SPARK
Sparking active mobility actions for climate-friendly cities

ICLEI
Local Governments for Sustainability

ICSC
Institute for Climate and Sustainable Cities

Supported by:
Federal Ministry for Economic Affairs and Climate Action
Federal Ministry for the Environment, Nature Conservation, Nuclear Safety and Consumer Protection
IKI INTERNATIONAL CLIMATE INITIATIVE

SPARK Best Practice Guide

Tactical urbanism interventions to improve active mobility

SPARK: BEST PRACTICE GUIDE

ABOUT SPARK

The SPARK project: Sparking active mobility actions for climate-friendly cities (2022-2025) is supported by the German Federal Ministry of Economic affairs and Climate Action (BMWK) and the Federal Ministry of Environment, Nature Conservation and Nuclear Safety (BMUV) through their International Climate Initiative (IKI). The goal of the SPARK project is to increase the role of active mobility in building resilient and safe transport systems, contribute to national emission reduction targets, and promote climate-friendly mobility behavior in Pasig City, and Quezon City in the Philippines.

ABOUT ICLEI – LOCAL GOVERNMENTS FOR SUSTAINABILITY

ICLEI – Local Governments for Sustainability is a global network working with more than 2,500 local and regional governments committed to sustainable urban development. Active in 125+ countries, ICLEI influences sustainability policy and drives local action for low emission, nature-based, equitable, resilient and circular development. ICLEI's Members and team of experts work together through peer exchange, partnerships and capacity building to create systemic change for urban sustainability.

IMAGES

Front/back cover - © Alejandro Arango

DISCLAIMER

This text was produced by a human with the assistance of an AI tool for the purpose of stylistic refinement, paraphrasing, reorganizing text, and providing feedback or suggestions, as well as the conversion of certain content into tables. ICLEI has taken all measures to ensure that the content of this text is accurate and that it does not violate any third parties rights.

CITATION

This publication should be cited as: "ICLEI - Local Governments for Sustainability (2025). SPARK: Best Practice Guide. Bonn, Germany."

COPYRIGHT

©2025 ICLEI – Local Governments for Sustainability e.V. All rights reserved. The ICLEI World Secretariat holds the copyright of this publication, including text, analyses, logos and layout designs. Requests to reproduce or to quote material in part or in full should be sent to ecomobility@iclei.org. ICLEI encourages use and dissemination of this guidebook, and permission to reproduce this material without modification will usually be permitted without charge for non-commercial use.

PUBLISHER

ICLEI – Local Governments for Sustainability e.V.
Kaiser-Friedrich-Strasse 7, 53113 Bonn, Germany
iclei.org

Introduction

Cities across the world are reorienting towards active mobility in response to climate change, pandemics, and saturated traffic. However, streets long dedicated to motor vehicles cannot be readily converted to human-centered modes without engaging the people who use them.

To address this challenge, tactical urbanism gained popularity as an approach to community engagement and as a testing ground for road safety solutions and accessibility needs. This popularity has risen after the COVID-19 crisis, which prompted cities to quickly shift from mass transport modes towards affordable individual mobility. Tactical urbanism also provides a low-cost and fast approach to motivate behavioral change and influence long-term policies and urban design.

The *SPARK Best Practice Guide* brings together a diverse set of tactical urbanism case studies from around the world, showcasing both the process and impact of these interventions. The selected cases span a wide range of objectives, scales, and actors, from neighborhood street redesigns to city- and region-wide programs, and from grassroots initiatives to government-led action. The guide supports local governments, practitioners, and civil society organizations to replicate, adapt, and scale successful interventions that advance active mobility and more equitable urban environments.

The goal of the SPARK project is to increase the role of active mobility in building resilient and safe transport systems through the use of tactical urbanism and open data, among other approaches. The project is supported by the German Federal Ministry of Economic Affairs and Climate Action (BMWK) and the Federal Ministry of Environment, Nature Conservation and Nuclear Safety (BMUV) through their International Climate Initiative (IKI).

