Pop-Up Projects
A COMMUNITY GUIDE FOR FORT WORTH

April 2019

FORT WORTH®

North Central Texas
Council of Governments

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Table of Contents

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Introduction: Bringing Community Ideas to Life

A growing number of temporary, low-cost, illustrative projects are popping up on streets around the country and the world, showing creative ways to repurpose street space.

This guide provides Fort Worth residents with inspiration for using temporary pop-up projects to redesign their neighborhoods with people in mind. It provides Fort Worth communities with project inspiration, tips for success, and considerations for implementation. Because any installation involving public space would require City approval, this guide also provides tips on navigating the Fort Worth permitting process to get ideas "on the ground."

THE DESIGN IS TEMPORARY, BUT THE CONCEPT IS *PERMANENT*

This guide recognizes that cities like Fort Worth are often working with limited budgets, and are under pressure to deliver street improvements that are cost-effective and that respond to an increasingly well-informed public. The approach of having cities and community groups rapidly implement temporary design solutions allows for performance and outcome testing, public and agency feedback, and adjustments—all before significant dollars are invested.

This guide was developed to share ideas and provide resources and tools for those wanting to implement their own Pop-Up Project.

Planters and temporary signage are used to close off a left turn lane and create space for people in Santa Fe, NM in 2014.

What is a Pop-Up Project?

Pop-ups are short-term demonstrations of improvements to underutilized spaces. They allow community members and city leaders to see and experience changes to the streetscape in real time rather than only in a rendering on a poster board at an open house.

The term "pop-up" refers to how they may be set up within a few hours and taken down just as quickly, though many of these projects are left up for a pilot phase that can last for weeks, months or even years. This project delivery method allows for relevant data and community feedback to be collected and acted upon.

There are many names for this concept. The name "Pop-Up Project" will be used in this guide, as it captures the fundamental idea that concepts can be brought to life quickly and at a low cost.

Pop-Up Crosswalk and Sidewalk Extension on Race St in Fort Worth during a 2012 Better Block Project.

Demonstration Projects **Tactical Urbanism** **Pilots** **Quick-Builds** **Street Prototyping** **Pop-Up Projects**

There are many different names used to describe temporary, illustrative street design projects. This guide uses the term "pop-up projects.

What Makes a Good Pop-Up Project?

Community Involvement

A collaborative process brings people together and reinforces a sense of community. Working as a group means outcomes will be tailored to the community's character and needs. After being actively involved in the project, people are more supportive of permanent change.

Low Risk, High Reward

Pop-Up Projects may be taken down as quickly as they appear, but the ideas they leave behind can demonstrate the value of permanent improvements. There is often little to lose if these low-cost Pop-Up Projects don't meet their original goals, as they still provide invaluable information for future implementations and have the potential to spark long-term changes.

Curiosity, Conversation, and Inclusion

Pop-Up Projects should rarely go unnoticed by a passerby. While it is important for projects to demonstrate realistic opportunities, having eye-catching elements can spark curiosity and conversation to make it more memorable. It is also important that the project be inviting to everyone and that it allow for a variety of different uses.

Project Types

There are many different types of pop-up projects to demonstrate innovative uses of public space. This section provides examples of 14 Project Types. All of these would require approval and close coordination with City staff (see Community Process section of this guide).

Communities are encouraged to use this as a starting point and explore additional possibilities. New projects are emerging all the time. Be creative!

Case Studies

Throughout the Guide, specific case studies or key resources are showcased for all project types

Street Transformations

These projects are for you if…
- You have a vision for what your street could look like
- You want to get creative and test that idea out

Bicycle Facilities

Demonstrate what your street could look like with a bike lane and invite others to try it out

Sidewalk Extension

No sidewalks? No problem! Try one of these projects to give people on foot a dedicated space where they can walk

Pedestrian Plaza

Can you think of a corner with a HUGE area of unused roadway? Reimagine that space as a plaza for all people to enjoy

Painted Crosswalks

Whether you paint an existing crosswalk or create a Pop-Up one, these projects add visibility for people crossing the street

Intersection Paintings

Bring your community together to design and paint an intersection in your neighborhood

Parklets

Repurpose one or more parking spaces into whatever you can think of – bring out grass, chairs, plants, games, and all your friends

Bike Corrals

How many bikes do you think can fit in a single car parking space? See for yourself by trying out a bike corral

Open Streets

Get inspired by one of the seven different models of Open Streets from around the world, or just look at home! (See page 15)

Traffic Calming

These projects are for you if…
- You want to test changes in the road before the city makes the change permanent
- You want to collect data to determine the outcomes

Curb Extensions

These projects shorten the crossing distance for people on foot and increases visibility

Chicanes/Pinchpoints

Projects that visually narrow the roadway can slow drivers down, increasing the safety and comfort for all users

Traffic Circles

Traffic circles can help local streets flow, while still keeping speeds low and the environment intuitive for everyone

Diverters

Diverters are a useful tool for creating neighborhood bike routes that are safe for riders of all ages and abilities

Community Events

These projects are for you if…
- You want to bring your neighbors together
- You want to highlight local artists, farmers, musicians, etc.

Farmer's Markets

Set up a one-time or recurring Pop-Up market to support local farmers and get your fix of homegrown fruits and veggies

Street Festivals

Is there an existing commercial street that deserves some attention? Work with businesses to open the road up to people

Street Transformations

Bicycle Facilities

Pop-up bicycle facilities attract all types of people, including those who might otherwise feel uncomfortable riding a bicycle in the street. They also give concerned business owners an idea of potential positive impacts.

Considerations:

• Bike lanes should be 5-7ft wide with a 2-3ft buffer when available. This buffer could contain vertical elements such as posts or planters.

• Vehicle travel lanes should maintain 11ft minimum on most thoroughfares.

• The NACTO Urban Bikeway Design Guide has more information and ideas for design: www.nacto.org.

Tips for Success:

• Recruit volunteers to conduct counts of the number of people on bikes using the facility.

• Set up an in-person or online survey to solicit direct feedback from users of the facility before, during and after the Pop-Up to best understand the user's experience.

Making Grand Grand; **Kansas City, MO; Photo: Urbanangle.net**

Better Naito Demonstration Project; **Portland, OR; Photo: Greg Raisman**

Connect the Crescent; **New Orleans, LA; Photo: Bike Easy**

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Charlottesville Pop-up Bike Lanes (VA). Photos: Toole Design

Howard County Open Streets (MD). Photos: Toole Design

Sidewalk Extension

Sidewalks can be significant investments and not always feasible on certain streets. Because of this, several cities have begun to think of ways to repurpose road space in a low-cost way and open it up to people on foot and wheels.

Fort Worth partnered with Better Block to do this in 2018 in the Ash Crescent neighborhood via the purple Limitless Lane.

Marietta, Georgia; Seattle, San Francisco, and Portland, OR have all experimented with this as well. The best resource to point to for design guidance and best practice examples is the FHWA Small Town and Rural Multimodal Networks document.

Ash Crescent Limitless Lane; Fort Worth, TX; Photo: City of Fort Worth

The sign reads: "The limitless lane accommodates pedestrians, cyclists, wheelchair users, skateboarders, and other forms of non-motorized transportation and gives them their own space in the street."

