

A Guide for Implementing Tactical Urbanism in Pennsylvania

December 2023



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Background

Tactical Urbanism, abbreviated as TU, is “an umbrella term used to describe a collection of low-cost, temporary changes to the built environment, usually in cities, intended to improve local neighborhoods and city gathering places.”¹ The key to TU is that projects are “short-term and community-led.”² Other commonly used names for TU projects are demonstration projects and quick builds.

There are many benefits to TU, including speed and affordability. Due to the temporary nature of these projects, TU projects have a limited scope and, in some locales, may be able to use methods for approval that skirt the typical bureaucratic processes and time required of permanent transportation improvements. Additionally, the materials and labor needed to implement a project can be significantly more cost-effective than materials for permanent changes. Because of these characteristics, one use of TU is to pilot proposed changes to test the potential impact and reception of a permanent change.

Collaboration between parties is the cornerstone of a successful project. The most transformational TU efforts are the result of partnerships between public and private groups. Projects that take a guerilla approach are more likely to be removed at the expense of the party with responsibility for the road or property that has been altered. This results in frustration from both the public who wishes to see infrastructure and safety improvements, and the organizations responsible for the upkeep of roads whose process has been ignored. Although technical assistance from agencies is desirable, projects should also be community-led, driven by needs expressed by the community that would be impacted by the changes. A representative sample of community members should be engaged at every phase of the design and implementation of these projects.

Types of Plans and Policies

It is important to understand the types of plans and policies that will be discussed in this guide. These are Active Transportation Plans (ATPs), Complete Streets Policies (CSPs), and Vision Zero Plans.

Active transportation: “Any self-propelled, human powered mode of transportation, such as walking or bicycling .”³

Or “using active modes of travel to get to everyday destinations. Active modes include walking, biking, using a wheelchair, connecting to transit, and otherwise using transportation means that are primarily human-powered, low-speed, and human-scaled.”⁴

¹State of Maine Department of Transportation. (2021, February 11). MaineDOT procedures for implementing demonstration projects and non-project related roadway changes. [Microsoft Word - Procedure for Implementing Demonstration Project and Non-project Related Roadway Changes.docx \(maine.gov\)](#)

²Vermont Agency of Transportation. (2022, October). Guidance document: demonstration projects in state highway right of way. <https://vtrans.vermont.gov/sites/aot/files/planning/documents/planning/Demonstration%20Project%20Guidance%202022.pdf>

³Pennsylvania Department of Transportation. (2019). Pennsylvania active transportation plan. <https://www.dot.state.pa.us/public/PubsForms/Publications/PUB%20787.pdf>

⁴ What’s in a word? expanding your active transportation lexicon! Pennsylvania Downtown Center. (2022, June 14). <https://padowntown.org/article/whats-in-a-word-expanding-your-active-transportation-lexicon/>



Active Transportation Plans (ATPs): Roadmaps to improved conditions for everyone engaged in active transportation.

Complete Streets: “Streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.”⁵

Vision Zero: “A strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.”⁶

Purpose

This guide will present examples of successful TU and demonstration projects across the United States and highlight coordination of local governments with state officials, including departments of transportation, private entities and local planning agencies that make such projects possible. These examples illustrate the feasibility and acceptability of conducting such work in Pennsylvania (PA). Appendix A catalogues the TU resources and implementation guides produced by the sampled states as well as other private entities. These materials could be used by PA municipalities, planning commissions, and other agencies to plan and implement TU and demonstration projects.

Pennsylvania Context and Opportunities

ATPs are a priority for state decision makers and smaller communities. In 2019, PennDOT published the Pennsylvania Active Transportation Plan and at least four of Pennsylvania’s Metropolitan and Regional Planning Organizations (MPOs/RPOs) have ATPs. WalkWorks is a statewide program that supports the development of ATPs throughout Pennsylvania. According to the Pennsylvania Department of Health, “WalkWorks is an initiative between the Pennsylvania Department of Health and the Pennsylvania Downtown Center that supports the development and adoption of active transportation plans or related policies. Its mission is to increase access and opportunities for physical activities, such as walking, biking, wheeling, and using public transit.”⁷ Since 2018, WalkWorks has provided funding to 47 municipalities to develop ATPs and CSPs.

