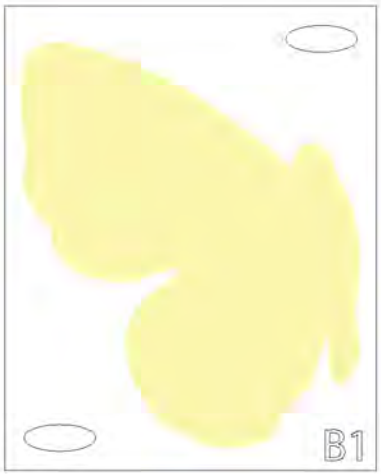


Asphalt Art Development



B

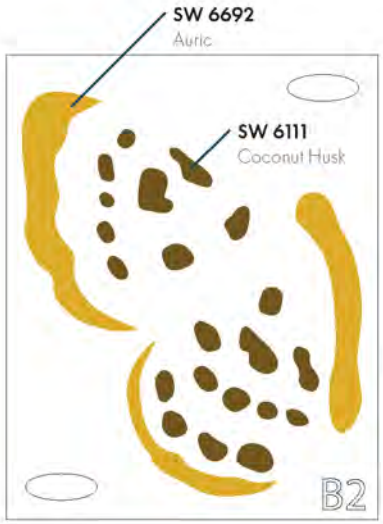
5′ x 4′



STEP 1

Paint Color
SW 1667 Icy Lemonade

Materials	Qty.
Paint Brush 1.5″	1
Roller 3″ + frame	1
Paint container, pail	1
Paint pail liner	1



STEP 2

Paint Color
SW 6692 Auric
SW 6111 Coconut Husk

Materials	Qty.
Brush 3/4″	1
Brush 3/8″	1
Foam Paint Brush 3″	1
Paint container, pail	1
Paint pail liner	1