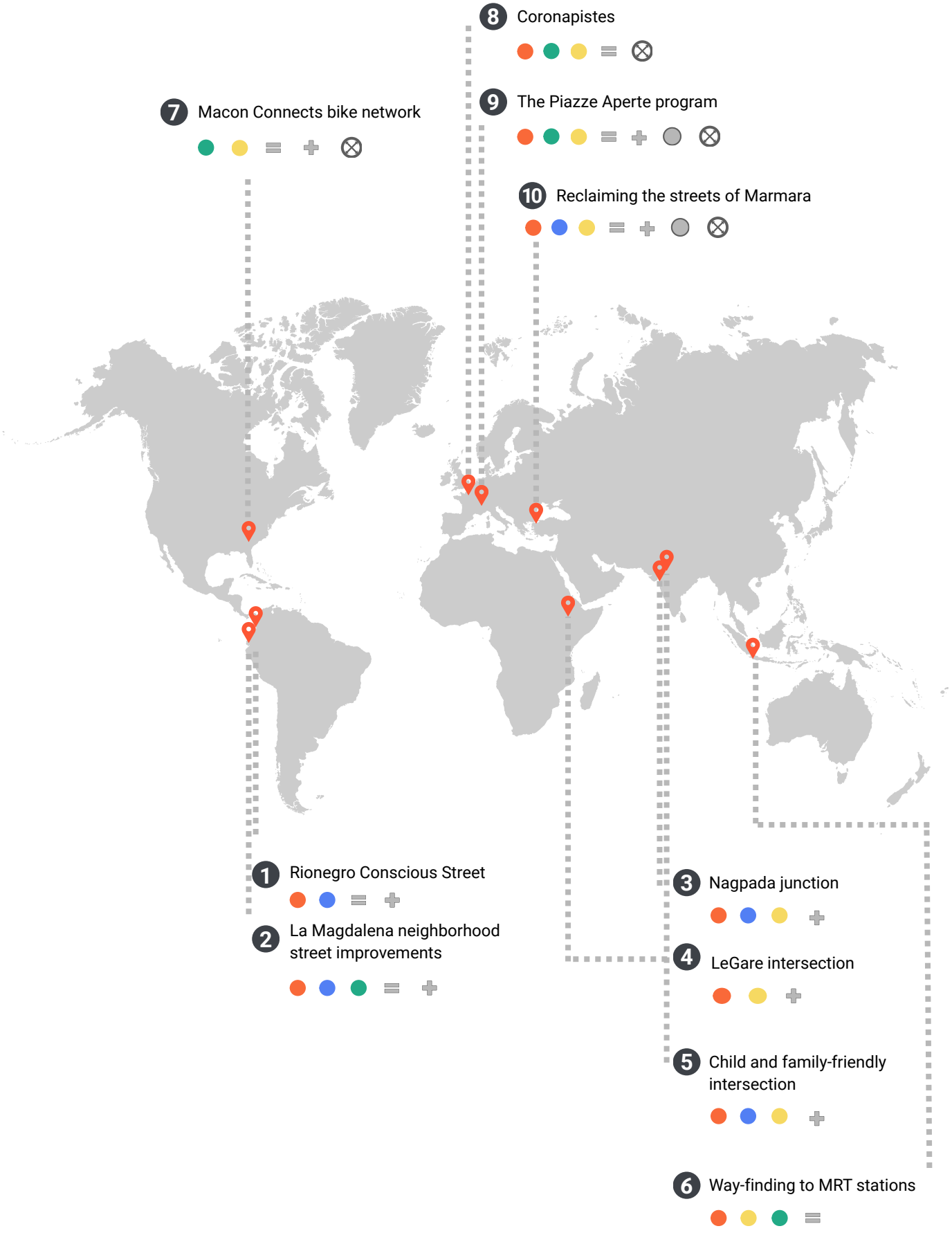
Case studies

The following section introduces tactical urbanism case studies, from diverse geographic locations and with diverse purposes, contexts and implementation tactics. The diversity also covers the involved stakeholders and initiators. The projects can be initiated by a local government unit, civil society, or planning experts. In this way, we aim to inspire different actors to initiate similar interventions or draw lessons from previous experiences.