Sidewalk Extension; Seattle, WA; Photo: Dongho Chang

Painted Alternative Sidewalk, Portland, OR; Photo: Nick Falbo

SRTS Sidewalk Concept; Marietta, GA; Photo: Toole Design

Pedestrian Plaza

Pedestrian plazas can often be implemented in areas of the roadway that are underutilized and not necessary for operations. They can be designed to promote a variety of activities such as eating or drinking, meeting up, people-watching, or just passing through.

Considerations:

• A clearly defined edge is needed to identify the plaza space to maintain separation from moving vehicles. This can be built with a combination of paint and vertical elements such as planters, cones, and posts.

• Seating and activities are critical to making the space inviting.

Public Life & Urban Justice in NYC's Plazas

This [2015 report](#) was commissioned by New York City to help inform their ongoing [Plaza Program](#) and provide key takeaways on what does and does not work to create and inclusive community space.


Community-built "planters" provide separation between people in cars and people on foot or bikes in this Pedestrian Plaza in Memphis, TN.;
Photo: MemFIX

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CASE STUDIES

Several cities around the United States have developed plaza programs that allow community groups to create long-term plazas in public space.

Each of these examples vary slightly but demonstrate the considerations that go into developing a plaza.

Philadelphia Complete Streets Program &
Plaza Application and Guidelines
Los Angeles People St Program & Plaza Kit of Parts
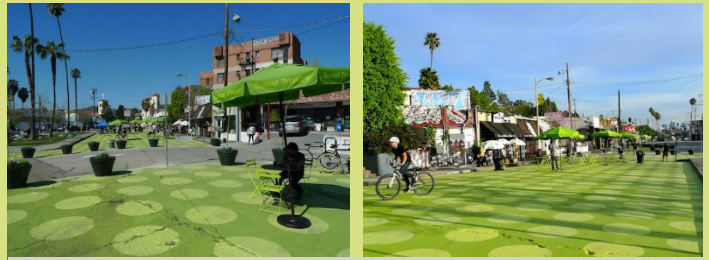
Sunset Triangle; Los Angeles, CA; Photos: Alissa Walker

Corner Plaza; Mexico City, Mexico; Photo: Nacto.org

Plaza in a Slip-Lane; Howard County Open Streets, MD;
Photo: Toole Design

Charles Street Parklet; Abbotsford, Australia; Photo: CoDesign Studio

Plaza at "The Edge"; Memphis, TN; Photo: MemFIX

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Painted Crosswalks

Crosswalks can be difficult to implement, even as short-term pop-up projects, but they go a long way in making a street comfortable and more inviting for pedestrians.

Tip for Success:

- Count the number of people crossing the street before and during implementation.

Intersection Paintings

Activities as simple as painting an intersection foster interaction among neighbors and establishe a sense of community pride.

Tip for Success:

- Conduct a neighborhood survey as part of the planning process to get an inventory of skills available nearby.

It is important to note that safety is the primary consideration for crosswalk and intersection pavement markings. FHWA has stated that decoratie markings may give a "false sense of security" to pedestrians regarding their safety. Research has not indicated that decorative markings have effects on safety or crash rates (there is no evidence that they either increase or decrease safety). Markings at crosswalks should remain inside the border lines of the crosswalk and should use non-retroreflective paint. Markings should consist of subtle colors and repetitive, regular patterns that do not contain words or pictographs. Consult with City staff for further information.

Community painting party; Bogota, Columbia; Photo: German Sarmiento

Community Intersection Repair; Corvallis, OR; Photo: City Repair

Painted Crosswalk; Denver, CO; Photo: CBS

Painted crosswalk in Denver, Colorado. The City has an **Artistic Crosswalk** Program where they provide guidance on design and materials.

Painted Intersection and Crosswalk; Ft. Lauderdale; FL; Photo: City of Ft. Lauderdale

Bartholomew County Health Communities Painted-Curb Extension; Columbus, IN; Photos: BCHC Facebook

Parklets

This project type repurposes one or more parking stalls into a public space for people to enjoy. Parklets often include seating or some other communal activity and can also incorporate plants and trees.

In the short term, these projects can be used to reimagine what a corridor could look like with more human scale activity.

Photos highlight the 2012 Fort Worth PARK(Ing) Day Parklet and the different activities that are available in this repurposed space; Photos: City of Fort Worth

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CASE STUDIES

PARK(ing) Day

On the 3rd Saturday of every September, people around the world convert parking spaces into parks to celebrate open space. This started in 2005, when a small design group in San Francisco first came up with the idea.

First Park(ing) Day Pop-Up in San Francisco; Photo: Rebar Group

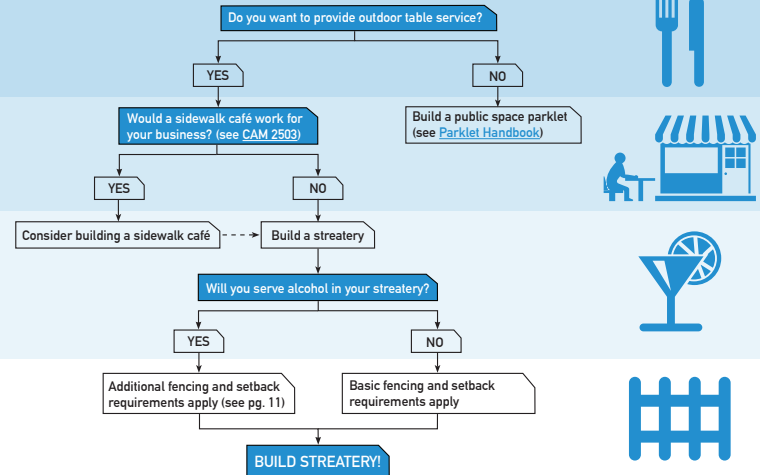Park(ing) Day Parklet at Cornell, Ithaca, NY; Photo: Toole Design

CASE STUDY

"Streatery"

Seattle is one of many cities that have formally taken parklets to the next level. Streateries—also known as Street Cafés—are similar to parklets but allow an adjacent business to serve food and drinks in the new space.

Like many of the long-term projects highlighted here, Streateries require ongoing maintenance agreements between the City and property/business owners to ensure the space is well-kept and remains safe for all users.

IS A STREATERY RIGHT FOR YOU?

Do you want to provide outdoor table service?

YES — Would a sidewalk café work for your business? (see CAM 2503)
NO — Build a public space parklet (see Parklet Handbook)

YES — Consider building a sidewalk café - - -> Build a streatery
NO — Build a streatery

Will you serve alcohol in your streatery?

YES — Additional fencing and setback requirements apply (see pg. 11)
NO — Basic fencing and setback requirements apply

BUILD STREATERY!

5 | STREATERY SUPPLEMENT

Streateries Resources; Seattle, WA; Photos and graphic: Seattle Department of Transportation

Bike Corrals

Similar to a parklet, bike corrals repurpose on-street vehicle parking, but in this case they turn the space into stalls for bike parking. Typically, about 10 bikes can be parked in the same footprint as one car.