The Pennsylvania ATP has six goals: enhance safety, provide transportation equity, connect walking and bicycling networks, leverage partnerships, improve public health, and increase economic mobility. These goals are grounded in evidence from around the nation and highlight the varied impacts that TU could have, as described below.

- 1. Enhancing safety: “Improve safety for non-motorized users.”** This goal is the inspiration for many TU projects and has compelling evidence for efficacy. A 2019 study from the National Academy of Sciences found that TU projects focused on access and safety led to reductions in collision of 40%-65%. Pedestrian fatalities were also reduced.⁸

⁵Complete streets. U.S. Department of Transportation. (2015, August 24). <https://www.transportation.gov/mission/health/complete-streets>

⁶ What is Vision Zero. Vision Zero Network. (n.d.). <https://visionzeronetwork.org/about/what-is-vision-zero/>

⁷WalkWorks. Department of Health. (n.d.). <https://www.health.pa.gov/topics/programs/WalkWorks/Pages/WalkWorks.aspx>

⁸National Academies of Sciences, Engineering, and Medicine. (2019). Fast-Tracked: A Tactical Transit Study. <https://doi.org/10.17226/25571>



2. **Transportation equity: “Provide opportunity for people of all ages, abilities, races, ethnicities, and incomes throughout urban, suburban, and rural areas across Pennsylvania to bicycle or walk.”** A core tenet of TU is to reimagine transportation and place as a more equitable and enjoyable experience. This can include changes such as shorter, more visible crosswalks, or improved sidewalk and ramp conditions such as the ones planned by Hudson Connects in New York.⁹ These changes increase equity by providing access to users who use mobility aids or need more time to safely travel a route. One of the potential pitfalls of TU is the possibility of it being used in areas as a tool for gentrification or in primarily wealthy communities. This is addressed by ensuring projects are community-led throughout a project’s entire life cycle. Community-led projects better serve the needs of the community and increase opportunities for all.
3. **Connecting walking and bicycling networks: “Provide a complete pedestrian and bicycling network that reliably and easily connects users of all ages and abilities to destinations and other transportation modes.”** Pennsylvania has an expansive system of cycling networks and pedestrian trails, but to fully connect these resources there must be pleasant, accessible sites with proper wayfinding and facilities such as bike racks and benches. TU enables communities to test out these features in a fast and affordable manner. Additionally, planned trail and bike lane expansions can be tested using TU as was done by BikeNWA in 2016. That project was able to test 7,700 linear feet (1.45 miles) of new bike facilities for \$30,000 in northwest Arkansas.¹⁰
4. **Leveraging partnerships: “Work actively and collaboratively with federal, state, regional, local, and private partners to support walking and bicycling.”** One of the best features of TU is the emphasis on community involvement. It is a movement that emerged out of community leaders determined to make the changes that were needed regardless of official approval. That spirit continues today, and most TU projects are a result of community groups calling for action. One example of a community-led project is the case of Emaleigh Doley who led a transformation of West Rockland Street in Philadelphia. Doley worked with her neighbors to bring pop-up gardens and increased stewardship of their block, eventually leading to awards and attention from the press and local politicians, including then-Mayor Nutter.¹¹
5. **Improving public health: “Provide active living environments with safe, connected, accessible facilities along with programs that influence public health by encouraging walking and bicycling.”** TU increases walking and bicycling by expanding opportunities and improving existing assets. These changes lead to increased physical activity and resulting positive health outcomes. A 2013 study of a walkable community in Austin, Texas, found that new residents reported increased physical activity and increased health.¹² Additionally, health is improved by higher quality public spaces through decreasing stress, as found by a 2019 article.¹³

⁹The City of Hudson. (2021, April). Bridge district connectivity plan.

<https://static1.squarespace.com/static/60f9c15f691749685d37789f/t/61571e14745083428a893899/1633099308965/Bridge+D+istrict+Connectivity+Plan+Website.pdf>

¹⁰Northwest Regional Planning Commission. (2016, December). BikeNWA final report.