In each case, we include information on the scale, locations, tools and materials and the impact of the interventions to give an overview of the specific project conditions. The cases are organised around the purpose and the type of interventions as follows:

- **Road safety and public health**
  Cases that are designed to decrease the number of crashes or mobility conflicts in dangerous traffic areas, or other public health issues, like pandemics.
- **Advocating for active mobility infrastructure**
  Projects that focus on increasing bike culture or visibility for active mobility users and highlight their needs and rights.
- **Improving accessibility**
  Examples of interventions that target connecting certain destinations or improving access to public transportation.
- **Placemaking and public space**
  Reallocation of spaces, taking away from motorized mobility, to give more space for active mobility, or encourage social activities in the public space.

Intersections **Street segments** **Public plaza** **City/region-wide program**


8 Coronapistes
9 The Piazze Aperte program
7 Macon Connects bike network
10 Reclaiming the streets of Marmara
1 Rionegro Conscious Street
2 La Magdalena neighborhood street improvements
3 Nagpada junction
4 LeGare intersection
5 Child and family-friendly intersection
6 Way-finding to MRT stations

1 Rionegro Conscious Street

- Road safety and public health
- Placemaking and public space
- Street segment
- Intersection

Year
2019

Location
Rionegro, Antioquia, Colombia

Scale
2300 m2 surrounding the hospital

Main actors
Rionegro Mayor's office
Inter-American Development Bank (IDB)
Sustainable Development Company – EDESO
Sustainable East Mobility Operating System – SOMOS
Fundación Pintuco
Staff and patients of San Juan de Dios public hospital

Design development
IAA Studio
Taller Arquiurbano
Mcrit and Iber Geo
IDB's cities lab

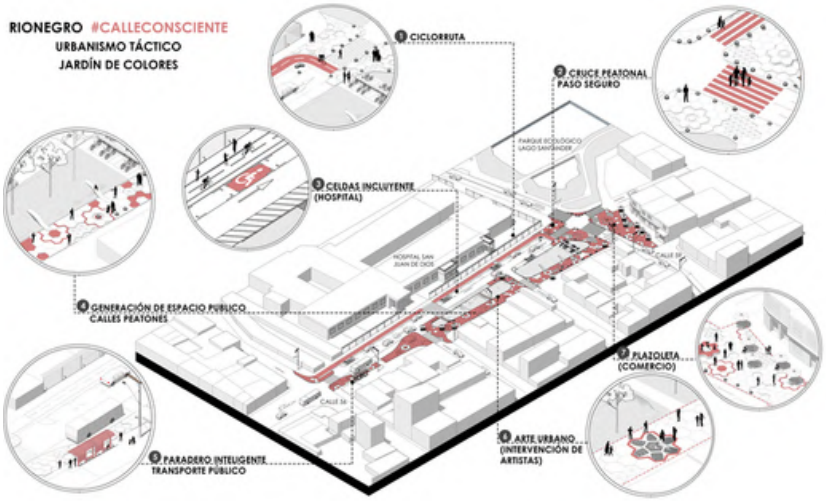
Materials
Paint
Planters
Signage
Traffic bollards

References
ArchDaily (2020). Conscious Street Intervention, a garden of colors/ Taller ARQUIURBANO + IAA Studio.

Egger, T. et al. (2020). Peatonalización para la salud ciudadana. ciudades-sostenibles. IADB.

Project objectives
The project aimed to add an open-air waiting area for San Juan de Dios public hospital patients and visitors. The stakeholders wanted to experiment with the pedestrianization and reactivate the surrounding public space for active mobility and the waiting area users.

Intervention details
- Pedestrianisation of a former car parking area and double-use it as an open-air waiting room for the hospital.
- Safe pedestrian crossings through sidewalk extension and marked crossings.
- Protected bike lanes.
- Inclusive public space for people with limited mobility and patients of the hospital.
- Quality transit stations.
- Public art and increased attractiveness.
- Capacity building for the residents and local administration towards self-management of the space.



Impact
92% of the population surveyed after the intervention in the area have a good perception of road safety, and 83% consider that there is more respect for pedestrians. The project won a national award for neighbourhood improvement and urban design, which poses an opportunity for replication.

