

TACTICAL URBANISM PROGRAM

PROJECT GUIDE



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WHAT IS IT, EXACTLY?

A PRIMER ON TACTICAL URBANISM

In one sense, tactical urbanism has been happening as long as there have been cities and towns. Any time you see a resident or business making small-scale or incremental improvements to the **built environment** is most likely an example of tactical urbanism.

In the **modern** usage of the term, there are typically four criteria for a project to be considered tactical urbanism. In no particular order, they are:

- **Community-led**
- **Temporary**
- **Low-cost**
- **Demonstrative**

By demonstrative, we mean that these installations are created with the goal of *demonstrating* how small improvements or changes to the built environment can help improve the safety, health and visual appeal of a neighborhood, place or city.

TYPES OF TACTICAL URBANISM



Mini-roundabout installation in Fayetteville, Arkansas. One of the largest tactical urbanism projects to come out of the City-run program. Source: City of Fayetteville

TYPES OF TACTICAL URBANISM

WHAT CAN I DO?

Tactical urbanism covers a whole spectrum of projects in a variety of categories and all shapes and sizes. They run the gamut from single-person projects to massive installations involving dozens of people.

On the following pages is brief list of the kinds of projects or installations that have been done in other cities around the United States and other parts of the world. Many of these installations overlap with multiple types, so don't treat these as discrete categories

Also keep in mind that **this list is not exhaustive**. This program, and tactical urbanism as a concept, are meant to foster ingenuity, cooperation and creative problem solving by concerned citizens. If you do not see something here that you think would solve a problem or address a need in your community,

These projects are also supposed to cater to the context of their location and the needs of the community.

TRAFFIC CALMING



Temporary stop bars at an intersection in a Toronto neighborhood. The old setup allowed cars to pass through at unsafe speeds. Source: Dave Meslin (@meslin)



TRAFFIC CALMING

WHAT IS IT?

All streets in the US have speed limits. However, research shows that many (perhaps most) drivers base their speed off the perceived “design speed” of the road, rather than the posted limit.

What this means is that in practice a driver will most likely travel at the speed which the design of the road seems to encourage; e.g. a wide street with gentle curves and no visual obstructions like trees or parked cars will likely beget faster speeds.

Traffic calming installations force drivers to be more alert and reduce their speed. These kinds of projects are centered around making local and neighborhood streets safer for residents, pedestrians and cyclists by slowing automobile traffic down to a reasonable speed.