<https://www.nwarpc.org/pdf/Publications/BikeNWA%20Pilot%20Projects%20-%20Final%20Report%20%282017%29.pdf>

¹¹LeFevre, R. (2021, February 24). Citizen of the week: Emaleigh Doley. The Philadelphia Citizen.

<https://thephiladelphiacitizen.org/citizen-of-the-week-emaleigh-doley/>

¹²Zhu, X., Lu, Z., Yu, C. Y., Lee, C., & Mann, G. (2013). Walkable communities: Impacts on residents' physical and social health. *World health design*, 6(3), 68–75. <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC8776244/>

¹³Roe, J., Barnes, L., Napoli, N. J., & Thibodeaux, J. (2019). The restorative health benefits of a Tactical Urban Intervention: An urban waterfront study. *Frontiers in Built Environment*, 5. <https://doi.org/10.3389/fbuil.2019.00071>



6. **Increasing economic mobility: “Maximize economic competitiveness through walking and bicycling networks that improve people’s abilities to access jobs, businesses, other destinations, and to attract tourists, new residents, and new businesses to Pennsylvania.”** TU projects can be used to quickly revitalize an area and attract new activity. The Delaware Valley Regional Planning Commission has published a guide to how the pop-up economy and short projects can benefit a neighborhood.¹⁴ A project in Akron, Ohio, inspired interest in opening new businesses in the project area and wide public approval of the project.¹⁵ This interest turned into action and since the project in 2017 the area has become a “Music Row” and home to ongoing cultural and shopping events.¹⁶

Barriers to Tactical Urbanism

One of the roadblocks to successful TU in PA is navigating the complex system of responsibility for roads. The state ATP section on stakeholders succinctly describes the different parties in transportation and the roles and responsibilities held by each party. The relevant parties listed include PennDOT; the MPOs/RPOs, and local governments. PennDOT is responsible for state roadways, state bicycle networks, and funding of programs including Safe Routes to School. MPOs/RPOs are responsible for developing and updating regional transportation plans including Long Range Transportation Plans (LRTP), Transportation Improvement Programs (TIP), and assisting in the Commonwealth’s Twelve-Year Program (TYP).¹⁷

Tactical Urbanism in Pennsylvania

Philadelphia

The University City District of Philadelphia has a parklet program that has been highly successful. A 2015 report found that parklets were often at peak capacity and served far more people than could have made use of the one or two parking spaces requisitioned for the parklets.¹⁸ The same report also found that businesses near the parklets reported an average increase in sales of 20% after the installation of a parklet. Another example of parklets in the city is PARK(ing) Day. This is an annual event in Philadelphia that has been held since 2008.¹⁹ The 2023 event had 31 pop-up parks.

As part of the Complete Streets program, the city has guidelines and permit applications for parklets, plazas, and bike corrals.²⁰ Additionally, there is a licensing process for sidewalk cafes and Streeteries. Streeteries, which are outdoor extensions of restaurants, proliferated throughout the city as the COVID-

¹⁴Delaware Valley Regional Planning Commission. (2014, November). Municipal implementation tool #26.

<https://www.dvrpc.org/reports/mit026.pdf>

¹⁵Quednau, R. (2023, September 6). 4 permanent impacts of Temporary Tactical Urbanism Projects. Strong Towns.

<https://www.strongtowns.org/journal/2018/5/9/4-permanent-impacts-of-temporary-tactical-urbanism-projects>

¹⁶Kenmore Neighborhood Alliance. (2022, August 25). Five years after Kenmore Better Block, boulevard revitalization is booming. Better Kenmore. <https://www.betterkenmore.org/post/five-years-after-kenmore-better-block-boulevard-revitalization-is-booming>

¹⁷MPO and RPO contacts. Pennsylvania Department of Transportation. (n.d.).