STEP 3

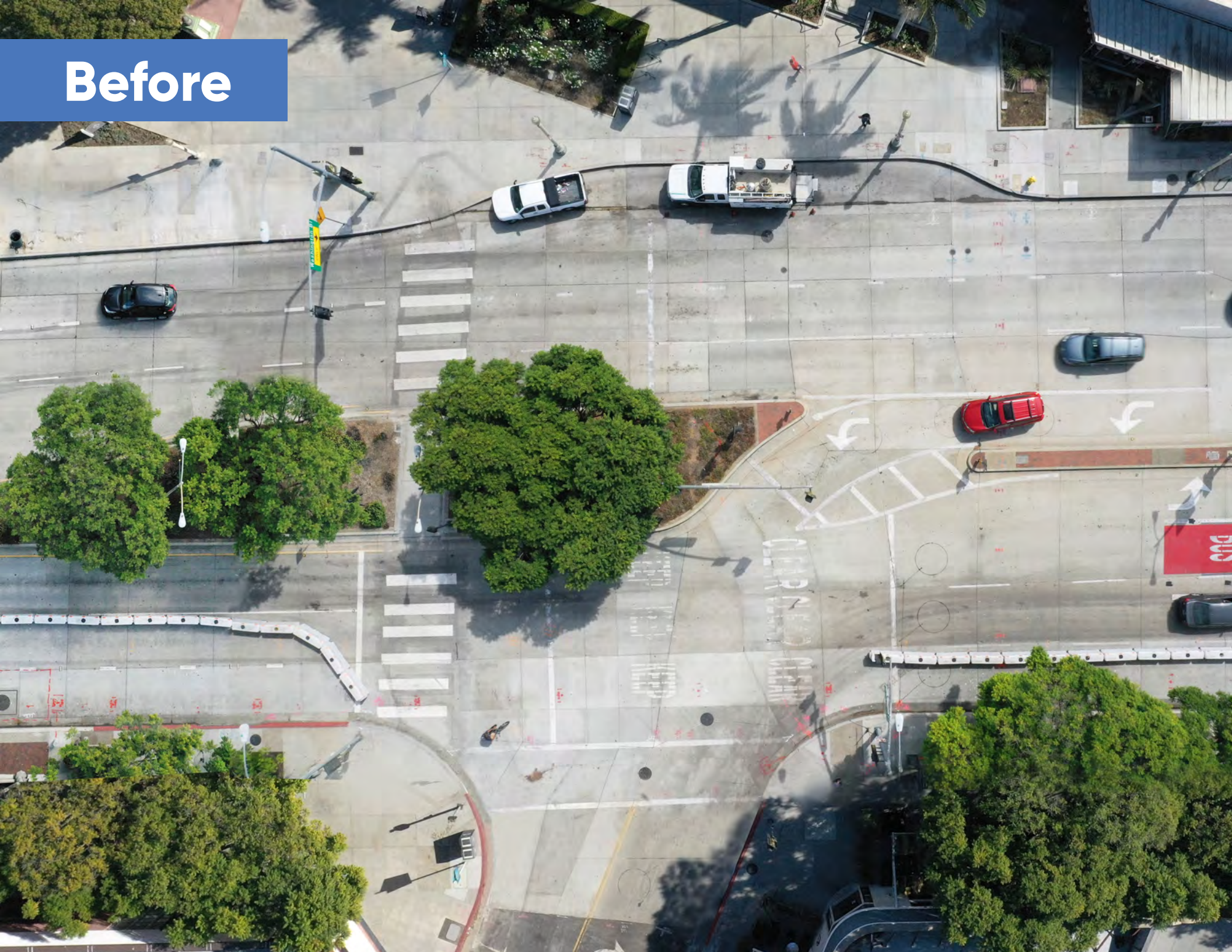
Paint Color
SW 6904 Gusto Gold

Materials	Qty.
Paint Brush 1.5″	1
Brush 3/8″	1
Paint container, pail	1
Paint pail liner	1

STEP 4

Sealant
H&C Natural Look Sealant
Non-Slip Additive (1 per 5gal)

Materials	Qty.
Roller 9″ + frame	1
Roller Extension Pole	1
Paint tray	1
Paint tray liner	1


Before

After
ONLY
BUS

Culver Boulevard (Before)

Curb-to-Curb width: 78′

Sustainable Mobility Allocation: 0% of Street Space

Culver Boulevard (After)

