



# Tactical Urbanism (TU) Workshop

Testing Safer Streets Together

February 2026



# PROPEL ATL



## Our Mission

Transform Atlanta's streets into safe, inclusive, and thriving spaces for people to ride, walk, and roll

## Our Vision

An Atlanta where everyone moves safely, easily, and sustainably throughout the city

Connect with us!



Scan here to follow us on social media and join our newsletter!



LETSPROPELATL.ORG

Welcome

# Why We Are Here


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**Safety improvements often take years.**

**Communities experience danger now.**

**We believe neighborhoods should be able to test ideas sooner.**

**Tactical urbanism allows us to:**

- **Try ideas**
  - **Learn quickly**
  - **Build support**
  - **Move toward permanent change**
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# What Success Looks Like Tonight

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- **Learn about Tactical Urbanism**
- **3–5 neighborhoods leave with application-ready projects. applications.**
- **Each completed design worksheet should include:**
  - **Exact project location**
  - **Clear problem description**
  - **A small, temporary test (your pilot idea)**
  - **A named project lead**
  - **One action to accomplish within 7 days**

# How We Work Together

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1. Be present.

Bring your full attention and your lived experience.

2. Speak from “I.”

Share your experience without correcting or debating others.

3. Respect confidentiality.

Stories shared here stay here unless permission is given.

4. No fixing or advising unless invited.

Ask honest, open questions instead of jumping to solutions.

5. Move toward clarity.

**This is a working session — help each other move ideas forward.**

6. Share space.

Make room for quieter voices.

# How Breakouts Will Work

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You are already seated with your breakout table.

At your table:

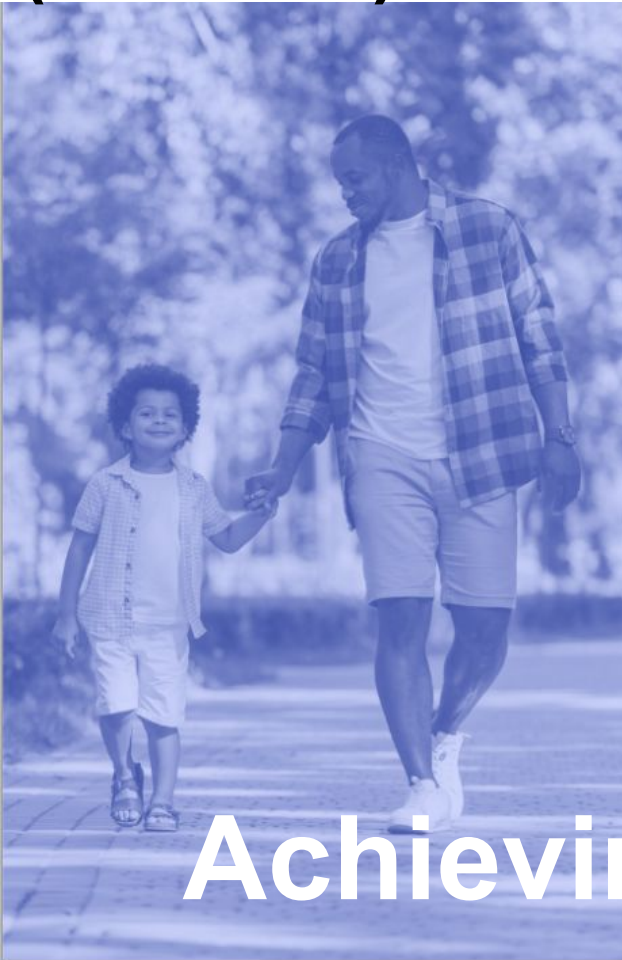
- You may form small clusters (2–4 people per idea or geographic area)
- Use one design worksheet for each project idea type
- Facilitators will help you clarify and refine ideas
- Two planners will be available to answer technical questions

You do not need expertise.