EXAMPLES

On-street Parking

Bike Lanes

Crosswalks

Speed Bumps or Humps

Roundabouts

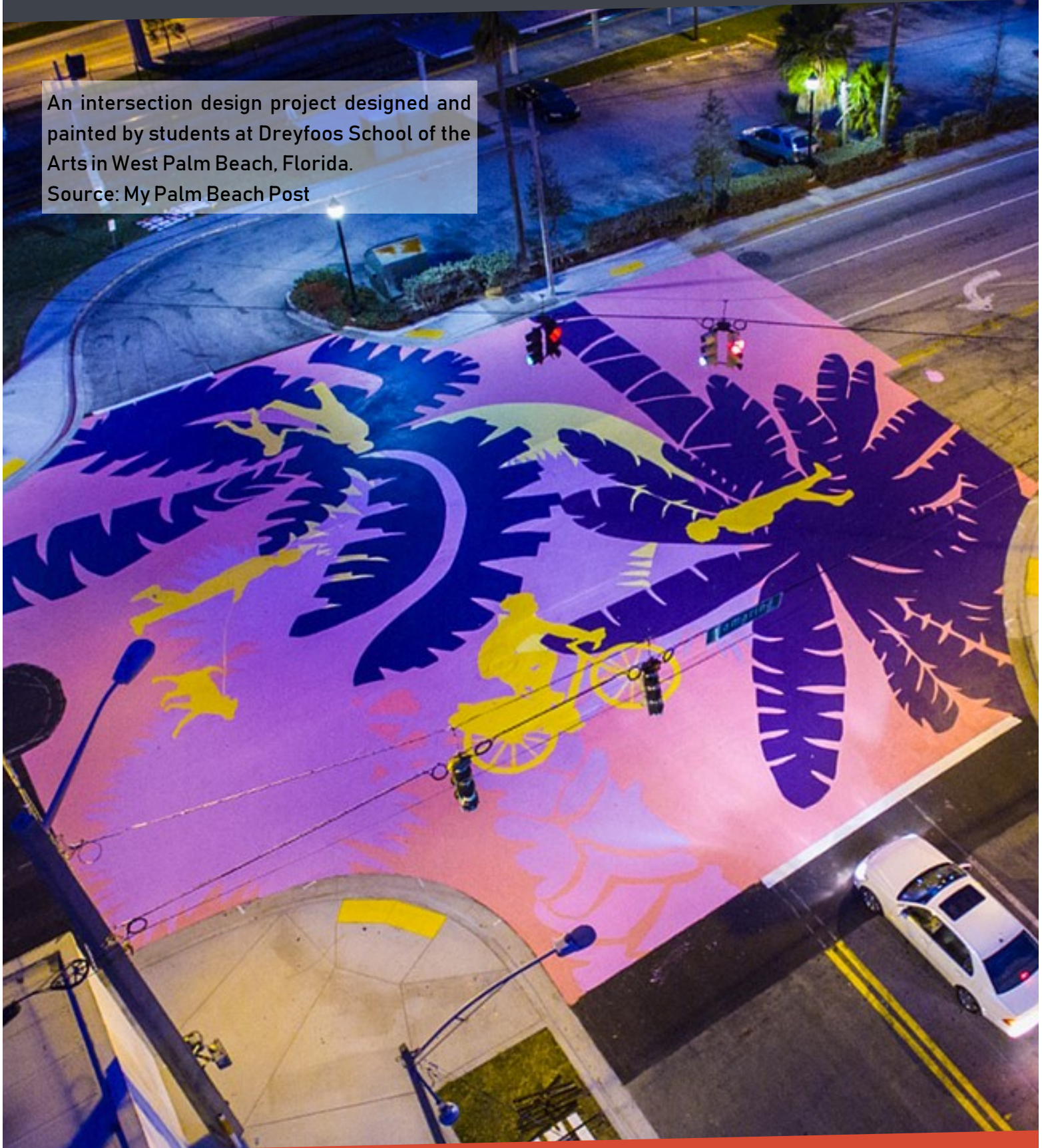
Park(ing) Day



Painting bike lanes in Macon, Georgia. Source: Streetsblog USA

PUBLIC ART OR INSTALLATIONS

An intersection design project designed and painted by students at Dreyfoos School of the Arts in West Palm Beach, Florida.
Source: My Palm Beach Post



PUBLIC ART OR INSTALLATIONS

WHAT IS IT?

These kinds of projects seek to improve the aesthetic and visual appeal of a place. Public art can take come in a variety of forms, limited only by the imagination of those installing it.

They can be more traditional physical installations like sculptures or murals, or pieces that take advantage of unique acoustics or natural elements in a location. They can also be incorporated into other projects with a more utilitarian purpose, like street furniture or crosswalks.