<https://www.penndot.pa.gov/ProjectAndPrograms/Planning/Pages/MPO-and-RPO-Contact-List.aspx>

¹⁸University City District. (2015). The case for Parklets: measuring the impact on sidewalk vitality and neighborhood businesses.

https://issuu.com/universitycity/docs/the_case_for_parklets_2015?e=4547788/11667837

¹⁹PARK(ING) day phil. PARK(ing) DAY PHIL. (n.d.). <https://www.parkingdayphila.org/parking-day-phl>

²⁰Parklet, Plaza, and Bike Corral application packets: Office of Transportation, Infrastructure, and Sustainability. City of Philadelphia. (2016, February 1). <https://www.phila.gov/documents/parklet-plaza-and-bike-corral-application-packets/>



19 pandemic required fundamental changes in how people lived, worked, and gathered in urban environments.²¹

Pittsburgh

In the public art domain of TU, Pittsburgh was home to the 2013 Knit the Bridge project. This was an example of a public art technique known as yarnbombing, where participants apply knit and crochet blankets and covers to public structure. The Andy Warhol Bridge was home to a yarnbombing display for over one month; during that time the nearby Warhol Museum reported record attendance.²²

Another Pittsburgh TU event is the Garfield Night Market. This event was started by a Pittsburgh nonprofit, cityLAB (not affiliated with the Bloomberg Media publication), in 2016 and continues as a program of the Bloomfield-Garfield Corporation.²³ The Night Market is held the first Friday of the month and gathers artists, community leaders, businesses, and more in conjunction with the long established Unblurred art crawl in the city.²⁴

Other

There have been many other strides towards supporting TU projects across PA. In September 2022, the Center for Sustainable Transportation Infrastructure, a project of the University of Pittsburgh Swanson School of Engineering, began developing a TU guide specifically for municipalities in Pennsylvania.²⁵ This project was funded by the Transportation Advisory Committee for Pennsylvania, but is no longer in development. Erie is making strides towards embracing TU. The Erie Downtown Partnership has received funding for a placemaking project,²⁶ and an urban growth firm, YARD & Company, worked on a pop-up space during the Pennsylvania Downtown Center conference in 2019.²⁷

Tactical Urbanism across the United States

Many states have adopted ATPs, CSPs, and Vision Zero policies and implemented TU projects. This Report will highlight examples from a few states that PA may learn from as it strives to complete additional TU efforts.

²¹Porcena-Meneus, N. (2022, October 18). *City announces regulations and application process for Permanent Outdoor Dining Program: Department of Commerce*. City of Philadelphia. <https://www.phila.gov/2022-10-18-city-announces-regulations-and-application-process-for-permanent-outdoor-dining-program/>

²²Bossart, D. (2022, August 31). *The rise of tactical urbanism*. NEXTpittsburgh. <https://nextpittsburgh.com/features/rise-tactical-urbanism/>

²³About. Bloomfield-Garfield Corporation. (2023, January 9). <https://bloomfield-garfield.org/about/>

²⁴Unblurred. Bloomfield-Garfield Corporation. (2023, February 24). <https://bloomfield-garfield.org/penn-ave/unblurred/>

²⁵University of Pittsburgh. (2022, September 1). *University of Pittsburgh Swanson School of Engineering Tactical Urbanism/Demonstration Projects Guide*. Center for Sustainable Transportation Infrastructure. <https://www.engineering.pitt.edu/subsites/centers/csti/projects/current-projects/tactical-urbanismdemonstration-projects-guide/>

²⁶Fetcko, E. (2021, March 26). *Erie Downtown Partnership Wins National Recognition - group awarded Grant for New Placemaking Project*. Erie Downtown Partnership. <https://www.eriedowntown.com/members/blog/erie-downtown-partnership-wins-national-recognition-group-awarded-grant-for-new-placemaking-project>

²⁷YARD & Company. (2021, March 25). *Machine alley*. YARD & Company. <https://www.buildwithyard.com/yard-portfolio/2019/4/5/mlk-i-district-46359-xdzhn>



Georgia

Atlanta

As part of a Vision Zero initiative, the City of Atlanta authored a guide on TU projects within the city alongside an official process of approval for TU projects. An initial version of the guide was published in 2020, but a 2023 update is now available.²⁸ It was created by City of Atlanta Department of City Planning and the City of Atlanta Department of Transportation. One of the factors enabling city support of TU is that projects are only allowed on city roads and not on state-owned roads. The city has designated certain communities of concern, and members of those communities interested in doing a TU project may be able to receive loan materials and design assistance from the city.²⁹ To access the guide and learn more, click here:

<https://www.atlantaga.gov/home/showdocument?id=59856&t=638282859229357017>

The guide separates twelve project types into three groups: transportation, amenities, and public art. Design standards for each type of project are included in the guide. Two project durations are allowed. Demonstrations are projects lasting 30 days or less, and pilots are projects lasting more than one month but less than one year.