**You do need specificity.**



# The Georgia State Physical Activity & Nutrition Initiative (G-SPAN)



**Achieving a Healthier Georgia Together**

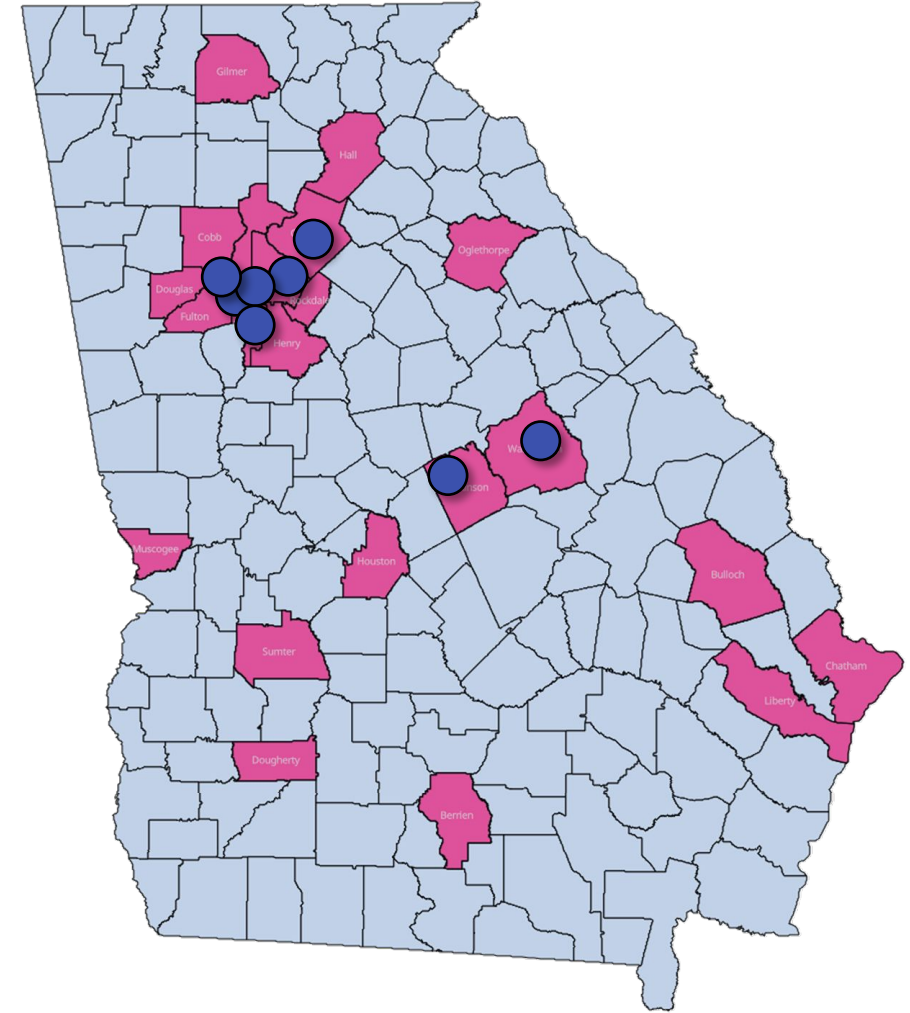
***Advancing Policy, Systems, and Environmental Change to Improve Health for all Georgians.***

**Jimmy Dills, MUP MPH**  
G-SPAN Physical Activity Lead  
Georgia Health Policy Center  
[jdills@gsu.edu](mailto:jdills@gsu.edu)

[www.g-span.org](http://www.g-span.org)  
[gspanatghpc@gsu.edu](mailto:gspanatghpc@gsu.edu)

# 2025 G-SPAN Funding Recipients

- \$100k | 38 Awards | 21 Counties | 4 Topic Areas
- 8 awards focused on Community Design for Physical Activity
  - Systems change to strengthen community capacity...
  - ...to effectively engage in policy change efforts...
  - ...that support environments that encourage regular physical activity - *“activity-friendly routes to everyday destinations”*





# Merrill Ave Walk Lane

Tactical Urbanism Project

Oakland City Community Organization



**CITY OF ATLANTA**



**DEPARTMENT OF TRANSPORTATION**

# Original Street Design

No sidewalk on either side of the street between Oakland Dr. and Hall St.