EXAMPLES

Murals

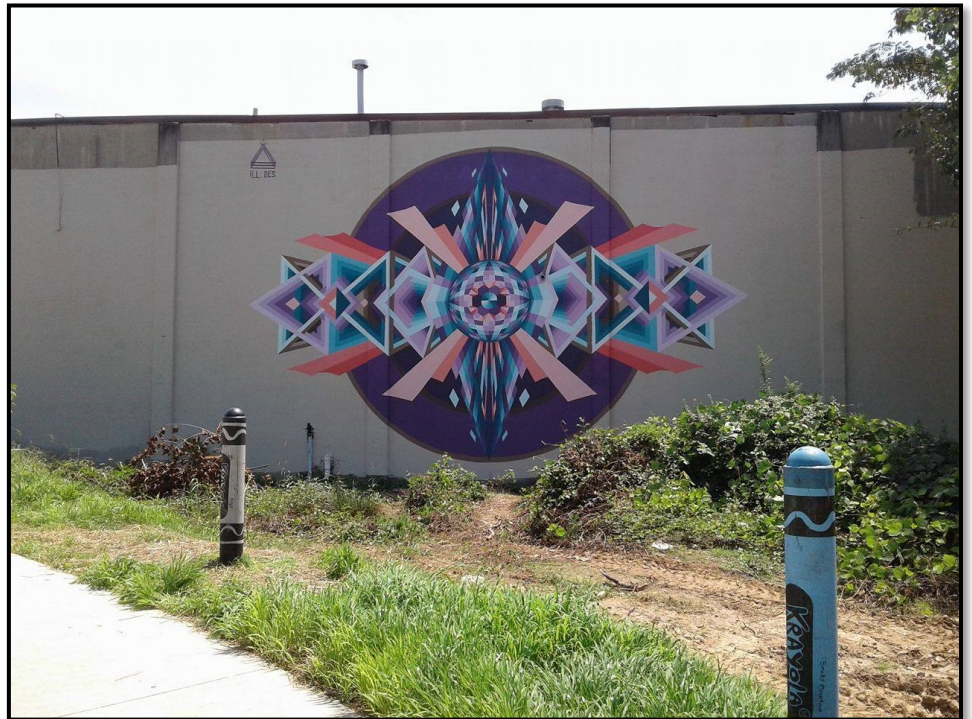
Sculptures

Pop-up Retail

Little Free Libraries

Performance Spaces

Park(ing) Day



Mural along the Atlanta BeltLine Westside Trail. Source: Atlanta BeltLine

STREETSCAPE IMPROVEMENTS



Benches and some greenery in an on-street parking space in Reykjavik, Iceland. Beautifying the streetscape as well as traffic calming.
Source: Mikael Colville-Andersen (@copenhagenize)

STREETSCAPE IMPROVEMENTS

WHAT IS IT?

A *streetscape* is the look or appearance of a street, or the combined surroundings of the street. A streetscape improvement, then, is anything that seeks to enhance the visual appeal, functionality or safety of a streetscape.

These projects can be focused on enhancing the aesthetics of a streetscape via greenery or public art, or increasing the utility of the space alongside a street. They can easily traffic calming or pedestrian improvement projects through the use of protective barriers for pedestrians or street furniture.

Streetscape projects have the potential to cross into both public rights-of-way as well as private property, which can make them more tricky to organize. Applicants wishing to try their hand at this kind of project are encouraged to make sure they have buy in from all possible stakeholders to ensure the project's success.

EXAMPLES

Flowers or Minor Landscaping

Street Furniture

“Chairbombing” & Seating

Little Free Libraries

Signage



Seating for pedestrians in Dallas. Source: Slow Ottawa

PEDESTRIAN INFRASTRUCTURE

A crosswalk redesign as part of a larger Tactical Urbanism demonstration in Garden Grove, California.
Source: Street Plans Collaborative



PEDESTRIAN INFRASTRUCTURE

WHAT IS IT?

As the name suggests, pedestrian infrastructure projects create or expand upon the physical architecture built to serve people walking. We typically only think of things like crosswalks and sidewalks as pedestrian infrastructure, but in reality it can incorporate anywhere that people do or may walk.

These kinds of projects often go hand in hand with streetscape improvements, and can also accompany traffic calming and certain kinds of public installations. The goal of traffic engineering is to move cars as efficiently and safely as possible,

In much the same vein, this kind of tactical urbanism explores ways that our communities can improve the pedestrian experience on our streets, whether this be allowing them to move safely and efficiently or providing them with support facilities like shelters and seating.

EXAMPLES

Crosswalks

Pedestrian Shelters

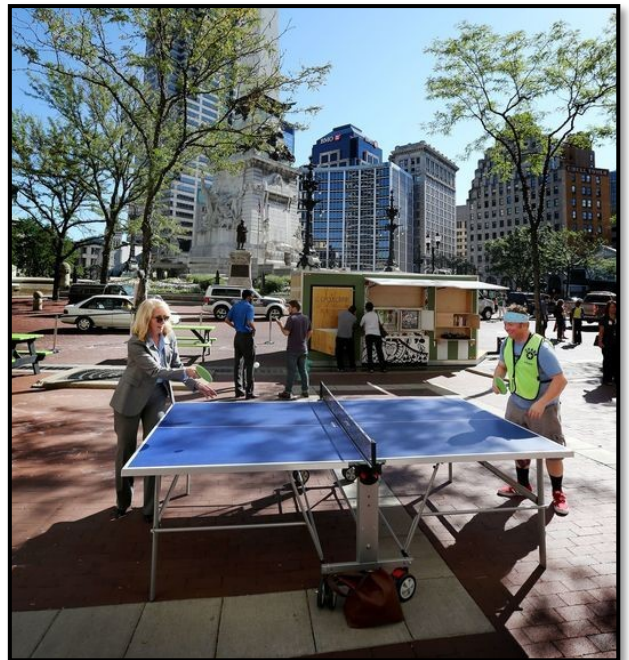
Signage

Street Furniture

Seating

Ping-pong tables in a public plaza in Lafayette, Indiana.

Source: Journal & Courier



STEPS TO APPLY

WHAT ARE THE STEPS?

First, you've got some reading to do. You are already reading this guide, so you are well on your way to knocking this one out!