Applicants must submit an application for design approval to the City, and if necessary, apply for a right-of-way closure permit. Applicants must also meet insurance and bonding requirements.³⁰ The application requires submission of a community engagement plan, a maintenance schedule, and letters of community support.

Snellville

Snellville is a community of 20,000 on the outer edge of the Atlanta metropolitan area. In 2018, the city created a TU program that provides grants to community groups.³¹ This was modelled after a program in Fayetteville, Arkansas. The program is a collaboration between the city's Downtown Development Authority, Development Authority of Snellville, the Urban Redevelopment Agency of Snellville, and the Planning and Development Department.³²

The TU program project guide includes examples of projects, steps to apply for the program, and links to further resources. The program recommends the materials and design guide from the Streets Plans Collaborative. All projects must use the application to receive approval, but applying for funding from the board is an additional, optional step. To access the guide and learn more, click here:

<https://www.snellville.org/sites/default/files/uploads/planning-development/1-tactical-urbanism-project-guide.pdf>

²⁸Plautz, J. (2022, March 9). *Atlanta Embraces Tactical Urbanism in vision zero initiative*. Smart Cities Dive.

<https://www.smartcitiesdive.com/news/atlanta-embraces-tactical-urbanism-in-vision-zero-initiative/620062/>

²⁹Tactical urbanism. Atlanta Department of Transportation. (n.d.). <https://atldot.atlantaga.gov/services-2/tactical-urbanism>

³⁰Atlanta Department of Transportation. (n.d.). Insurance and bonding requirements.

<https://www.atlantaga.gov/home/showpublisheddocument/48425/637376888390530000>

³¹City Unveils Tactical Urbanism Program. City of Snellville, GA. (n.d.). <https://www.snellville.org/news/city-unveils-tactical-urbanism-program>

³²Tactical urbanism. City of Snellville, GA. (n.d.). <https://www.snellville.org/planning-development/tactical-urbanism>



New Jersey

Milltown

In 2019 the Alan M. Voorhees Center, part of Rutgers University, published a report on a pedestrian safety demonstration project in Milltown, New Jersey. The report was created as part of the North Jersey Transportation Planning Authority's Complete Streets Technical Assistance program. The report discusses complete streets and how to do demonstration projects. Included in this document is a map of municipalities and counties with Complete Streets Policies statewide as of 2019.³³

The demonstration project focused on pedestrian safety at intersections with high numbers of pedestrians due to students walking to a nearby school. The project team was primarily staff of the Complete Streets Technical Assistance Program, but community stakeholders and Borough of Milltown officials were involved throughout the project. Key features of the project include the need for approval from the county engineer due to the project site involving a Middlesex County Road. It was decided that Milltown would be responsible for a portion of the project implementation, namely planters and bollards, while the county would be responsible for road striping.

Jersey City

Jersey City is a municipality that has had great success with a Vision Zero Initiative. In 2022, the city achieved the goal of zero traffic deaths on city streets in 2022.³⁴ This is a significant improvement from 2021, which saw nine deaths on city streets. This change is due to years' long focus on safety improvements, which includes the use of TU and a partnership with Street Plans Collaborative.

Street Plans Collaborative began working with Jersey City to develop a pedestrian enhancement plan in 2016.³⁵ The final report on that project was published in 2018.³⁶ Dozens of workshops and TU projects have occurred since the beginning of the partnership and have resulted in safer and better streets. Support for these projects has come from the Mayor and the Director of Infrastructure.