Pedestrians have to walk in the street in this section, which can be dangerous when vehicles are passing by.



To help improve safety we installed a Walk Lane

- Using low cost, quick install materials
- Provides temporary protected space for people to walk
- Can be removed when a sidewalk or other improvements are made



# Challenges and Lessons Learned

- Liability Insurance Needed
- Longterm Volunteers/Consistency
- Have a Plan B
- Partner with the City/local municipality



# Costs and Timeline

- ~\$4,000 total for materials and permits
- Insurance can be an additional ~\$1000
- Budget for event day goods (Food, water, PPE, etc.)
- Project took almost 3 years from idea to installation
- Allow for extra time when volunteers are involved



# Tactical Urbanism Overview



# What is Tactical Urbanism?

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Temporary, low-cost, quick-build projects

Testing safer street or public space improvements

Community-led

Designed to inform permanent change



# Why It Matters

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- Permanent safety improvements can take years.
- Communities can test ideas sooner.
- Real-world pilots generate real-world data.
- Temporary projects build momentum and visibility.

# How the Process Works

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Idea

→ Submit Application

→ **Atlanta Department of Transportation review (5-10 days)**

→ Design Approval

→ Install Pilot

Applications can be submitted by:

- Neighborhood associations
- Neighborhood Planning Units (NPU's)
- Nonprofits
- Community-based organizations

# Key Eligibility Reality Check

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## 1. Road Ownership Matters

Only City of Atlanta roads are eligible.

- Projects must be on City-owned streets
- Not eligible:
  - Georgia Department of Transportation (GDOT) state routes (e.g., many numbered highways)
  - Private property without coordination
  - MARTA property without approval

# Key Eligibility Reality Check

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- Be temporary / quick-build
- Use removable materials
- Not permanently alter infrastructure
- Maintain emergency access
- Maintain access for people with disabilities, in accordance with ADA (Americans With Disabilities Act)
- Not block driveways, fire hydrants, utilities
- Not create drainage issues
- Not obstruct signal visibility

# Equity Priority Areas

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## What they are

- Identified through Atlanta's Vision Zero equity framework
- Based on safety risk and community vulnerability indicators