Bike corrals can be incorporated with the other project types shown throughout this guide.

Considerations:

• Bike corrals can improve safety by allowing for better visibility at intersection corners and mid-block crosswalks than parked cars.

• Placement should provide space for people to park bikes without being in the way of adjacent travel lanes.

• End treatments should be placed around the edge of the corral to protect users and equipment.

Mobile, AL; Photo: Toole Design

Chicago, IL; Photo: Brian Nonanno

Witout a pop-up or permanent bike corral, bike parking can be inefficient and occupy a large amount of space like the above photo from a Fort Worth Open Streets event; Photo: City of Fort Worth

Open Streets

Open Streets events typically take place on a single weekend day. They open the street to people for a more social environment.

Different cities have adopted different models of project type and implementation. The City of Fort Worth has a history of Open Streets events since Near Southside, Inc. held their first event on Magnolia Avenue in 2011. The community works together to plan, advertise, and implement the Open Streets event, where people are invited to enjoy the street.

Businesses set-up activities along the road, and other community groups enjoy bike safety projects, local artwork, pet adoptions, and much more.

STREET TRANSFORMATIONS
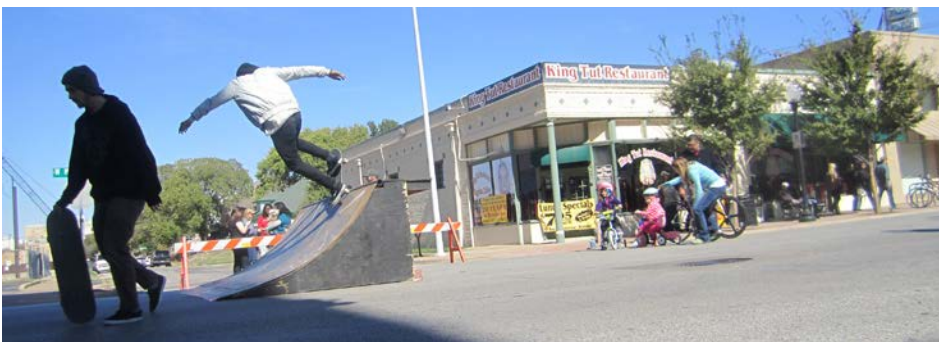
CASE STUDY

[Open Streets Project](#) and [Guide](#)

This guide highlights the seven different Open Streets models that have been defined around the world. Within each project model, cities implementing these projects are highlighted and key components for consideration are provided.

This is a great resource for not only gaining inspiration, but also exploring the nuance of funding and implementing projects by the community versus the public agency.

The Open Streets Guide

CASE STUDY -

Play Streets

Popularized in New York City and London, Play Streets bring organized and supervised play to areas with otherwise limited recreation opportunities for kids.

**The following cities have developed Play Street programs for inspiration:**

[London](#)   [New York](#)

[Chicago](#)   [Los Angeles](#)

With the arrival of motor vehicles in the early 1900s, England and Wales saw over 12,000 children killed in crashes between 1922 and 1933. In response to this, the UK passed the [Street Playgrounds Act in 1938](#), allowing streets to be designated for children to play.
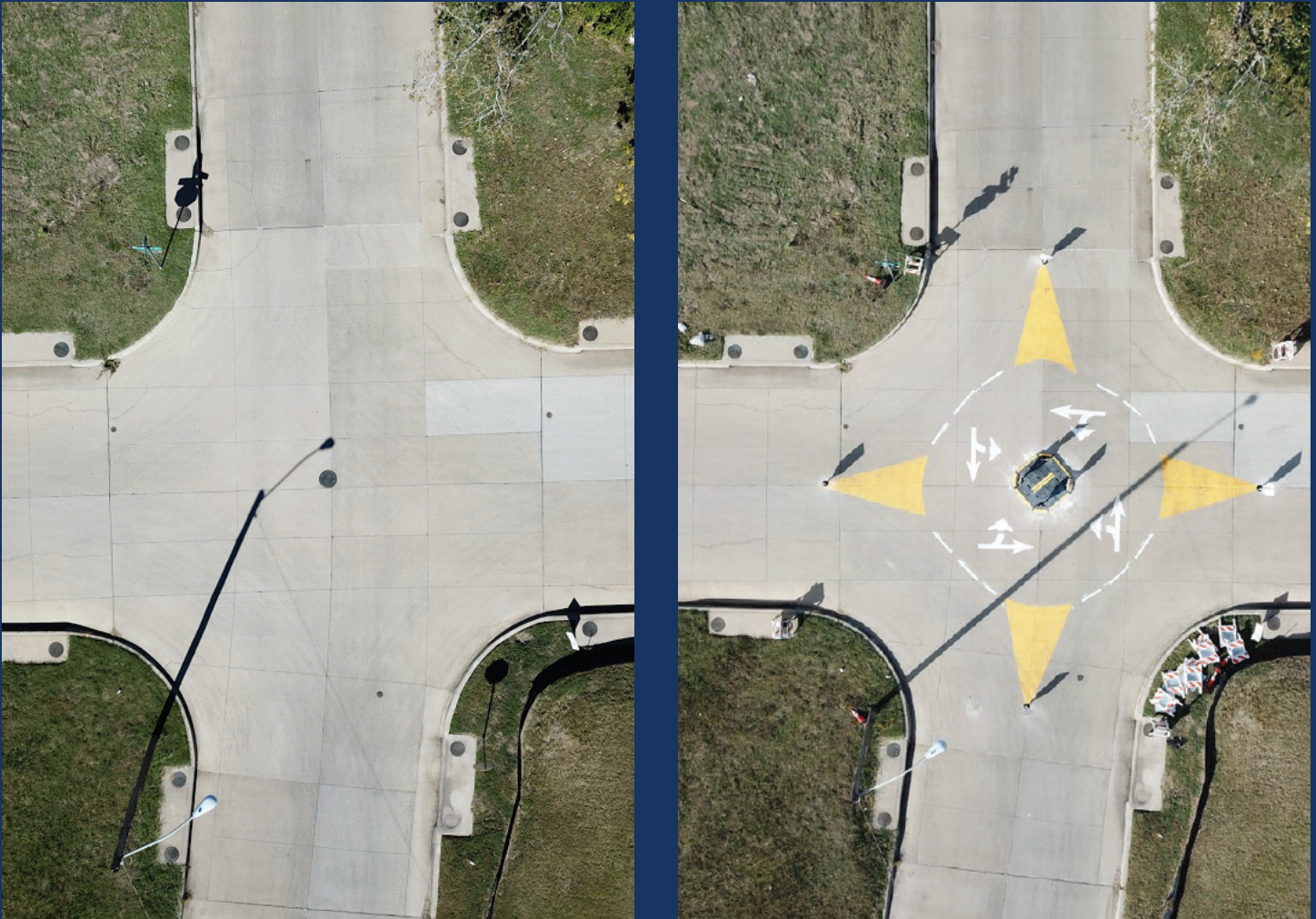

Play Street in Boyle Heights, Los Angeles; Photo: [KDI](#)
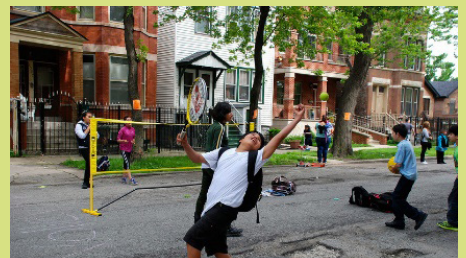
Play Street in Chicago; Photo: [WSC](#)

Traffic Calming

Before and After images of the Linwood Traffic Circle done in collaboration with Better Block in Fort Worth; Source: Team Better Block

CASE STUDY

Resource Highlight

Trailnet's Slow Your Street guide is a comprehensive guide for how community groups can implement traffic calming projects. Though some elements of the guide only apply to the communities served by Trailnet, it provides a blueprint for community organizations and local agencies and can serve as a starting point for conversation.