We also highly recommend reading the **Tactical Urbanist's Guide to Materials & Design Version 1.0**. This free guide was created by the Streets Plans Collaborative, and is very detailed and full of helpful illustrations and comparisons. You can find the guide online at tacticalurbanismguide.com, or you can download a copy from the Tactical Urbanism page on the Snellville website. Combined, these two documents will help you flesh out your idea, and give you the tools to better plan for the materials you might need and how to measure the impact of your installation.

The next step is to fill out an application for a Tactical Urbanism Permit. You can download a copy from the city's website at snellville.org/tactical-urbanism, or pick up a copy in person at the Department of Planning & Development.

There are two possible phases to the application:

PHASE I is your submitted application for your project, which will be reviewed by City staff and either approved or returned with comments. **This is required.**

PHASE II is your opportunity to apply to the **Tactical Urbanism Board** for a grant to fund your project upon approval. **This is NOT REQUIRED.**

LOCATING YOUR SITE

WHERE CAN I PUT MY TACTICAL URBANISM PROJECT?

Placement of your tactical urbanism project is key. You want to ensure

Private Property

If your project is located entirely on private property, there are no further restrictions beyond the required Property Owner Consent Letter as part of your application. If you are yourself the property owner, we will still require written consent.

Right-of-Way

The City would prefer a tactical urbanism installation only be placed in a City of Snellville owned and maintained right-of-way with a speed limit of 25 mph or less.

Streets and roads maintained by Gwinnett County are not out of the question, but will likely lengthen the review process for your application. Federal and state highways are not eligible, meaning that Main Street (US-78) and Scenic Highway (SR-124), among others, are out of the question.

If you wish to locate your site on the street, please first check the street list and map on the City's [Tactical Urbanism page](#) to make sure your selected street or intersection is eligible.

PROJECT ESSENTIALS

TO INCREASE THE LIKELIHOOD OF APPROVAL, YOUR PROJECT MUST:

Avoid federal or state highways.

Main Street (US-78) and Scenic Highway (SR-124), among others, are out.

Avoid streets classified as an “arterial” by the City of Snellville.

Check the street map provided online. Roads like Ronald Reagan Pkwy, Rosebud and Dogwood (among others) are not suitable. Oak Road is the only exception.

Avoid streets with posted speed limits greater than 25 mph.

Check the street map provided online. If the speed limit varies, locating within a section that is 25 mph is acceptable.

Preserve access for emergency vehicles.

Preserve access to fire hydrants.

25 feet is a typically acceptable distance to give.

Preserve normal access to utilities.

We all like water and electricity. Make sure a crew could get to the light poles and manholes if they had to.

Not block any driveways without written permission.

Maintain ADA compliance.

Make sure you're not blocking wheelchair ramps or curb cuts.

FAQS

FREQUENTLY ASKED QUESTIONS

How long does the review process take?

Anywhere from 7-20 days. A completed application is the best way to ensure the shortest review time possible.

What do I need to apply again?

1. A completed permit application.
2. A signed property owner consent letter with proof of property ownership.
3. A site plan for the project.

How much money can I apply for?

Please try not to go over a few hundred dollars without a compelling reason. These projects are supposed to be low-cost, and there might be other projects that need a grant as well. We're not going for a total redevelopment here. An application for an excessive amount will likely be denied.

Is there a fee to review?

Nope. Totally free.

So if my project is approved, I'm free to start setting up?

Within the approved dates, yes.

LINKS & CONTACT INFO

LINKS

[City of Snellville Tactical Urbanism Page](#)

[Tactical Urbanist's Guide to Materials & Design Version 1.0](#)

[Fayetteville, Arkansas Tactical Urbanism Program](#)

[Burlington, Vermont Tactical Urbanism Program](#)

[Tactical Urbanism Volume 2 by Street Plans Collaborative](#)

CONTACT INFORMATION

Department of Planning & Development

Snellville City Hall


2342 Oak Road SW, 2nd Floor | Snellville, GA 30078

770-985-3514 | snellville.org/planning-development



GOT AN IDEA?

APPLY TODAY!

A man wearing a yellow safety vest, a red t-shirt, a patterned hat, and blue gloves is using a long-handled tool to apply red paint to a road surface. The background shows a blurred street scene with trees and a yellow barrier.

“TACTICAL URBANISM IS KIND OF A WAY TO SAY, OH, YOU WANT SOMETHING DONE? WELL, HERE’S A CHANCE FOR YOU TO DO SOMETHING.”

**CHRIS BROWN
CITY ENGINEER, CITY OF FAYETTEVILLE, AR**

CITY OF SNELLVILLE | DEPARTMENT OF PLANNING & DEVELOPMENT