Photos: Alejandro Arango

2 La Magdalena neighborhood street improvements

- Road safety and public health
- Placemaking and public space
- Improving accessibility
- Street segment
- Intersection

Year
2020

Location
Quito, Ecuador

Scale
1.8 Km of streets
4300 m2 new pedestrian areas

Main actors
Bloomberg initiative for global road safety
NACTO - GDCI (Global Designing Cities Initiative)
EPMMOP (Quito's public works agency)

Design development
NACTO-GDCI

Materials
Paint
Planters
Benches
Speed humps

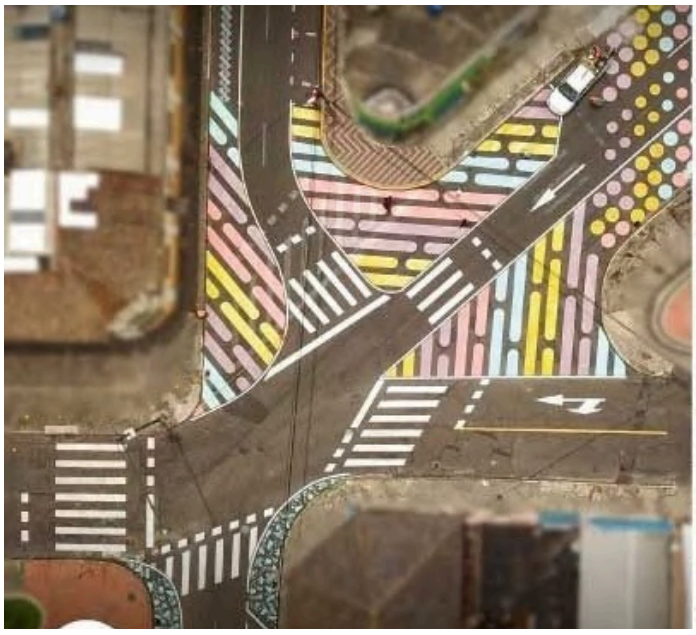
References
GDCI (2021). Transforming a crash hotspot into a pedestrian haven in Quito. NACTO-GDCI.

Project objectives
The project was part of the "Crash Spots" program that addresses areas of high road crash risks and road fatalities. It also targeted connecting the neighbourhood streets with the existing public transport network of BRT and the under-construction metro station through walkways and last-mile coverage.

Intervention details
- A total area of 4300 m2 was reclaimed for pedestrian use, including 15 new marked pedestrian crossings.
- Replacing informal street parking with sidewalk extensions to widen the walkways and make them more accessible for different types of users.
- Narrowing car lanes to a maximum width of 3.5 m.
- Car turning radius was reduced to control the flow of vehicular movements at intersections.
- 11 modular speed humps were placed before the crosswalks.
- Public art and colored asphalt.

Impact
The collaboration with the residents through street 'mingas' involving the residents in painting and cleaning the streets was one of the positive outcomes of the project, as well as the cross-department collaboration within the local government. The residents voiced a concern about the potential negative impact of removing the car parking on the economic activities of the area. This resulted in a series of consultations leading to the design of an economic improvement program serving the affected traders.

In terms of road safety, 50% of the residents reported feeling safer walking in the streets, and 68% reported improved safety at crossings. After 2 years, one of the redesigned intersections was redesigned with permanent safe crossings and increased pedestrian space.



Last photo: Sector La Magdalena

3 Nagpada junction

- Road safety and public health
- Placemaking and public space
- Advocating for active mobility infrastructure
- Intersection

Year
2017

Location
Mumbai, India

Scale
One intersection

Main actors
The Traffic Department of Municipal Corporation of Greater Mumbai (MCGM)
Mumbai Traffic Police (MTP)
The local Councilor
The local community
Madanpura Welfare Association

Design development
WRI India
Municipal corporation of greater Mumbai (E ward office)

Materials
Paint
Vertical traffic separators

References
Pilot redesign of Mumbai's Nagpada junction shows the way for busy intersections. 01 Sep 2017. Citizens matters. Accessed 15 May 2025.

Project objectives
The project is intended to act as an experimental approach for redesigning intersections to serve all road users, not only motorised traffic, and to reduce traffic conflict.

Intervention details
- Reducing the crossing distance for pedestrians.
- Minimising the space for vehicles at intersections with a more defined vehicular motion and streamlining the vehicle turning radius.
- Removing an illegal parking space and turning it into a square.
- Adding vertical protection and separating non-vehicular movement from the motorised flows.

Impact
The design was deemed successful after a reassessment of the traffic flow and safety showed a positive impact. The local authorities decided to implement a permanent redesign following the guiding experimental design.