State level

In 2019 the Alan M. Voorhees Center at Rutgers University published a report evaluating TU across New Jersey. The report was created as part of the North Jersey Transportation Planning Authority's Complete Streets Technical Assistance program. It presents the benefits of TU and examples of projects in Jersey City and Princeton. Three case studies in Trenton, Red Bank, and Milltown are included. Finally, the report recommends methods to ensure a TU project is successful which includes developing a Complete Streets Implementation Plan and encouraging community involvement.³⁷

³³Alan M. Voorhees Transportation Center. (2019). Pedestrian safety demonstration project.

https://www.nitpa.org/NJTPA/media/Documents/Planning/Regional-Programs/Complete%20Streets/091918-Milltown-Final_1.pdf

³⁴Mieleszko, A. (2023, September 6). *Jersey City achieved zero traffic deaths on its streets. here's how they did it.* Strong Towns. <https://www.strongtowns.org/journal/2023/6/9/jersey-city-achieved-zero-traffic-deaths-on-its-streets-heres-how-they-did-it>

³⁵Pedersen, M. C. (2023, January 18). *How tactical urbanism helped conquer the streets of Jersey City.* Common Edge. <https://commonedge.org/how-tactical-urbanism-helped-conquer-the-streets-of-jersey-city/>

³⁶City of Jersey City. (2018, May). Pedestrian enhancement plan final report. https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_6189660/File/Community/Transportation/JCwalks_Final_Report_FINAL_053018.pdf

³⁷North Jersey Transportation Planning Authority. (2019, December). Evaluating tactical urbanism in New Jersey. https://njbikeped.org/wp-content/uploads/2022/09/Report-for-NJDOT_FINAL-2.20_2.pdf



Oregon

Eugene

TU projects in Eugene have focused on safety. In 2019, The Central Lane Metropolitan Agency authorized \$600,000 in funding to implement short-term safety improvements to a major traffic corridor.³⁸ Plans for long-term improvements to this area had been in place since 2017,³⁹ but the additional funding was the result of a high-profile pedestrian death. According to Lane County, the short-term improvements were a wider shoulder for pedestrian use, a mid-block pedestrian crossing, and a new multi-use path.

Another example of a TU guide comes from a student-authored guidebook developed for Eugene in 2015 by students in the fields of planning and policy at the University of Oregon. This guide included results of the survey on residents' awareness and approval of TU in Eugene. Several case studies from Eugene and other cities are presented alongside tips for implementation of future projects. To access the guide and learn more, click here: https://issuu.com/jackie.stinson/docs/tu_guidebook

Portland

Portland is a city that has been a leader in TU efforts, especially from independent activists and community groups. City officials have begun to adopt techniques in recent years, although often through prompting from advocacy groups like Bike Portland. For example, after a cyclist was struck by a car while using an unprotected bike lane, a group called Block Ops PDX installed unauthorized concrete blocks to protect the bike lane. The Portland Bureau of Transportation (PBOT) took down these blocks, but later installed official concrete planters and additional signage.⁴⁰

Another important partner in TU in Portland is the Better Block PSU. Originally formed in 2013 as Better Block PDX, the group created street improvements, plazas, PARK(ing) days, and other projects.⁴¹ In 2018 a new partnership was formed with Portland State University and the group is now known as Better Block PSU.⁴² This partnership integrates community work with classroom projects and works to design and execute TU projects.

On a policy level, the City Council approved a Livable Streets Strategy which implicitly encourages TU. A 2017 report Authored by Nelson/Nygaard Consulting Associates Inc. collects best practices from several comparable cities and makes recommendations for the city to further the Livable Streets strategy.⁴³ Additionally, the PBOT has three permits available that fit the needs of TU projects. First is a permit for a PARK(ing) day project to be held as part of the annual event.⁴⁴ Next is a free Block Party Permit which

³⁸Central Lane MPO Advances Beaver-Hunsaker Project. Safe Routes Partnership. (2019, May 24).

<https://www.saferoutespartnership.org/pacific-northwest/2019/central-lane-mpo-advances-beaver-hunsaker-project>

³⁹Lane County. (2017, August.) Beaver-Hunsaker corridor plan. https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_3585797/File/FinalBeaverHunsakerPlanAugust2017.pdf

⁴⁰Holbrook, A. (2023, November 21). *When tactical urbanism leads to Safer Streets – urbanist update*. Velo. <https://velo.outsideonline.com/urban/urban-culture/when-tactical-urbanism-safer-streets-urbanist-update/>

⁴¹Projects. Better Block PDX. (2016, May 9). <https://betterblockpdx.org/projects/>

⁴²Portland State University. Better Block PSU Transportation Research and Education Center. (n.d.). <https://trec.pdx.edu/better-block-psu>

⁴³Nelson/Nygaard Consulting Associates Inc. (2017, January). PBOT livable streets strategy best practices report.