Additionally, the Federal Highway Administration has developed a free online resource that does a review of current best practices for traffic calming. This resource includes illustrations and photos for 22 different types of traffic calming measures.

SLOW YOUR STREET
A HOW-TO GUIDE FOR POP-UP TRAFFIC CALMING

trailnet
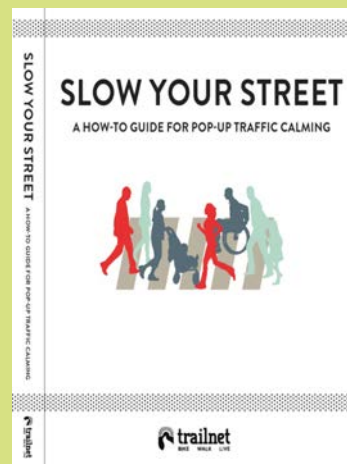
This is a must-read for Fort Worth residents interested in doing a Pop-Up Traffic Calming Project.

Curb Extensions

Curb extensions (also called curb bulbs or bulb outs) are an extension of a section of sidewalk out into the parking lane or the edge of a wide travel lane. They shorten the distance for people crossing the street and improve sight distance for drivers and pedestrians. By narrowing the roadway, curb extensions also help slow down drivers.

Considerations:

- Design should not create obstructions that make it harder for drivers and people on foot to see each othe`r.

- Large vehicles like city buses and delivery trucks need to be able to make turns at the intersecion. Consult wth staff to discuss design considerations.

Corner Curb Extension; MemFIX Plaza; Memphis, TN; Photo: MemFIX

Curb Extension Made of Tires; Springfield, MO; Photo: Andrew Jansen

Mid-block Curb Extension; Seattle, WA; Photo: Seattle DOT

Painted Curb Extension; Fayetteville, AR; Photo: J.T. Wampler

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Chicanes/Pinchpoints

Similar to curb extensions, chicanes or pinch-points can be used to visually narrow the roadway and slow drivers down. If mixed with a crosswalk, these can provide shortened crossing distances at midblock locations and can be paired with other project types to fully reimagine a corridor.

Straw Wattles used for Chicanes; South Bend, IN; Photos: Smart Growth America
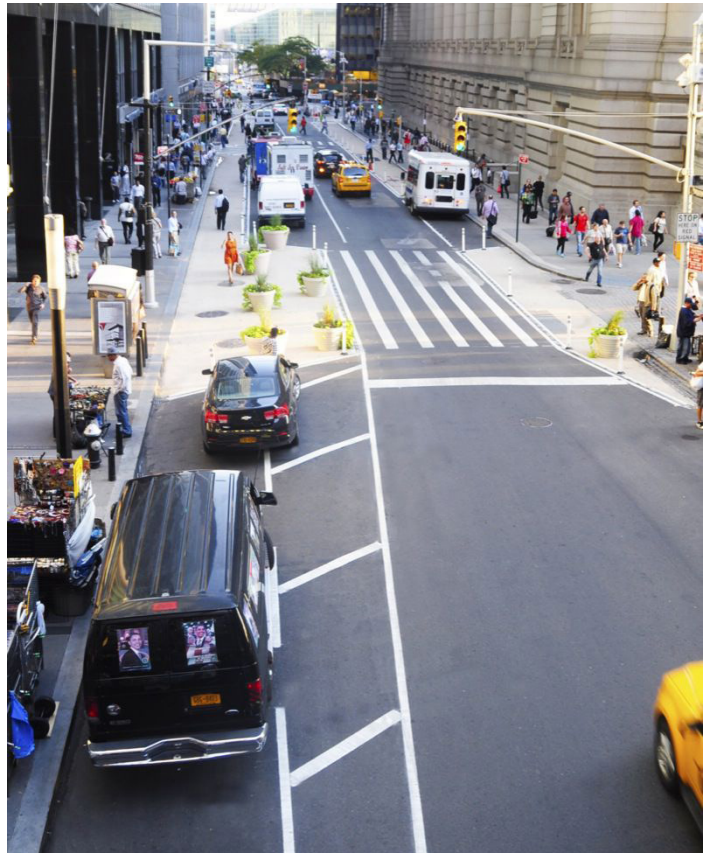
Mid-block Chicanes and Crosswalk; New York, NY; Photo: Nacto.org

Straw Wattles used for Chicanes; South Bend, IN; Photos: Smart Growth America

Traffic Circles

Traffic circles are usually used on neighborhood streets, and they guide drivers through intersections in one direction around a central island.

When designed well, traffic circles are very effective at slowing down drivers and reducing crashes. They are most effective when installed in a series at multiple intersections along a street corridor.

Traffic Circle made from Straw Wattle; Santa Monica, CA; Photo: Street Plans

Linwood Traffic Circle; Fort Worth, TX; Photo: City of Fort Worth

Volunteers Painting Traffic Circle; Nashville, TN; Photo: TURBO

Traffic Circle made from Tires and Cones; St. Louis, MO; Photo: Trailnet

Diverters

Traffic diverters are used to keep vehicles off neighborhood roads when larger arterials are available nearby. They will often allow for people on bikes to continue, while restricting certain movements for cars.

It is important to consider surrounding streets and the impacts that diverters have on the network. Determining measures for success and what the overall goals are is important. Volunteers can assist with collecting travel volumes and speeds to evaluate effectiveness.

NACTO GUIDES

To the right is one of many graphics outlined in the NACTO Urban Street Design Guide, which is a helpful resource for technical details.

Bicycle Boulevards
Volume Management - Diagonal Diverter

Pop-Up Diverter; Santa Monica, CA; Photo: Gary Kavanagh

Community Events

Photos from Fort Worth Open Streets Events.

Farmers Markets

These events can take multiple forms but are generally implemented in a similar fashion. They involve temporarily repurposing a parking lot, street, plaza, or park into space for vendors to set-up tables/booths/tents. They range from being one-time events to occurring weekly.

Farmers markets often happen on a recurring schedule and can be done in a parking lot, on a street, or in a plaza or park where space is available. Pop-up markets can be done in collaboration with an existing farmers market or as a standalone event, and they typically differ by providing non-food items—often homemade crafts or other local products.