Curb-to-Curb width: 78′

Sustainable Mobility Allocation: 63% of Street Space

Before
RESERVED
RESERVED
STOP

After
BUS
BIKE
7123
RESERVED
RESERVED
STOP

Before

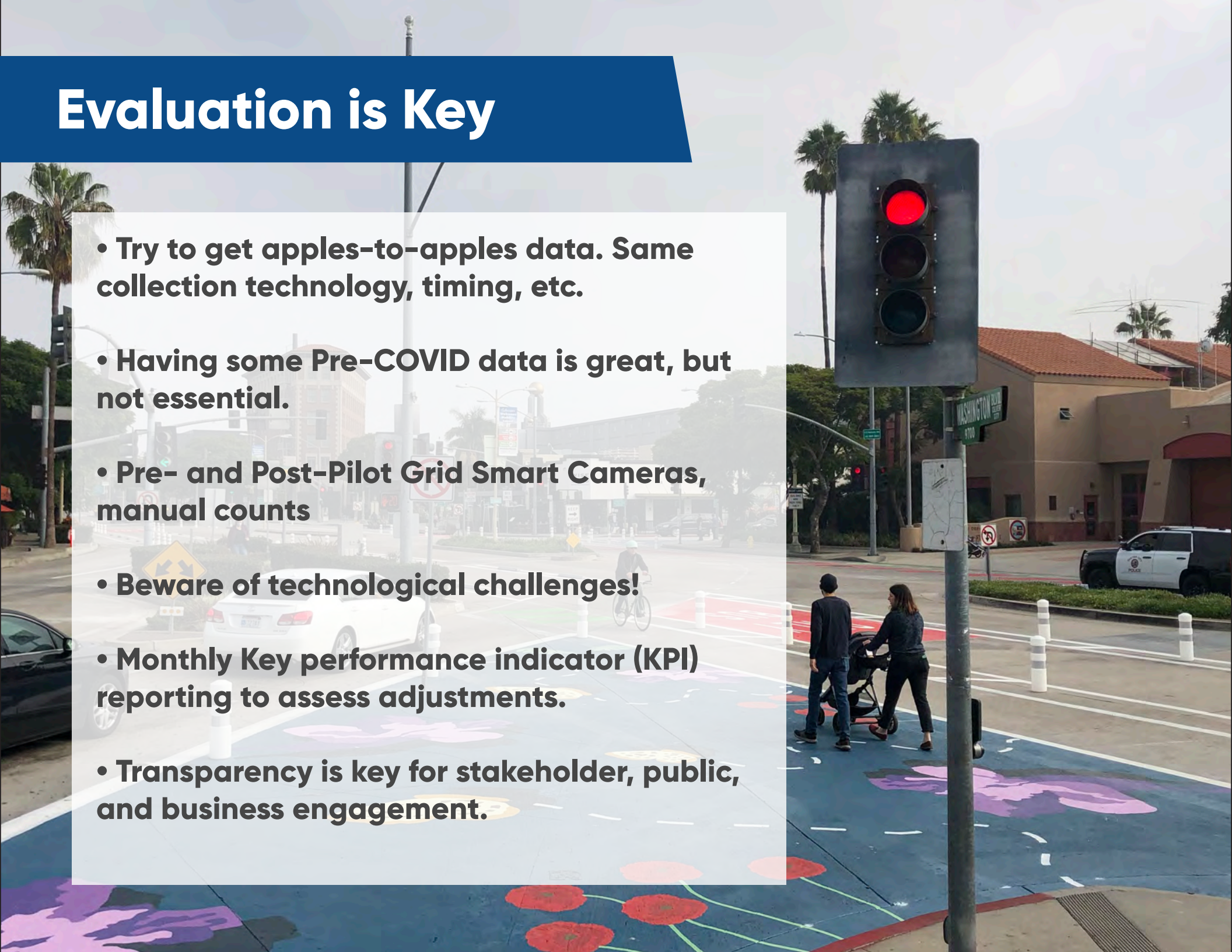
After

Community Participation

Celebration!!

Evaluation is Key

- Try to get apples-to-apples data. Same collection technology, timing, etc.
- Having some Pre-COVID data is great, but not essential.
- Pre- and Post-Pilot Grid Smart Cameras, manual counts
- Beware of technological challenges!
- Monthly Key performance indicator (KPI) reporting to assess adjustments.
- Transparency is key for stakeholder, public, and business engagement.



Initial results

Not secure | moveculvercity.com

MONTHLY REPORTS

Monthly Project Key Performance Indicators

MOVE Culver CITY
It's how we get there

Modes	KPIs	Baseline	Source	Rationale for Baseline
PEDESTRIAN	• Pedestrian volumes at 6 intersections	• October 2021 pedestrian count at 4 intersections	GridSmart	*There is limited pedestrian data available on the Corridor during Pre-Pandemic conditions. This baseline allows the project to track the changes in daily volumes before and after implementation.*
TRANSIT	• Transit Ridership (throughput) – volume of person carried through the MCC corridor • On time performance (OTP)	• 2021 ridership • Pre-COVID OTP in Feb 2020 • 2022 system wide OTP	Culver CityBus	*Ridership – The industry standard practice for ridership performance is to compare to the same month of previous year to account for seasonality differences.* *On time performance – The current bus CAD/AVL system was installed in 2020. The Feb 2020 OTP is the most recent Pre-Pandemic condition where it most closely resembles normal traffic condition.*
BICYCLE	• Bike volumes at 3 intersections	• November 2019 bike count at 3 intersections	Manual Counts	*Manual counts collected in November 2019 provide the most accurate baseline to compare to the Corridor today as a temporary share bus/bike lane was established during the pandemic. Data from 2021 doesn't represent the bike usage without bike facility on the corridor.*
MICROMOBILITY	• Micromobility trips within ¼ miles of the corridor	• 2021 micromobility trips	Populus	*Industry performance measure compares to the same month of last year.*
VEHICLE	• Vehicle Volumes at 6 intersections • Vehicle Travel Time	• September 2019 and 2021 travel time • September 2021 vehicle volumes at 4 intersections	GridSmart Waze INRIX	*Vehicle Travel Time – Considered a critical metric and available on Corridor and surrounding network through cell-phone data providers. data from 2019 and 2021 provides two baselines of comparison.* *Vehicle Volumes collected on Corridor by GridSmart cameras in 2021 provide Pre-Implementation baseline.*

Download March report HERE.

Download February report HERE.

Download January report HERE.