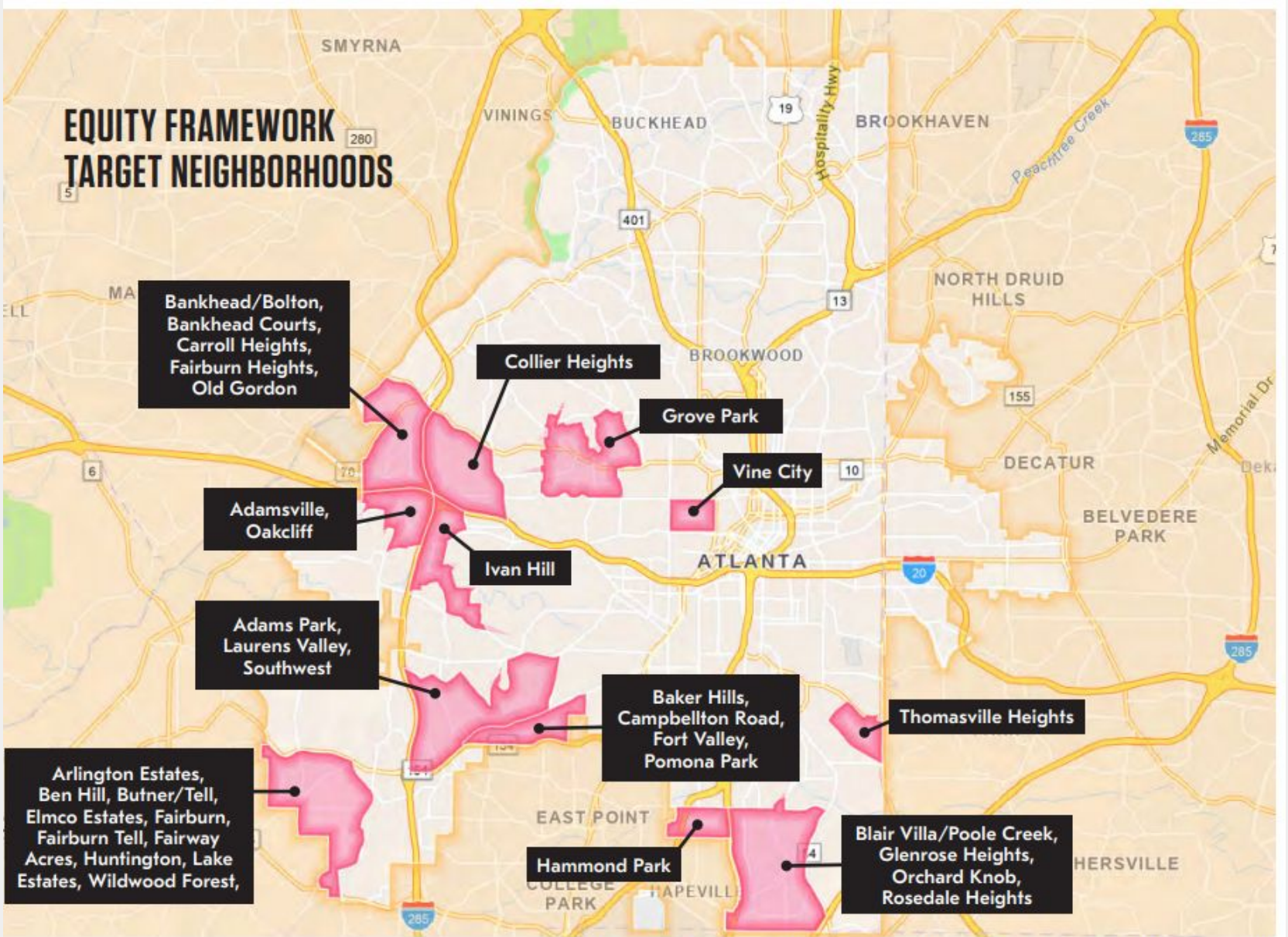
## Why it matters

- Projects in these areas may be eligible to borrow City materials

(cones, barricades, signage)

## What to know

- Materials are free but must be returned
- Availability depends on season and emergency needs
- Applicant maintains installation during project period



Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

# What Counts as a TU Project?

## ELIGIBLE PROJECTS

### PROJECT TYPES

The types of projects that may be considered under this application are:

#### TRANSPORTATION



**Curb Extension**



**Demonstration Bike/LIT Lanes**



**Lane Narrowing**



**Slow Shared Street**



**Slip Lane Closure**



**Walk Lane Closure**

#### AMENITIES



**Bike Parking**



**Bus Stop Enhancement**



**Parklet**

#### PUBLIC ART



**Crosswalk Art**



**Pedestrian Space Art**



**Traffic Signal Box Art**

# 1 CURB EXTENSION

## WHAT IS A CURB EXTENSION?

A curb extension is a traffic calming measure that widens pedestrian space on the street by narrowing the roadway. Tactical curb extensions are made of low cost, quick build materials such as striping, vertical delineators, and paint.

Curb extensions increase pedestrian safety by shortening crossing distances and making pedestrians more visible to drivers.



## 2 DEMONSTRATION BIKE/LIT LANES

### WHAT ARE DEMONSTRATION BIKE/LIT LANES?

Bike and Light Individual Transportation (LIT) lanes are a portion of the roadway that is temporarily designated for the preferential or exclusive use of cyclists, scooter riders, or other micromobility forms of transportation. They are designated by temporary striping, signage, pavement markings, and/or barriers that provide separation from vehicular travel lanes.