Farmer's Market; Ashland, VA; Photo: Toole Design

Saturday Market; Greenville, SC; Greenville Saturday Market

CASE STUDY

Pop-Up Markets

In addition to famers markets, where the focus is often food, pop-up markets offer homemade crafts and other items. This could be done in collaboration with a farmers market, or as a standalone event. Pop-up markets are often organized during holidays or summer months when demand is high.

Pop-Up Market in Raleigh, North Carolina; Photo: Sola Coffee

Street Festivals

Street festivals are similar to block parties (or pop-up markets) but are located on a Commercial Corridor and are often initiated by a business district as opposed to neighborhood group.

Street festivals can range from removing parking to removing car access altogether to open the space up to people.

Businesses can set-up merchandise on the sidewalk or in the street, and additional food and drink vendors can be brought in to program the space.

Tip for Success:

• Pair your Pop-Up Project with an existing street festival or other public event to invite people already in attendance to experience the Pop-Up. This can be key for volunteer and funding capacity as it allows some project components to be combined.
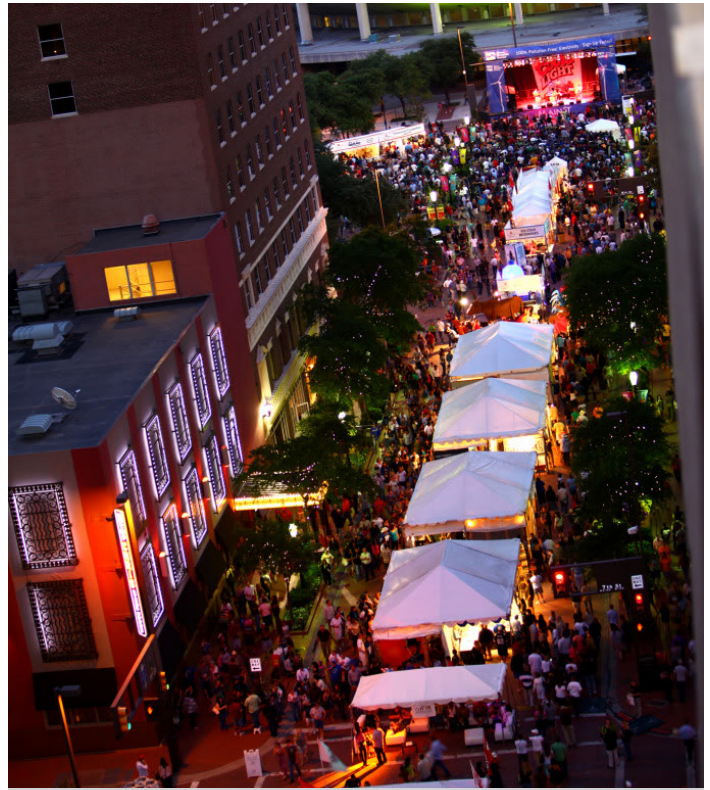
Main Street Festival; Fort Worth, TX; Photo: City of Fort Worth

Pecan Street Festival; Austin, TX; Photo: Pecan Street Festival

Community Process

Who Does this?

Pop-Up Projects can be initiated by virtually any community organization with a good idea. As shown in the resources highlighted below, Pop-Up Projects require City approval and take a lot of planning and coordination, but at their core they can be quite simple.

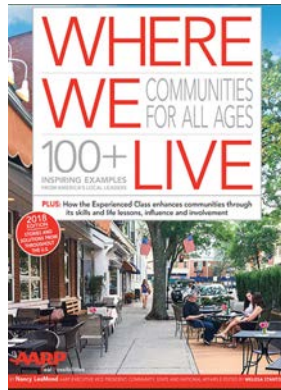Organizations that could implement a Pop-Up Project include:

- Neighborhood associations
- Business groups
- Community groups
- Student groups
- Advocates

Resources

The following pages highlight several key resources that provide material guidance, case studies, example policies, and programs of all scales.

Both AARP and the National Partnership for Safe Routes to School have developed resources for Pop-Up Projects. AARP has developed a "Where We Live" Guide for the past three years, which highlights the many components of livable communities. Their Demonstration Project Toolkit compiles several resources, tips, and tricks, in addition to showcasing case studies from around the United States.

This guide developed by People for Bikes outlines nine things every Pop-Up Project needs:

- A team
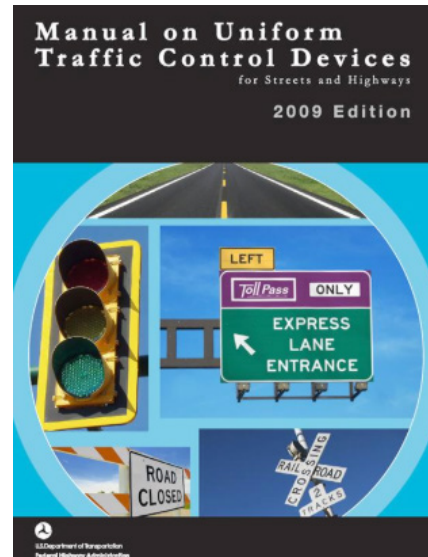- A system for seizing opportunity
- Institutionalized urgency
- A reliable funding strategy
- A contracting plan
- An outreach game plan
- Specialized communications
- A maintenance plan
- Measurement

Street Plans Collaborative have partnered with several project teams to document best practices in these Tactical Urbanism Guides, as well as a bonus guide specifically highlighting Mercados around the world

Traffic Control. Components in this chapter will look familiar to those that have experienced construction in the roadway. The MUTCD should be reviewed for details on the placement of signs and pavement markings for short-term traffic control. Again, coordination with the City is required for any pop-up project that involves public space. Safety for all users is a paramount consideration.

The Street Plans Collaborative is one of many groups working on implementing and documenting Pop-Up Projects. They have developed The Tactical Urbanist's Guide to Materials and Design, which compiles a list of materials available and includes key information on durability, implementation, and price.

A more technical resource on materials is the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD is the primary document for technical details on elements that are placed in the street to control traffic. Chapter 6 of the MUTCD focuses on Temporary

Tip for Success:

Know your timeline and plan materials accordingly! Timeline is especially important in material planning and project break down. Remember that the end of your project, the street should return to its existing conditions (unless a long-term or permanent change is fully intended). This means that any paint, tape, or other materials must be fully removed. In some occasions, black paint may be needed to cover white paint that had been put down during the project. Materials must be temporary and approved by the City Traffic Engineer.

Where Can it Be done?

Site Evaluation

The resources below highlight the varying guidance and level of policy support for Pop-Up Projects. These represent different models of engagement and provide invaluable advice on the best ways to gain community buy-in and evaluate projects in real time.

These guides provide specific information on the best process for site identification and evaluation to make sure that community groups are thinking about the right questions and considerations. Each of these provide different checklists for several parts of the planning and implementation process.

RESOURCES

Several communities have produced resources of varying scales. These are some of the more comprehensive texts developed for community groups. Use them as a starting point for site evaluation and many other components involved with implementing Pop-Up Projects.

Burlington, Vermont has created two guides:

- A policy guide that covers the programmatic components

- A technical guide that is devoted to design and material guidance

MemFIX has developed a Manual and Toolkit to advise on the planning and implementation of Pop-Ups.