Dropbox
148.4.4519
Indexing "~tu-smart growth...wqgx7z.idlk"...
Can't sync "~tu-smart growth...wqgx7z.idlk" (file is in use)

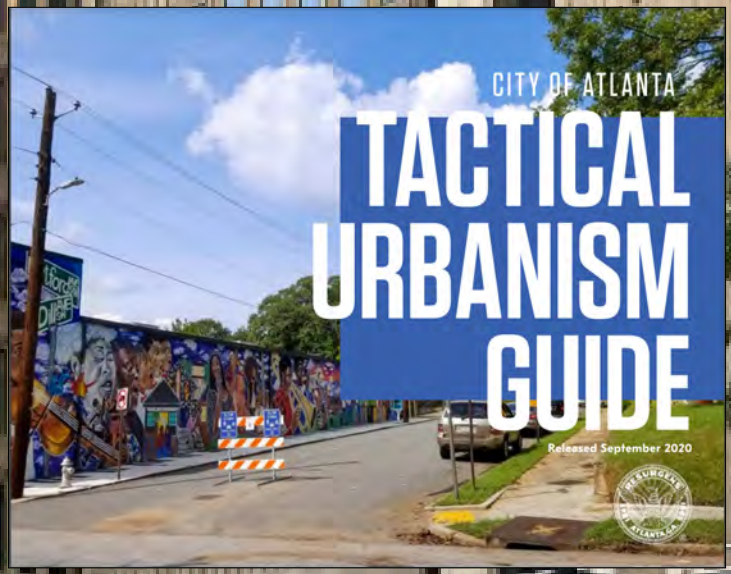
Initial results

- 118% Increase in transit ridership post-covid (still down from pre-covid levels)
- Weekday bike volumes up 85% from pre-pandemic levels
- Bus On-time performance 89%
- Car travel times down 9% from Pre-Covid
- Car volumes flat from pre-pandemic levels (approx 14k ADT)

10 Lessons

1. Lower The Barriers To Entry

2. TU is a Policy Decision



3. Streets are political spaces

The Atlanta Journal-Constitution

Local News Georgia Primary Dining Guide: Pizza Opinion EPaper Sports Newsletters

Stay informed and know what's really going on. Subscribe for 99¢.

Advocates protest removal of project to protect lanes on Peachtree St.

"...Bowers opposed the changes to Peachtree Street from the beginning and was influential in the city's decision to remove shared lanes... Bowers hired half a dozen lobbying firms at $10,000 each last year to help influence state-level policymakers.

"He really did want this to go away," said Jackson.

4. MPOs are increasingly TU Agents

Broward MPO
Metropolitan Planning Organization

Who We Are | What We Do | Resources | Meetings and Events | Contact

A A A Select Language

BROWARD COMPLETE STREETS
Better Streets · Better Broward · Better Life

- Overview
- Complete Streets Guidelines 2.0
- Complete Streets Master Plan
- Events
- Mobility Program Projects
- Resources
- Tactical Urbanism
- Trainings & Assistance
- Walking Audits Program
- Back to Main Menu