The reclaimed public space now features a small garden, a seating area, a national memorial and a sculpted mural honouring the Urdu poet Mirza Ghalib. During the excavation, traces of a historic Jewish cemetery were found. In that way, the whole project contributed to enhancing the collective memory and the cultural significance of the historic place.

Photo: WRI India

Photo: Creative Commons License, Ruzbehraja

4 LeGare Intersection

- Road safety and public health
- Advocating for active mobility infrastructure
- Intersection

Year
2016 - 2017

Location
Addis Ababa, Ethiopia

Scale
2000 m2 of road space

Main actors
Addis Ababa City Government
Bloomberg Philanthropies
Global Road Safety Partnership (GRSP)
Global Cities Design Initiative (GDCI)
WRI Sustainable Cities
John Hopkins University - Bloomberg School of Public Health and Vital Strategies
World Bank's Global Road Safety Facility
The International Road Assessment Program (iRAP)
Vital strategies

Design development
Global Cities Design Initiative (GDCI)

Materials
Paint
Chalk
Planters
Traffic bollards

References
Global Cities Design Initiative (GDCI) (2017). Designing to save lives: Transforming LeGare intersection in Addis Ababa.

Project objectives
The LeGare intersection in Addis Ababa was redesigned under the Bloomberg Philanthropies' Bloomberg Initiative for Global Road Safety (BIGRS). The main focus of the project was to improve pedestrian safety, since 80% of road deaths in Addis Ababa were pedestrians. The initiative studied 27 intersections, of which the LeGare intersection was concluded as a hotspot for road crashes, with more than 80 crashes recorded in just 5 months.

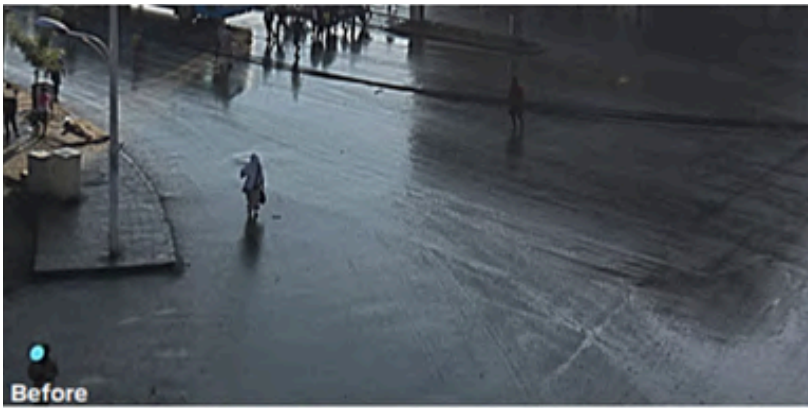
Intervention details
- Redesign of the intersection geometry with a tighter corner radius that requires drivers to slow turning speeds when taking a sharper turn.
- Shortening of the crossing distance for pedestrians by adding refuge and median islands.
- Matching the crosswalks with the pedestrians' desire lines.
- Marked car lanes to contain the motorised vehicles' flow within the vehicular area.
- Reclaiming under-utilised asphalt area and reorienting it to pedestrian movement, rather than keeping it open to vehicular undirected movement.

Impact
The project proved viable in terms of reducing crashes and improving the overall safety. Six months of evaluation post the intervention saw no pedestrian fatalities and one minor pedestrian injury, compared to one fatality and two serious injuries six months before the intervention. The average turning speeds were reduced from 30 km/hour to 18.5 Km/hour, and the crossing distance was reduced from 50 m to a series of small crossings with a maximum distance of 9.5 m. This increases the overall intersection safety in the future.