Bike lanes allow non-vehicular users to ride safely on streets separated from motor vehicles. Pop-up bike lanes help fill gaps in a bike network or help enhance existing bike lanes. Pop-up bike lanes help advocates safely demonstrate mobility opportunities by testing out new roadway configurations.



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### 3 LANE NARROWING

#### WHAT IS LANE NARROWING?

Lane narrowing removes excess width from existing traffic lanes without changing the number of lanes. This can occur in areas where there are safety and speeding concerns, or on roadways where existing lane widths are greater than the required minimum.

Lane widths should be considered when delineating space to serve all needs including travel lanes, safety islands, bike lanes and sidewalks. Lane narrowing can help improve safety for pedestrians and reduce crossing distances.



## 4 SLOW SHARED STREET

### WHAT IS A SLOW SHARED STREET?

Slow shared streets are streets dedicated to local vehicular traffic only. By prohibiting vehicular through traffic, the street functions as a shared space that better accommodates pedestrian and cyclists.

Slow shared streets incentivize lower vehicular speeds, making residential streets safer for pedestrians and cyclists and providing additional public space for local residents.



## 5 SLIP LANE CLOSURE

### WHAT IS A TACTICAL SLIP LANE CLOSURE?

A slip lane is an intersection treatment that allows people to make turns without entering an intersection. They are generally used to allow vehicles to quickly make a right turn. Although slip lanes may be necessary in some conditions, they often adversely impact cyclist and pedestrian safety. Therefore, many cities across the globe are repurposing slip lanes for other uses.



City of Atlanta **Tactical Urbanism Guide**

Speeding is a core contributor to fatal crashes. The City of Atlanta prioritizes speed management through its Vision Zero program to protect vulnerable users such as pedestrians and bicyclists. Converting slip lanes from fast-moving motor vehicular spaces to safer pedestrian and bicycle spaces can help reduce and ultimately eliminate conflicts.



## 6 WALK LANE

### WHAT IS A WALK LANE?

A tactical walk lane is a dedicated pedestrian path carved out of an existing roadway. By narrowing the roadway additional space is dedicated to pedestrians.



Adams Park, Atlanta

City of Atlanta Tactical Urbanism Guide

Tactical walk lanes provide low cost pedestrian infrastructure in locations where sidewalks may not be present or are insufficient to accommodate pedestrian traffic.



Chosewood Park, Atlanta

## 7 BIKE PARKING

### WHAT IS BIKE PARKING?

On-street bike parking allows cyclists to temporarily park their bikes within proximity to their destination safely and easily. This type of short-term parking is designed for trips lasting up to two hours. Parking can be located either on the sidewalk or in a bike corral. Bike corrals are a parking structure located in repurposed on-street parking spaces.

Bike parking serves the needs of cyclists by providing secure locations for people to park and lock their bikes. Intentionally placing bike racks improves safety and convenience to cyclists and supports other modes of transportation.

