Parks Without Borders
Mike Lydon, CNU-A
@MikeLydon | @streetplans | @Open_Streets
We're a planning, design, and research-advocacy firm.
Existing
Automobile Space: 68%
People Space: 32%
Proposed
Automobile Space: 44%
People Space: 56%
Real Change is Hard!
80% of Plans Are Never Implemented!

- Kaplan et. Al. (2005), Harvard
...city planning lacks tactics for building cities that work like cities...

- Jane Jacobs

Author: The Death and Life of Great American Cities
We Need to Develop New Methods for Building Cities... Together.
Tactical Urbanism Vol. 1 – 4, Island Press Book

450,000+ downloads / impressions across 150+ countries
Tactical
Adj: \textit{tak-ti-ke\textbackslash{l}}

1. of or relating to small-scale actions serving a larger purpose
2. Adroit in planning or maneuvering to accomplish a purpose
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.
Emphasize the *Making* in Placemaking
BUILD, MEASURE, LEARN

Adapted from The Lean Startup by Eric Ries
Rapid Park Delivery
A Rendering in Real-Time
Creating a pop-up park and urban forest along Biscayne Boulevard to drive momentum for “Biscayne Green,” a proposal to redesign Biscayne Boulevard to include a pedestrian promenade.
MAKE MY PARK

PENRITH

CITY COUNCIL
Penrith, Australia…

The plaza (before) - empty, gated from the street, no seating, no shade, no reason to stay.
Revitalizing A Failed Public Space

The ‘Gathering Space’ (after) - road converted to park, new seating areas, new trees.
A one week installation period and a budget of AUD$40,000 meant that innovation, collaboration and a lot of generosity needed to be shared to get the job done. Local government officers built new relationships and pride in their city.

The space is now complete and useable but evolving as new information comes on board. Vehicle access for deliveries and maintenance have been responded to and elements can be modified to meet new demands on the space.

Increasingly the space is being recognised as community rather than government owned. Small unplanned activities are occurring as well as a formal program of events.
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.
Council to build second pop-up park

Published on Thursday, 08 May 2014 08:39
Written by Cassandra O'Connor

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

Tactical Urbanism is a term credited to Street Plans Collaborative partners Mike Lydon and Anthony Garcia and refers to the delivery of ‘lighter, quicker, cheaper’ physical interventions within the public realm such as parklets, cycleway projects, temporary play spaces and streetscape upgrades.

The approach is committed to delivering physical, often short term, place-based interventions that strategically align with the wider vision for the city centre, such as safe, liveable streets and pedestrian friendly public spaces.

By nature tactical urbanism projects are typically used to test/trial ideas; approaches to urban problems that may not have been tested before, and as such; measuring a project’s success or failure is a key deliverable within this workstream.
AUCKLAND PLAN
30 year vision and strategy for Auckland

CITY CENTRE MASTERPLAN (CCMP)
Special plan for city centre

ACTIVATE AUCKLAND PROGRAMME

PLACE ACTIVATION
- Physical interventions
  - Art, pole banners, digital media, installations, signage, performance
- Channels
  - Digital media platforms, access to council media, providing access to data
- Programming
  - Events, activities

TACTICAL URBANISM
- Advocacy
  - Negotiating changes to Council regulations, streamlining processes to help enable partners
- Facilitating/Mentoring
  - Creating tools/platforms for sharing information, capacity building
- Partnerships

Interim Design Pilots
- Trialling an idea before undertaking full investment, temporary short term interventions

Iterative Design
- Informs collective behaviour change for the city, small interventions that work towards a long term goal

DISRUPTION MANAGEMENT
A combination of place activation and tactical urbanism
Tools are determined by the issues identified.
Miami’s Ludlam Trail
Ludlam Days
Ludlam Nights!
What We Learned: You Can Get Away With Anything When You Wear an Orange Vest!
So, What Are We Doing in NYC?
Citizens: DIY Street Seats
City and Citizen: Play Streets
City and Neighborhood Groups: Weekend Walks
City and Advocacy Sector: Demo Plazas
Change City Software to Get Better Hardware
A More Open, Iterative Process Is Emerging

1. Initial Outreach + Visioning
   - 1 day - 1 Week
2. Public Input + Public Action!
3. Short-term Demonstration Projects
   - 1 Month - 1 year
4. Pilot Projects
5. Project Stewardship
   - 1 year - 5 years
6. Interim Design
7. Long-term Design
   - 5 - 50 years

Data Collection + Evaluation

Financial Investment
We want to create a short-term pilot for traffic calming measures at a dangerous intersection in our neighborhood.

- How can we get city approval? This type of work does not fall within existing permitting structures.
- What is the best way to design the temporary facility?
- What are the best materials for our project and budget?

We like the idea and the spirit. But...

- What materials are safe to approve?
- What level of design is needed, and what are the standards?
- What are the protocols for safe installation and removal?
- What are our evaluation metrics?

Implementation: Harness Civic Energy
A Policy for Citizen-Led Demonstration Projects!

COMMUNITY-LED DEMONSTRATION PROJECT POLICY + GUIDE

City of Burlington, VT | April 2016

Why Use This Approach?

Depending on the form the project takes, municipal authorities, organizations, and everyday citizens use short-term projects as a tool to:

- Deepen their understanding of user need;
- Draw attention to perceived shortcomings in policy and physical design;
- Widen public engagement;
- Test aspects of a project or plan before making large political or financial investments;
- Expedite project implementation;
- Gather data from the real-world use of streets and other public spaces; and/or
- Improve collaborative partnerships between residents, local non-profits, and government agencies.

This approach is not completely new to Burlington. In [year], the [City Council] approved a new City Ordinance to allow the Department of Public Works to implement temporary traffic and parking projects on all public streets (Article 1 Chapter 20 Section 3). The ordinance creates a pathway for DPW to use short-term or “pilot projects” to evaluate the merits and impacts of proposed street design projects. Pilot projects as defined in the ordinance may be in place for up to 30 days.

This guide and policy builds off of the pilot project ordinance. It breaks the process into even smaller segments, making it easier for everyday residents, advocacy organizations, and community groups to spearhead short-term projects alongside DPW and other agencies. Ideally, the community-led “demonstration projects” that this guide describes (to last from 1 to 7 days) will help inform the city-led efforts authorized by the pilot project ordinance.
You Got This Burlington!
Art Hop!
I want a bikeable BTV because...

- It is a good way to meet friends, and it's exercise. (I'm healthy!)
- Walking gives me more time to enjoy the city!

I want a walkable BTV because...

- My family wants to move around town car-free!
- Because I'm a college student and I want to be apart of the community!
- I do not have a car #brokecollegekid
What We Learned

SPEEDING ON N. WINOOSKI AVE.

NORMAL CONDITIONS
- ~1 in 4 vehicles (28%) did not observe the speed limit

WITH THE DEMO IN PLACE
- Speeding dropped to 6% of vehicles counted

SPEEDING ON N. UNION ST.

NORMAL CONDITIONS
- ~1 in 4 vehicles (23%) did not observe the speed limit

WITH THE DEMO IN PLACE
- Speeding dropped to 6% of vehicles counted
North Winooski Avenue - Existing
N. Winooski Avenue – Phase 1
N. Winooski Avenue – Phase 2
What the City Learned: Short-Term Action, Long-Term Change!
What’s the Parks Department Answer to the DOT Pedestrian Plaza?
How Do We Connect Parks Without Borders?
PARKING
Thank You!

Mike Lydon, CNU-A
street-plans.com

@MikeLydon | @streetplans | @Open_Streets