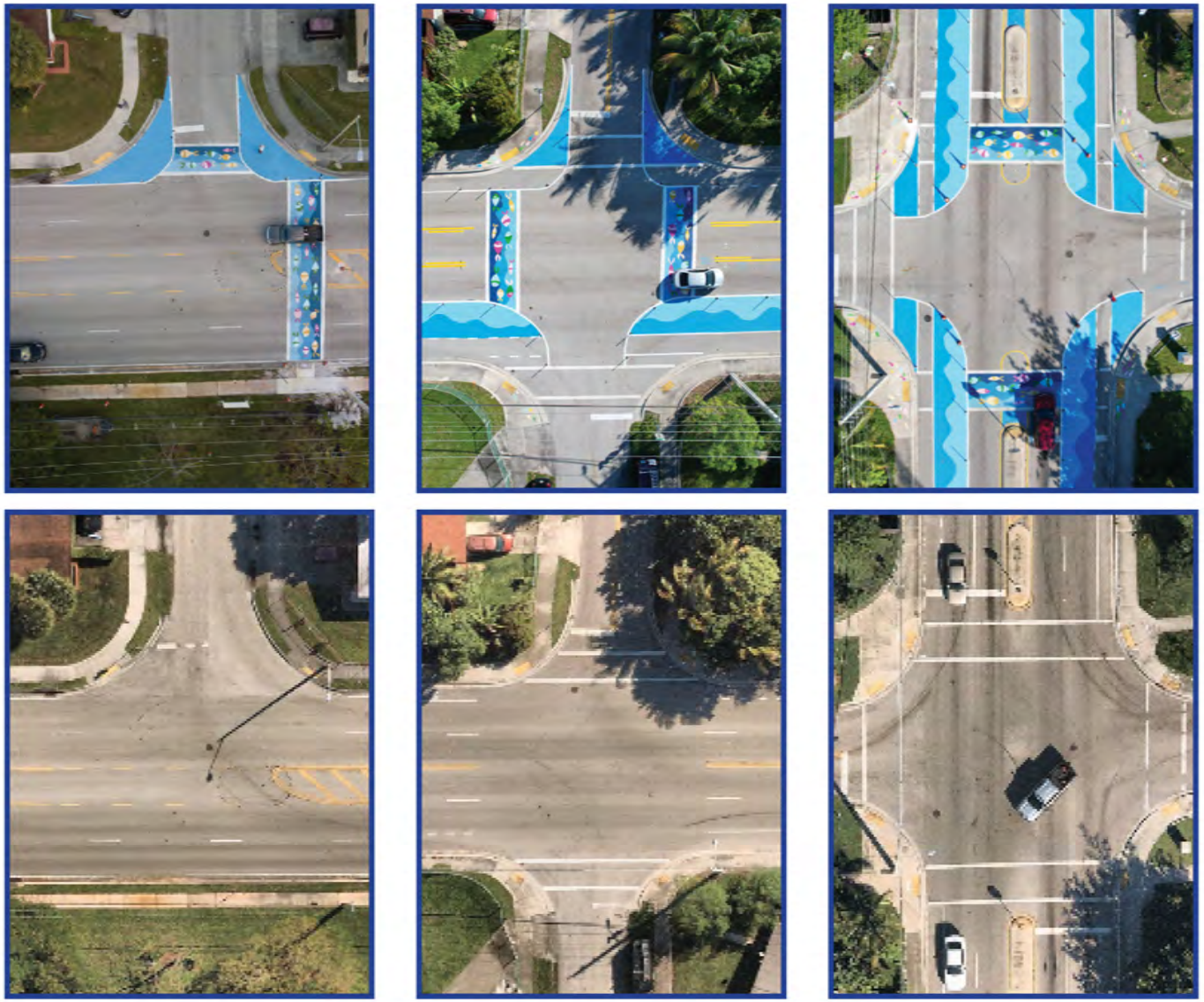
Tactical Urbanism

Quick build projects are focused on existing safety, accessibility and connectivity needs and the Broward MPO is working with local governments and stakeholders on the implementation of long-term projects that include the feedback from the community.

#Btactical Informational Webinar! Cycle II 2022

The BTactical team conducted a webinar on **Thursday, November 4, 2021 at 2:30 p.m.** to present an introduction to quick build projects.

5. Interpreting MUTCD to achieve Safe Streets



6. Be Nimble, and learn from failure

7. Use TU to negotiate

Image: Julie Campoli

7. Align Material Selection / Procurement /Maintenance Practices

8. Equitably Distribute Value Creation

NYC's Unintentional Parking Reform Program

Outdoor Dining in N.Y.C. Will Become Permanent, Even in Winter

The program has become a vital lifeline and allowed more than 10,000 restaurants and bars to take over sidewalks, streets and other public spaces.

Even with outdoor dining, about nine out of 10 restaurants said they were not able to pay all of their August rent, a recent survey found. Devin Yalkin/The New York Times

"Open Restaurants was a big, bold experiment in supporting a vital industry and reimagining our public space — and it worked...It's time for a new tradition."

- Mayor de Blasio

Summer/fall 2020:
100,000+ jobs saved (for now)

488% government revenue increase from parking as usual*

*~$6,800/yr @ 100% parking occupancy vs. ~$40,000/yr @ 5 servings per table, per day, at citywide average meal cost.

LA JOLLA LIGHT

Like dining on the street? San Diego decides to make pandemic experiment permanent for restaurants

Pannikin coffee shop on Girard Avenue in La Jolla expanded its outdoor seating options during the COVID-19 pandemic. (Elisabeth Frausto)

As the city prepares to implement new regulations that will go into effect in July, fire and code enforcement officials are still cracking down on restaurants that built outdoor structures in violation of

"...there are reduced fees for restaurants in lower-income areas as prescribed under the city's Climate Equity Index. Restaurant owners in very-low to low access opportunity areas will pay the city $10 per square foot of the structure per year, or approximately $2,000. Restaurants in very high opportunity areas can expect to pay about $6,000 per year."