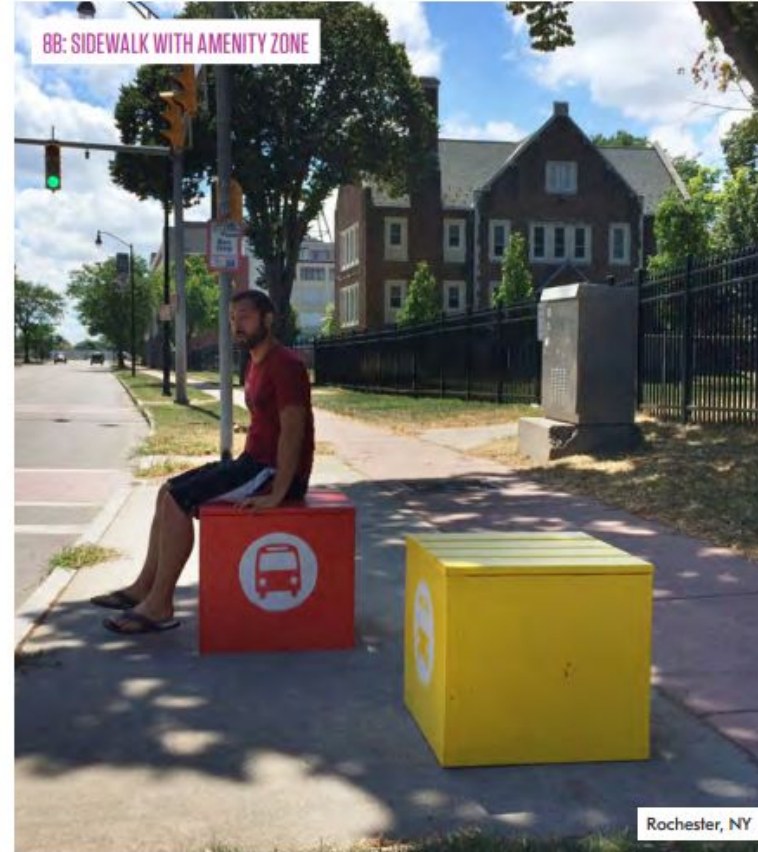


## 8 BUS STOP ENHANCEMENT

### WHAT IS A BUS STOP ENHANCEMENT?

Bus stop enhancements include seating, signage, and/or pedestrian space art. Bus stops in their most simplistic form should be safe, comfortable, and inviting. The majority of transit riders arrive to bus stops on foot. Providing seating and improved visual aesthetics creates

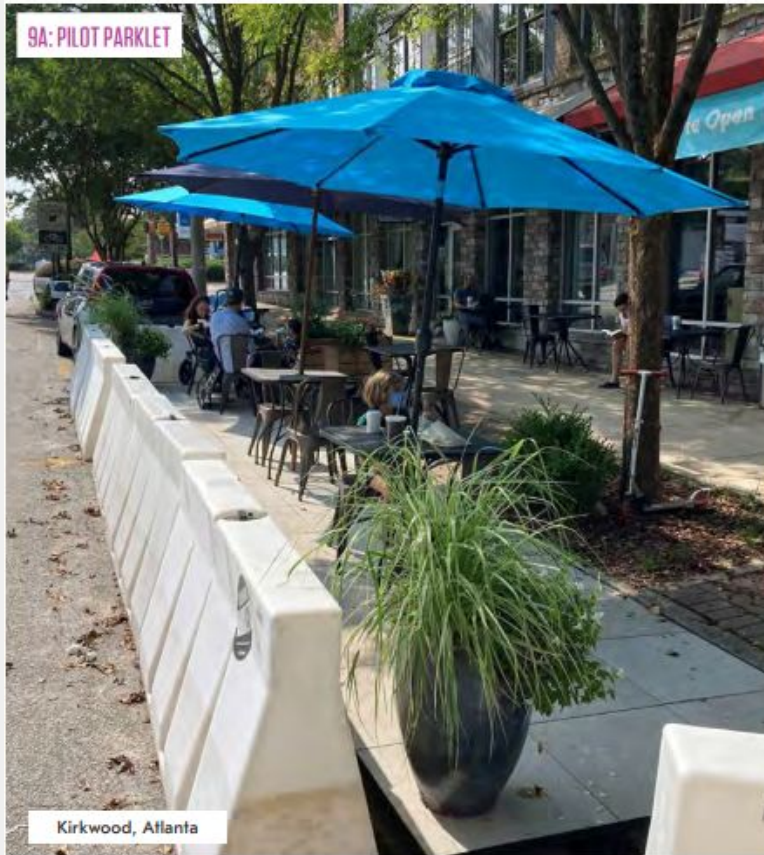
a better, more comfortable environment for everyone.