<https://www.portland.gov/transportation/permitting/documents/livable-streets-strategy-best-practices-report/download>

⁴⁴Apply for a park(ing) day permit. Portland.gov. (n.d.). <https://www.portland.gov/transportation/permitting/apply-parking-day-permit>



enables temporary street closures on non-arterial streets for residents.⁴⁵ Finally, the Community Event Permit enables pop-up events that last for up to two days.⁴⁶

Tennessee

Jackson

In 2021 the city of Jackson, Tennessee, launched a TU initiative. The program is managed by the City's engineering department and includes a guide to planning, permitting, and applying for approval of a project. The initiative's website encourages community members to use the guide to create projects. Projects are not permitted on state roads. Two types of additional permits are available as necessary, an event permit and a street closure permit. Each of these permits requires an application and approval. To access the guide and learn more, click here:

[https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_16361603/File/Residents/Tactical%20Urbanism/Tactical%20Urbanism%20Guide%20\(1\).pdf](https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_16361603/File/Residents/Tactical%20Urbanism/Tactical%20Urbanism%20Guide%20(1).pdf)

Nashville

Nashville has a TU program created by the Nashville Department of Transportation and Multimodal Infrastructure (NDOT). In collaboration with staff from the Metropolitan Government of Nashville and Davidson County, Barge Design Solutions, and Fairpoint Planning, an official guide to TU was published in 2023. The guide includes descriptions of project types and how to obtain the relevant permits, as well as guidance on materials and a map of priority areas highlighted by Nashville Vision Zero Action Plan. To access the guide and learn more, click here: https://www.nashville.gov/sites/default/files/2023-11/TUGuide_Interactive.pdf

NDOT has developed an interactive map made with ArcGIS that shows what streets are eligible for TU projects with the NDOT and which are not due to control from state or federal DOTs. The map includes indicators for areas with high rates of traffic-related injuries in conjunction with the city's Vision Zero efforts.⁴⁷ An upcoming project of the TU program is funding and support for communities in the priority zones which is planned to begin in 2024. There is a basic permit application for TU projects which requires applicants to have a letter of support, minimal insurance and bonding, and design plans.

Vermont

Burlington

Burlington Department of Public Works published an official community-led demonstration project policy and guide in 2016. The guide was prepared by the Street Plans Collaborative and includes an explanation of the permit process and ideas for potential projects. The Burlington guide now also includes a copy of the official policy that allows the TU program to exist. This policy ordinance and was passed by the Public Works Commission in June 2017.⁴⁸ To access the guide and learn more, click here:

⁴⁵Apply for a Block Party permit. Portland.gov. (n.d.). <https://www.portland.gov/transportation/permitting/apply-block-party-permit>

⁴⁶Apply for a community event permit. Portland.gov. (n.d.). <https://www.portland.gov/transportation/permitting/apply-community-event-permit>

⁴⁷NDOT. (n.d.). NDOT Tactical Urbanism. <https://experience.arcgis.com/experience/7d326c56aa134a43aed96abee697e727>

⁴⁸ *Tactical Urbanism and Demonstration Projects*. Tactical Urbanism and Demonstration Projects | City of Burlington, Vermont. (n.d.). <https://www.burlingtonvt.gov/DPW/Tactical-Urbanism-and-Demonstration-Projects>



<https://www.burlingtonvt.gov/sites/default/files/CommunityLedDemonstrationProjectPolicyGuide2018.pdf>

Two types of projects are described in the guide: demonstration projects that have a duration of one week or less and can be community-led, and pilot projects which are temporary projects created by the Department of Public Works to test a project and receive public input. The permitting process outlined in this guide comprises four stages: project development, permitting and review, notification and implementation, and thank you and recap.⁴⁹ Phases 1 and 2 each require an application to be submitted to the Department of Public Works.