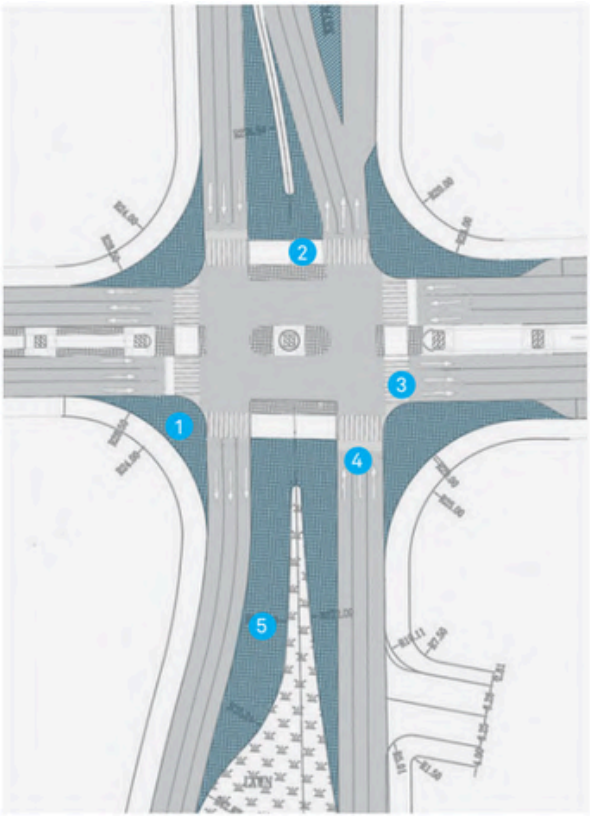
Perceived safety was also improved with more than 70% of survey respondents reporting improved safety in the intersection post the intervention.

The project also accounted for the economic benefits of reducing the car crashes, concluding that the LeGare transformation's economic benefit was seven times greater than the initial costs, amounting to a net benefit of ETB 2,294,268 ($98,143).

Before



After



5 Child- and family-friendly intersection

- Road safety and public health
- Placemaking and public space
- Advocating for active mobility infrastructure
- Intersection

Year
2019

Location
Udaipur, India

Scale
One intersection

Main actors
Udaipur Municipal corporation
Bernard Van Leer Foundation
ICLEI - South Asia

Design development
ICLEI South Asia

Materials
Paint

References
ICLEI - South Asia (2019). Udaipur - an Urban 95 City: Traffic-calming measures at Vidhya Bhawan pre-primary school entrance.

Project objectives

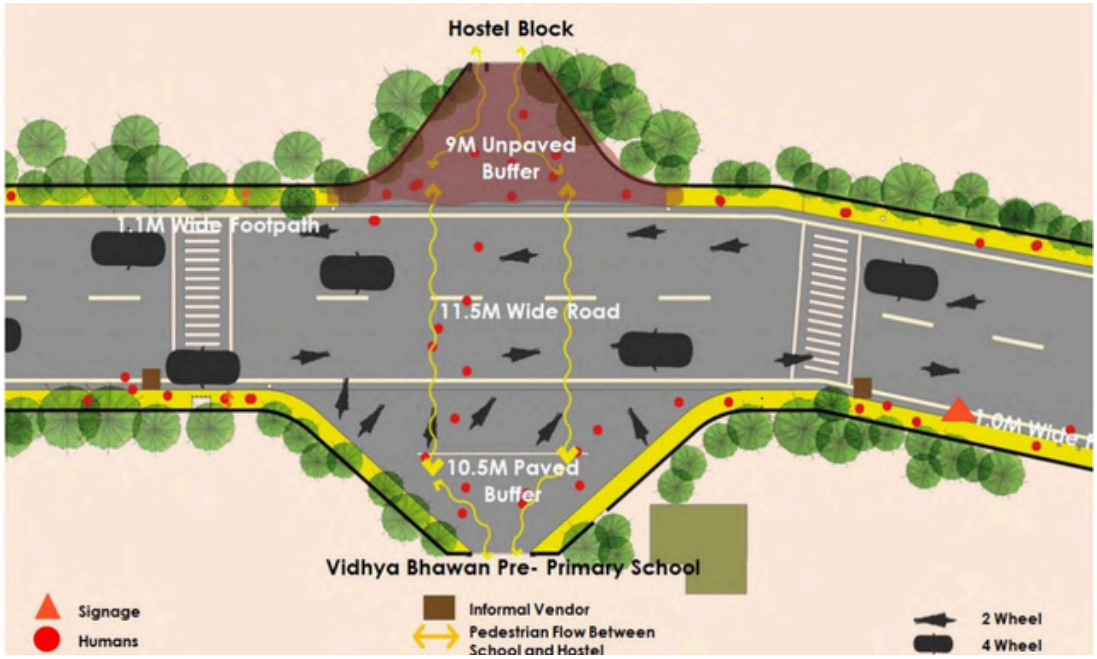
This intersection redesign was part of the Udaipur city activities within the Urban95 Program of the Bernard Van Leer Foundation (BvLF) to become an Infant, Toddler and Caregiver (ITC) friendly city. The intervention aims at piloting ideas from a catalogue of solutions, written by the ICLEI South Asia. The selected pilot intersection in Vidhya Bhawan Road (VBR) caters for a pre-primary school that opens directly to the main street. The project focused on securing the school entrance, intersection and footpath.