## 9 PARKLET

### WHAT IS A PARKLET?

Parklets provide outdoor seating and amenities for people by repurposing on-street parking spaces. Parklets can support a range of features including tables and chairs, greenery, and bike racks. Parklets can be used for outdoor dining and bus stop seating.



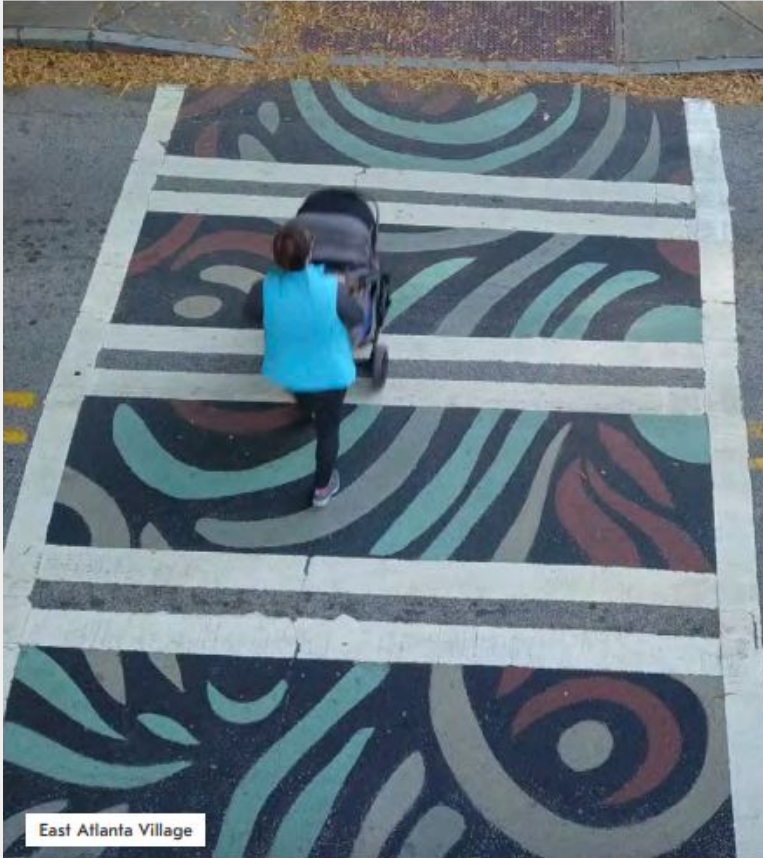
Parklets repurpose space dedicated to cars to create a more comfortable and inviting experience for people. Parklets can add to the vibrancy of a neighborhood and provide additional gathering opportunities for residents, visitors, and business owners.



## 10 CROSSWALK ART

### WHAT IS CROSSWALK ART?

Artistic crosswalks are creative designs installed on the roadway to highlight pedestrian crossings and can create and/or improve pedestrian infrastructure.



East Atlanta Village

City of Atlanta **Tactical Urbanism Guide**

Crosswalk art takes advantage of the city's most extensive public space, streets, to improve pedestrian safety, activate and beautify the public realm, and revitalize public spaces.



Des Moines, IA

# 11 PEDESTRIAN SPACE ART

## WHAT IS PEDESTRIAN SPACE ART?

Pedestrian space art creatively enhances the public realm. Incorporating art in projects such as tactical curb extensions, lane narrowing, slip lane closures, walk lanes, bike parking, and parklets adds interest to pedestrian spaces and visually signals to drivers that these areas are not for them.

Pedestrian space art designs shall NOT include:

- Words or text
- Any elements resembling roadway signage
- Advertisements or logos
- Reflective paint
- Colors listed in the Manual on Uniform Traffic Control Devices (MUTCD) color specifications (see below, and for more information [here](#))



## 12 TRAFFIC SIGNAL BOX ART

### WHAT IS TRAFFIC SIGNAL BOX ART?

Artistic traffic signal boxes leverage this piece of infrastructure as an art canvas.