Fayetteville, Arkansas has developed a Tactical Urbanism program within the City and created a guide full of tips.

SITE SELECTION KEY PRINCIPLES

Purpose of Demonstration
Creating goals and defining success of the pop-up demonstrations will aid in determining the objectives, such as which modes of travel to engage during the demonstration.

Purpose of Street
The purpose of the street will help the site planning for the demonstration because residential streets and commercial streets serve different purposes for the community.

Ownership of Street and Existing Code
Determining the ownership of the street will aid in planning which stakeholders to involve (e.g. city, township, state). Existing code allows organizers to identify if there are initial barriers for the demonstration.

Parking
Existing parking spots to be taken for the demonstration should be carefully selected and the residents who will be affected by the change in parking should be notified of the changes.

Street Width
Street Width could play a large role in deciding which type of traffic calming demonstration options are available to implement.

Example: If the street is 30 feet wide with existing parking, it could be difficult to use traffic calming measures that narrow the street or make drivers veer slightly to slow down.

Speed Limit
Clarifying the speed limit for the location and gathering the average speed of people driving will help decide what type of demonstration is needed. The speed of people driving is affected by street design. If a street is wider than usual without any barriers, people will be inclined to drive faster.

Traffic Flow
Determining the average traffic flow for the neighborhood will aid in identifying what type of traffic calming measure to demonstrate.

Crash Data
Information on understanding causes of crashes could be beneficial in determining what type of demonstration would be most useful for the neighborhood.

Accessibility to neighborhood destinations, including:
Transit stops
Grocery Stores
Schools
Community Resource Centers
Parks
Churches

Walk Audits
Walk audits are an optional tool to use when researching which area would be best to implement a traffic calming demonstration. Walk audits are guided walking tours to evaluate how the built environment affects communities and their health.
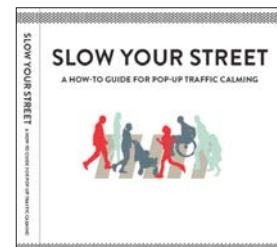
This Trailnet Slow Your Street guide was highlighted on page 23 as a must read for Traffic Calming projects. Here is an excerpt that provides a description of 10 key principles for site selection.

Designing for Everyone

It is important for community groups to consider people of all abilities while designing and implementing Pop-Up Projects. Due to the temporary nature and lack of explicit guidance, local agencies sometimes neglect to include—or misapply—accessibility features outlined in the Americans with Disabilities Act (ADA) and Public Right-of-Way Accessibility Guidelines (PROWAG).

This guide recommends that community groups take accessibility into consideration throughout the design and implementation of Pop-Up Projects. Invite local advocacy organizations that focus on accessibility (such as Lighthouse for the Blind, Aging and Disability Resource Center of Tarrant County, or REACH of Fort Worth) to be engaged in the process from the beginning. Talk with those that could be impacted to hear what might make their experience better. There is a wide array of needs, and understanding as much as possible helps towards an inclusive project.

CASE STUDY

Pop-Up Bus Island

In May 2016, Portland's Better Block PDX implemented a Pop-Up Floating Bus Island that allowed bikes to travel behind the bus stop. The design was approved by the city and transit agency and implemented overnight during the project set-up. Better Block PDX then invited several accessibility experts to provide feedback and help the project team understand concerns.

¼-inch rope was covered with 4-inch white duct tape to provide a raised edge that would be detectable with a cane.

A line of bright green tape was added along the edge for visibility purposes, and skid-resistant tape was secured to the island ramps.

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Critical Components

Funding

Projects can vary widely in cost, but regardless, it is important for the community to develop a budget early on to determine the level of effort needed for funding.

Tip for Success:

- Use the Materials and Design Guide highlighted on page 26 to develop a cost estimate as soon as a design concept is developed.

- Don't forget costs like coffee and snacks for volunteers, U-Haul rentals to transport materials, and printing costs for flyers or signs.

Local or national grants may be available through organizations such as AARP, Project for Public Spaces, or your local hospital. Grants for Pop-Up Projects often call for placemaking elements—projects where the space is designed for people.

You can make homemade signs by printing and laminating 11"x17" signs. These can be zip-tied to traffic cones for a temporary sign post. ; Photo: Greg Raisman

Insurance

Depending on the project type, scale, and implementation plan, insurance may be required by the applicant. This information is available in the permit when it is applicable.

Traffic Control Plan

The requirements for Traffic Control Plans will vary based on the project, and more specific guidance is provided in the next section. There are two plans to consider:
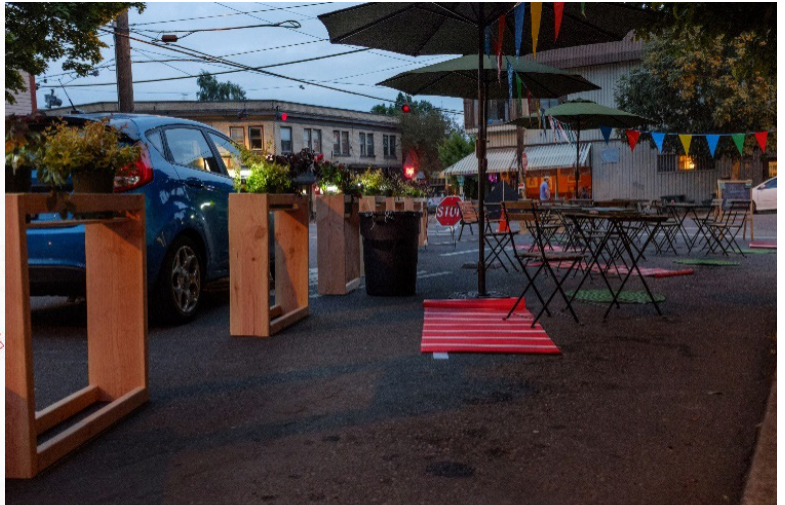
- The site plan or traffic control plan for the Pop-Up Project, and

- The traffic control plan to close the roadway so that the project can be implemented.

These two things can occasionally overlap, but it is important to think of them as two different deliverables needed for the Pop-Up.

The Trailnet Slow Your Street Guide provides guidance on Site Plans and Traffic Control Plans. For most projects, these deliverables should be able to be made using widely available software such as Google Earth and the Microsoft Office Suite. More complex projects could require more technical skills such as GIS or CAD.

Traffic Control Plan and Pop-Up Plaza in Portland which repurposes a turn lane.

Fort Worth Permitting Process

Once a group has developed an idea, the first step towards implementation is to identify the required regulations and permits. Most project types discussed in this guide will fall within the Outdoor Events program.

Neighborhood Block Party and Parade Permits

- These would work best for one-day pop-ups that do not plan to go overnight.
- Block party permits require that the event is shut down and the roadway is back to existing conditions by 11:00pm.

Outdoor Events Permit

- This permit will cover most project types described here.
- Projects could require the presence of security at the City's discretion.

Some projects may benefit from a Street Permit instead of going through the Outdoor Events program.

- This would be primarily for the Street Transformation project types where the project involves longer-term interventions.