– Voice of San Diego

9. Intentionally Link Tactical Urbanism Projects to the Capital Project Pipeline

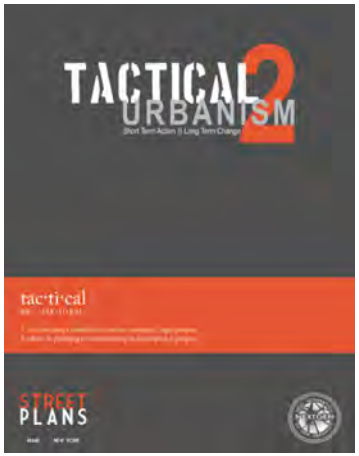
10. We Learn By Doing

"The brain tends to remember 10% of what it reads, 20% of what it hears, **but 90% of what it does or simulates.**"

– Edgar Dale

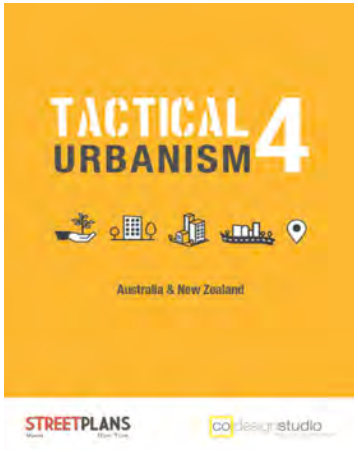
www.**TacticalUrbanismGuide**.com

North America (2011)

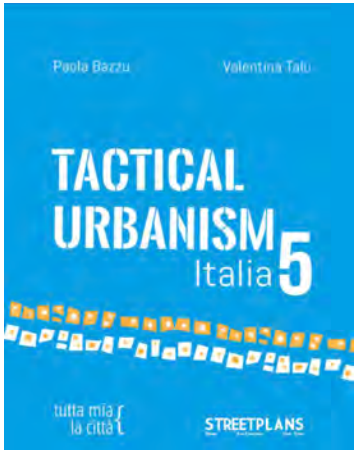


North America (2012)

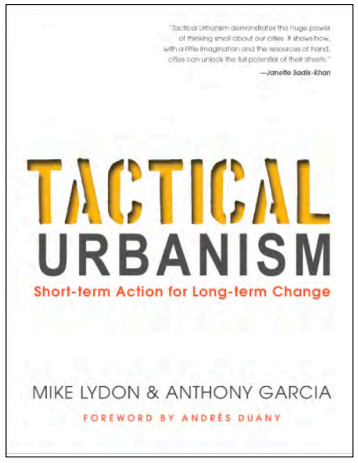
South America (2013)



Australia / NZ (2014)

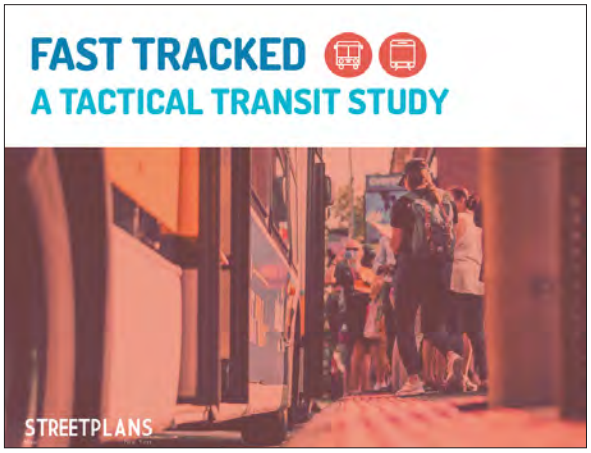


Italy (2017)

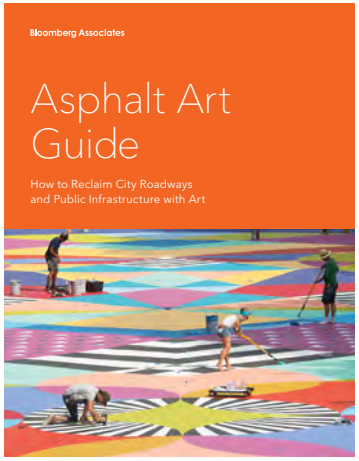


Island Press (2015)

North America (2016)