East Atlanta

City of Atlanta Tactical Urbanism Guide

Above-ground traffic signal boxes are often considered eyesores at street corners. By using the boxes as canvases for art, this necessary infrastructure equipment contributes not only to traffic safety, but also to the vibrancy of the public realm.



Irwin Street

# What Makes a Project Strong

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- Clear site selection
- Visible problem
- Simple intervention
- Safe materials
- Clear duration
- Documented before/after

# What the Application Requires

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- Identified location
- Defined problem
- Concept sketch or description
- Community engagement
- Safety plan
- Timeline
- Lead contact

# Propel ATL Technical Support



# Technical Support | Project Ideas

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For groups exploring tactical urbanism and early-stage project ideas.

- Share an overview of eligible TU project types
- Provide neighborhoods with a concise “TU Starter Packet” (digital) summarizing: ATLDOT TU program steps, permit requirements, typical timelines, and roles for neighborhood groups vs. city staff vs. Propel ATL.
- Point neighborhoods to example projects to illustrate possible outcomes.
- Provide general guidance about insurance requirements and explain when neighborhoods are expected to secure or affirm their own insurance.

***All technical support is subject to review and approval.***



# Technical Support | Insurance

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For groups that have a complete tactical urbanism permit application and primarily need insurance to move forward.

## What it covers:

- Event-day liability coverage
- Short-term quick-build pilots

## What it does NOT cover:

- Long-term installations
- Work outside agreed scope
- Projects without a defined lead

**Insurance is not city approval.**

## Eligibility:

- Application-ready concept
- Identified lead
- Clear site
- Commitment to follow-up

**All technical support is subject to review and approval.**

# Technical Support | Permit + Process

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For groups with a defined project concept that need targeted support to finalize design, documentation, and application materials.

- Provide a limited number of check-in meetings over a defined timeframe to help get project application-ready.
- Recommend inclusive engagement and outreach methods to secure support for the project.
- Provide insurance coverage, upon request, for the approved project and provide a COI, when the project scope, risk profile, and roles are clearly documented and acceptable.
- Upon request, issue a targeted call for volunteers through Propel ATL communication channels to support the group-led build day.

***All technical support is subject to review and approval.***



# Technical Support | Concept + Implementation

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For groups in Communities of Concern that need deeper support to identify, apply for, and implement a feasible tactical urbanism project in order to advance citywide equity goals.

- Structured check-in meetings over a defined timeframe to help get project application-ready.
- Support refining scope and site plan.
- Guidance on completing key application components.
- Recommend inclusive engagement and outreach methods to secure support for the project.
- Provide insurance coverage, upon request, for the approved project and provide a COI, when the project scope, risk profile, and roles are clearly documented and acceptable.
- Upon request, issue a targeted call for volunteers through Propel ATL communication channels to support the group-led build day.

***Support is limited and requires a clear project lead.***

***All technical support is subject to review and approval.***

# Now It's Your Turn

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- Identify a real location
- Define the problem
- Design a small, realistic test
- Name a lead
- Schedule next step



Tactical Urbanism Guide




# Rapid Fire

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**Tell us about your idea (30-45 Seconds):**

- 1. Location**
- 2. Project idea**
- 3. Project lead**
- 4. Next step**

***Momentum > Perfection***




# Rapid Fire

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***Momentum > Perfection***





1. Schedule a meeting →
2. Complete technical assistance request form
3. Submit your TU permit application
4. Build your project!!

### Have questions? Contact:

- Jeremiah Jones
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- 678-752-3292
  
- [www.letspropelatl.org](http://www.letspropelatl.org)
- IG: letspropelatl
- FB: atlantabike
- Bsky: letspropelatl



Sign Up For A Meeting

# Atlanta Tactical Urbanism Guide



# Stay Connected: Propel ATL Newsletter