Temporary Street Use Permit for Non-Construction

- Requires more exhaustive insurance requirements than permits under the Outdoor Events process.
- Does not require police presence.
- Has higher potential to require more complex Traffic Control Plan (i.e. professionally produced by a licensed engineer).

Community Idea → **Permit Submittal** → **Approval and Implement** **!**

It is important for the community to understand that the types of projects outlined in this guide are quite different from what many city agencies are used to permitting. Strong communication is critical from the very beginning in order for both the community and city to implement projects successfully.

Permitting Considerations

Several variables should be considered and discussed between City of Fort Worth staff and the community group to determine the necessary review and permitting type for the proposed project and the subsequent permitting process.

Time Span of Project

The length of time that the project is implemented plays a large role in the materials used and the level of detail and review required. This includes:

- Hours of the day: 24/7 vs. certain hours
- Number of days: 1 day vs. multiple days vs. 1 month+

Size of Project

It is important to put thought into the amount of space your project occupies and what the impacts are of any street closures. There are a few questions that should be considered:

- Does the project go on for multiple blocks or just occupy a small area?
- Does the project allow for vehicle access for some or all of the day?
- Can local access be accomodated while restricting throughput?

Temporary Pavement Markings in Portland, OR; Photo: Greg Raisman

Right-Of-Way

Some roadways may be under the jurisdiction of the county or state instead of the city. These roadways would require different permitting and review processes and could make projects infeasible. It is important to identify the jurisdiction that the road falls under early on.

Some project types, such as pedestrian plazas, could require the need for private property agreement. This could be unofficial or official and may require additional permits or other agreements.

Conditions and complexity of roadway also play a major factor. Generally speaking, major arterials and emergency routes should be avoided as project locations.

Complexity of Project

Most project types outlined in this guide should be able to be implemented by a dedicated community group. However, some projects may require more city involvement, or would be completely led by the city.

Traffic Control Plan

The above considerations also apply to the traffic control plan.

- Simple projects can be accomplished by modifying the existing block party application and site plan guidelines/requirements.
- Medium complexity projects could use the Typical Applications from the MUTCD.
- Very complex projects could require Traffic Control Plans to be developed by a licensed professional engineer.

Conclusion

This guide provides Fort Worth residents with inspiration and the necessary tools to design and implement Pop-Up Projects.

Resources like the Tactical Urbanist's Guide to Materials and Design, Trailnet's Slow Your Street Guide, and all the others highlighted in this guide are the just the starting point for bringing community ideas to life.

Pop-Up Projects allow for a new way of thinking that give cities like Fort Worth more flexibility in how they think about designing the space for people.

Covington, Louisiana painted the wheel stop in one parking stall to allow for bike parking outside this local bar and restaurant.

THE DESIGN IS TEMPORARY, BUT THE CONCEPT IS *PERMANENT*

BEFORE

AFTER

The City of Tucson partnered with local non-profit Living Streets Alliance to apply for an AARP Community Challenge Grant to test out the #CorbettPorch Pedestrian Plaza. People have found new ways to use the public space, including pop-up vendors, plant nurseries, and a free movie night.

Appendix: Links for more information.

Photo Links:

(1) Pg. 11, Top: Making Grand Grand: http://urbanangle.net/long-road-grand-boulevard/

(2) Pg. 11, Middle: Better Naito Demonstration Project: https://www.portlandoregon.gov/transportation/67572

(3) Pg. 11, Bottom: Connect the Crescent: https://usa.streetsblog.org/2018/09/20/new-orleans-gets-a-protected-bike-lane-network-almost-overnight/

(4) Pg. 13, Top left: Ash Crescent Limitless Lane: https://teambetterblock.com/Ash-Crescent

(5) Pg. 13, Top right: Sidewalk Extension: https://usa.streetsblog.org/2018/02/01/a-quick-and-dirty-fix-for-sidewalkless-streets/

(6) Pg. 13, Bottom right: SRTS Sidewalk Concept: http://www.saferoutesga.org/sites/default/files/travel_plans/2016_08_02%20Mountain%20View%20Travel%20Plan.pdf

(7) Pg. 14, Bottom: Plaza with planters: http://memfix.org/galleries/

(8) Pg. 15, Top (2 photos): Sunset Triangle: https://www.laweekly.com/arts/sunset-triangle-silver-lakes-new-pedestrian-plaza-sounds-like-a-great-idea-so-why-do-people-have-problems-with-it-2370785

(9) Pg. 15, Bottom right: Plaza at "The Edge": http://memfix.org/galleries/

(10) Pg. 15, Left, top: Corner Plaza: Nacto.org

(11) Pg. 15, Left, bottom: Charles Street Parklet: https://www.domain.com.au/news/making-neighbourhoods-happier-can-we-fix-our-cities-to-prevent-loneliness-20171113-gzil00/

(12) Pg. 16, Top left: Community painting party: https://www.pps.org/places/crosswalks-for-life

(13) Pg. 16, Top right: Community Intersection Repair: http://www.cityrepair.org/blog/2017/10/17/intersection-painting-in-corvallis-oregon

(14) Pg. 16, Bottom left: Painted Crosswalk: https://denver.cbslocal.com/2018/09/01/colorful-crosswalks-improve-safety-in-denver-neighborhood/

(15) Pg. 16, Bottom right: Painted Intersection and Crosswalk: https://www.fortlauderdale.gov/departments/transportation-and-mobility/transportation-division/construction-projects/painted-intersections

(16) Pg. 17, Next Page: Bartholomew County Health Communities Painted Curb Extension: https://www.facebook.com/crh.healthy.communities/photos/a.734327663265843/1870657876299477/?type=3&theater

(17) Pg. 19, top: First PARK(ing) Day Parklet: https://www.citylab.com/life/2017/09/from-parking-to-parklet/539952/

(18) Pg. 19, bottom: Streateries Resources: http://streetsillustrated.seattle.gov/urban-design/public-space/streateries/

(19) Pg. 20, Middle: Bike Corral in Chicago: http://brianbonanno.com/

(20) Pg. 22, Left: Historic London Play Street: http://www.communityloversguide.org/pageos/

(21) Pg. 22, Right, middle: Los Angeles Play Street: https://www.kounkuey.org/projects/play_streets

(22) Pg. 22, Right, bottom: Chicago Play Street: http://www.worldsportchicago.org/programs/playstreets/

(23) Pg. 23, Top (2 photos): Linwood Traffic Circle: https://teambetterblock.com/Linwood

(24) Pg. 24, Top right: Corner Curb Extension: https://bikepedmemphis.wordpress.com/2013/11/01/memfix-pedestrian-improvements-in-south-memphis/

(25) Pg. 24, Middle right: Curb Extension Made of Tires: https://www.news-leader.com/story/news/local/ozarks/2017/06/17/something-has-done-pop-up-traffic-calming-held-along-cherry-street/399594001/

(26) Pg. 24, Bottom right: Painted Curb Extension: http://www.freeweekly.com/2017/07/27/do-it-yourself-fayetteville-launches-tactical-urbanism-program/

(27) Pg. 24, Left: Mid-block Curb Extension: http://www.seattle.gov/transportation/projects-and-programs/programs/public-space-management-programs/adaptive-streets