State level

The Vermont Agency of Transportation is a trailblazer in publishing guidance for TU projects that interface with state-managed roads. The most recent version of the guidance document was published in October 2022 and establishes the Agency of Transportation as the ultimate authority in approving a project. Obtaining a permit is required for all projects. An extensive application is included in the guide. To access the guide and learn more, click here:

<https://vtrans.vermont.gov/sites/aot/files/planning/documents/planning/Demonstration%20Project%20Guidance%202022.pdf>



Appendix: Tactical Urbanism Guides

1. The Street Plans Collaborative. (2012, March). Tactical Urbanism Volume 1. https://issuu.com/streetplanscollaborative/docs/tactical_urbanism_vol.1
 - a. This is the first volume of the Tactical Urbanism publication. It provides an overview of different tactical urbanism projects and potential applications.
2. The Street Plans Collaborative. (2016, December). Tactical Urbanist's Guide to Materials and Design Version 1.0. <http://tacticalurbanismguide.com/>
 - a. This is a comprehensive guide to the design and materials necessary for tactical urbanism projects. It was created for use by neighborhood groups, advocacy organizations, professional planners, transport engineers, and elected officials.
3. City of Atlanta. (2023, April). Tactical Urbanism Guide. <https://www.atlantaga.gov/home/showdocument?id=59856&t=638282859229357017>
 - a. This guide presents the process for applying for permits and implementing tactical urbanism projects in Atlanta, Georgia. This highly detailed guide includes guidance on city requirements and construction methods. Examples of previous projects are included, as well as a map of neighborhoods designated as equity priority areas.
4. City of Snellville Department of Planning and Development. (2018). Tactical Urbanism Program Project Guide. <https://www.snellville.org/sites/default/files/uploads/planning-development/1-tactical-urbanism-project-guide.pdf>
 - a. This guide presents different tactical urbanism projects and the steps to creating one in Snellville. The guide includes links to other resources, including the materials guide from Street Plans Collaborative.
5. City of Jackson. (2021). Tactical Urbanism, Permitting Process, Application, and Materials Guide. [https://cdns5-hosted.civiclive.com/UserFiles/Servers/Server_16361603/File/Residents/Tactical%20Urbanism/Tactical%20Urbanism%20Guide%20\(1\).pdf](https://cdns5-hosted.civiclive.com/UserFiles/Servers/Server_16361603/File/Residents/Tactical%20Urbanism/Tactical%20Urbanism%20Guide%20(1).pdf)
 - a. This guide explains the application process for tactical urbanism projects as well as guidance on evaluating a project.
6. Nashville Department of Transportation. (2023). Tactical Urbanism, A Guide for Street Activations and Demonstration Projects. https://www.nashville.gov/sites/default/files/2023-11/TUGuide_Interactive.pdf
 - a. This guide explains the process of applying for a tactical urbanism project as well as examples of types of projects. Several checklists and local forms are included. The guide also includes a brief section on materials and links to other resources.
7. Nelson/Nygaard Consulting Associates Inc. (2017, January). PBOT Livable Streets Strategy Best Practices Report. <https://www.portland.gov/transportation/permitting/documents/livable-streets-strategy-best-practices-report/download>
 - a. This report was created for the Portland Bureau of Transportation. It describes the permitting and application process of several cities. It also presents findings from these cities on tactics to create tactical urbanism projects and other best practices for evaluation and dissemination.
8. City of Burlington, VT. (2018, January). Community-Led Demonstration Project Policy and Guide. <https://www.burlingtonvt.gov/sites/default/files/CommunityLedDemonstrationProjectPolicyGuide2018.pdf>



- a. This guide includes a copy of the local ordinance permitting tactical urbanism projects. An extensive explanation of the permitting process as well as additional resources are included in this guide.
9. Vermont Agency of Transportation. (2022, October). Guidance Document: Demonstration Projects in State Highway Right of Way.
<https://vtrans.vermont.gov/sites/aot/files/planning/documents/planning/Demonstration%20Project%20Guidance%202022.pdf>