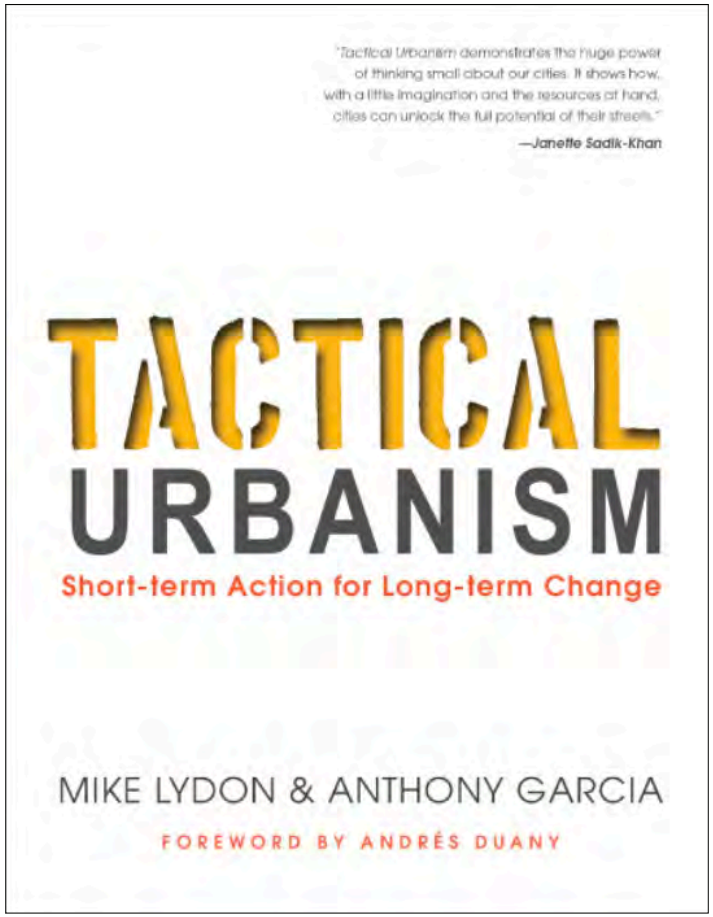


North America (2019)

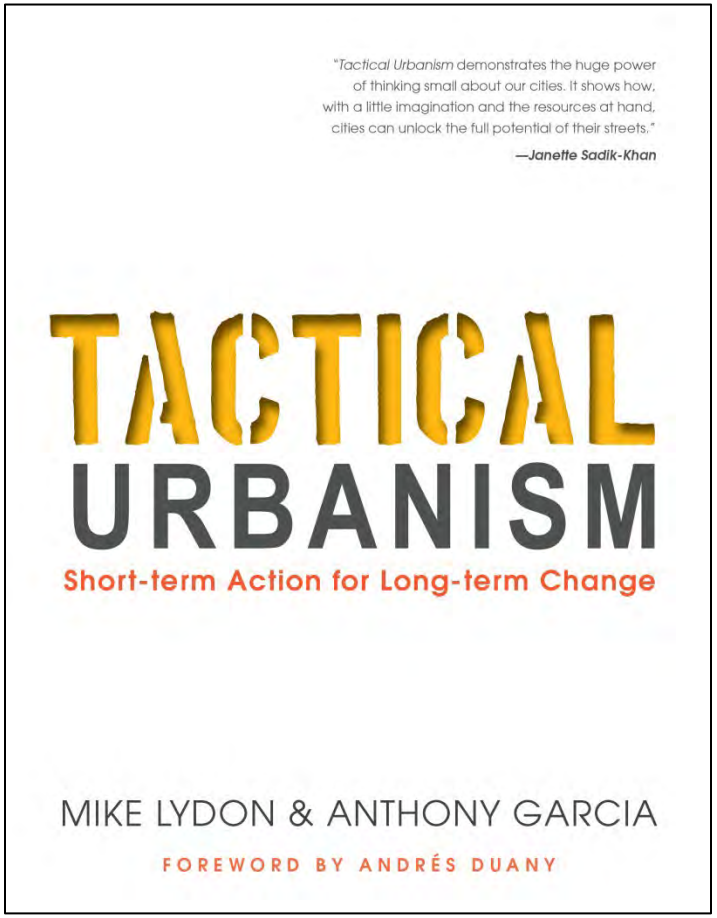


North America (2019)

What's Next?


"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

TACTICAL URBANIST'S GUIDE
TO MATERIALS AND DESIGN VERSION 1.0
DECEMBER 2016 | CREATED BY THE STREET PLANS COLLABORATIVE, WITH FUNDING FROM THE JOHN S. AND JAMES L. KNIGHT FOUNDATION



Tactical Urbanism

Short-Term Action for Long-Term Change

By Mike Lydon and Anthony Garcia

Use discount code SMART to save 30%

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