(28) Pg. 25, Top left, and bottom: Straw Wattles used for Chicanes: https://smartgrowthamerica.org/safe-streets-academy-cities-launch-demonstration-projects/

(29) Pg. 25, Top right: Mid-block Chicanes and Crosswalk: https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/

(30) Pg. 26, Top: Traffic Circle made from Straw Wattle: http://tacticalurbanismguide.com/materials/straw-wattle/

(31) Pg. 26, Middle (2 photos): Linwood Traffic Circle: https://teambetterblock.com/Linwood

(32) Pg. 26, Bottom left: Volunteers Painting Traffic Circle: https://www.civicdesigncenter.org/news/2017/07/21/traffic-calming-with-turbo.2735245

(33) Pg. 26, Bottom right: Traffic Circle made from Tires and Cones: https://trailnet.org/tag/calm-streets/

(34) Pg. 27, Pop-Up Diverter: http://www.santamonicanext.org/2014/02/in-defense-of-the-humble-traffic-diverter/

(35) Pg. 29, Middle Greenville Saturday Market: https://www.saturdaymarketlive.com/

(36) Pg. 29, Bottom, Sola Coffee: http://www.solacoffee.com/popup/

(37) Pg. 30, Bottom, Pecan Street Festival: https://do512.com/pecanstreetfestival

Text Links:

Pg. 13:

Limitless Lane: https://teambetterblock.com/Ash-Crescent

Marietta, Georgia: http://www.saferoutesga.org/sites/default/files/travel_plans/2016_08_02%20Mountain%20View%20Travel%20Plan.pdf

Seattle: https://usa.streetsblog.org/2018/02/01/a-quick-and-dirty-fix-for-sidewalkless-streets/

San Francisco: https://sf.streetsblog.org/2013/11/12/sfs-first-painted-sidewalk-extensions-come-to-sixth-street/

FHWA Small Town and Rural Multimodal Networks: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/

Pg. 14:

2015 New York City Plaza Study: https://issuu.com/gehlarchitects/docs/nycplazastudy

NYC Plaza Program: http://www.nyc.gov/html/dot/html/pedestrians/nyc-plaza-program.shtml

Pg. 15:

Philadelphia Complete Streets Program: https://www.philadelphiastreets.com/complete-streets & Plaza Application and Guidelines: https://www.philadelphiastreets.com/images/uploads/documents/PLAZA_App_and_Guidelines_20151.pdf

Los Angeles People St Program: http://peoplest-prod.azurewebsites.net/ & Plaza Kit of Parts: http://peoplest-prod.azurewebsites.net/wp-content/uploads/2018/02/2018_02_26_Plaza-KOP_web-size.pdf

Pg. 16:

Artistic Crosswalk: https://www.denvergov.org/content/denvergov/en/transportation-mobility/services/community-streets/artistic-crosswalks.html

Pg. 19:

PARK(ing) Day: https://parkingday.org/about-parking-day/

Pg. 21:

Near Southside, Inc.: https://www.nearsouthsidefw.org/open-streets

Pg. 22:

Open Streets Project: https://openstreetsproject.org/

& Open Streets Guide: https://nacto.org/docs/usdg/smaller_open_streets_guide_final_print_alliance_biking_walking.pdf

Play Street Programs

London: http://www.playengland.org.uk/what-we-do/street-play/

New York: https://centerforactivedesign.org/playstreets/

Chicago: http://www.worldsportchicago.org/programs/playstreets/

Los Angeles: https://laplaystreets.com/about-the-program/

Pg. 23:

Slow Your Street: https://drive.google.com/file/d/0Bwr2hdQQsTewQ2hVMWJfeEpDaE0/view?pref=2&pli=1

Trailnet: https://trailnet.org/

Federal Highway Adminstration Traffic Calming ePrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Pg. 31:

Street Plans – Tactical Urbanism Guides: http://tacticalurbanismguide.com/guides/

AARP Toolkit: https://www.aarp.org/livable-communities/tool-kits-resources/info-2016/pop-up-demonstration-tool-kit.html

AARP Where We Live: https://www.aarp.org/livable-communities/tool-kits-resources/info-2016/where-we-live-communities-for-all-ages.html

SRTS National Partnership Resources:

1. https://www.saferoutespartnership.org/sites/default/files/resource_files/pop-ups_for_safe_routes_to_school_0.pdf

2. https://www.saferoutespartnership.org/sites/default/files/pdf/where_the_duct_tape_meets_the_road.pdf

People For Bikes: Quick Builds for Better Streets: https://b.3cdn.net/bikes/675cdae66d727f8833_kzm6ikutu.pdf

Pg. 32:

Tactical Urbanist's Guide to Materials and Design: http://tacticalurbanismguide.com/

Manual of Uniform Traffic Control Devices (MUTCD): https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/pdf_index.htm

Pg. 33:

St. Louis, MO - Trailnet:

Trailnet: https://trailnet.org/

Slow Your Street: https://drive.google.com/file/d/0Bwr2hdQQsTewQ2hVMWJfeEpDaE0/view?pref=2&pli=1

Burlington, VT:

Program website: https://www.burlingtonvt.gov/DPW/Quick-Build

Quick Build Design and Materials Guide: https://www.burlingtonvt.gov/sites/default/files/QUICK_BUILD%20GUIDE_0.pdf

Commmunity-Led Demonstration Project Policy + Guide: https://www.burlingtonvt.gov/sites/default/files/CommunityLedDemonstrationProjectPolicyGuide2018.pdf

Fayetteville, AR:

Program website: https://fayetteville-ar.gov/3268/Tactical-Urbanism

Community Guide: https://fayetteville-ar.gov/DocumentCenter/View/13073/Tactical-Urbanism-Application-_-Interactive

MemFIX – Memphis, TX:

Organization Website: http://memfix.org/

MemFIX Manual: http://memfix.org/wp-content/uploads/2014/02/MEMFix-Manual-Final.pdf

Pg. 34:

Americans with Disabilities Act (ADA): https://www.ada.gov/

Public Right-of-Way Accessibility Guidelines (PROWAG): https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way

Pg. 36:

Fort Worth Permitting Resources

Outdoor Events program: http://fortworthtexas.gov/OutdoorEvents/

Neighborhood Block Party Permit: http://fortworthtexas.gov/files/eb100558-4437-4f23-899e-c2f797979b88.pdf

Neighborhood Parade Permit: http://fortworthtexas.gov/uploadedFiles/Public_Events/Outdoor_Events/NeighborhoodParade.pdf

Outdoor Events Permit: http://fortworthtexas.gov/files/2655eb7b-aba3-4556-9473-89df0f176618.pdf

Street Permit: http://fortworthtexas.gov/planninganddevelopment/permits/streets/

Temporary Street Use Permit for Non-Construction: http://fortworthtexas.gov/planninganddevelopment/permits/pdf/non-construction.pdf

Pg. 38:

Living Streets Alliance: https://www.livingstreetsalliance.org/

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A COMMUNITY GUIDE FOR FORT WORTH
April 2019

FORT WORTH®

North Central Texas
Council of Governments