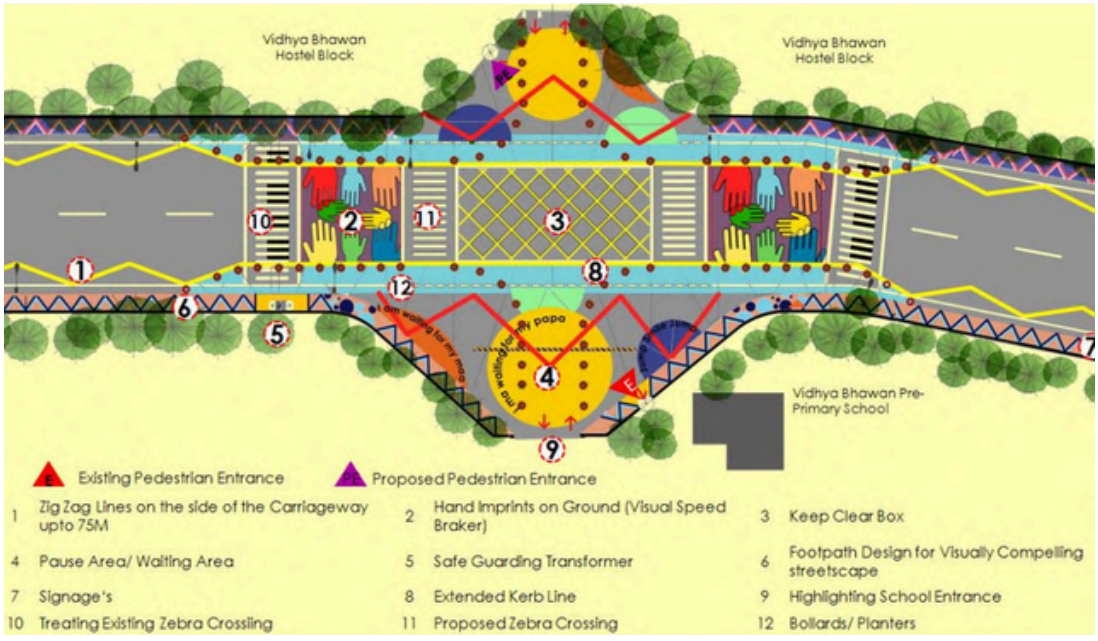
Intervention details

- Applying a mix of technical traffic-calming measures, next to interactive public space measures for behaviour change.
- A new Zebra crossing was installed following the pedestrian desire lines.
- A huge mural of stop signs added to visually indicate the difference in traffic speed where the older zebra crossings were marked before the project.
- A 'Keep Clear Box' in the middle of the crossing to reduce traffic speed
- 'Zig Zag Lines' on either side of the road, 75m from the school gate, which functions as a tool to calm traffic by visually reducing road width and breaking the line of sight on the wider road. They also visually extend the sidewalk on either side of the road, creating an added marked area for pedestrians.
- Marking the buffer zone and waiting area next to the school entrance.

Impact

The desired outcome of reducing the vehicular speeds at the intersection was successfully achieved, leading to a safer crossing area and increased perception of safety. From the intersection counts, more pedestrians are observed to use the space after the intervention, especially parents dropping off kids at school, rather than arriving by rickshaws and two-wheelers until the entrance area. The buffer area to the school entrance was made visually appealing so that the children used it as a play and stay area, contrasting with its previous use as a pedestrian funnel to the crossing area.


Hostel Block
9M Unpaved Buffer
1.1M Wide Footpath
11.5M Wide Road
10.5M Paved Buffer
Vidhya Bhawan Pre- Primary School
Signage
Humans
Informal Vendor
Pedestrian Flow Between School and Hostel
2 Wheel
4 Wheel


Vidhya Bhawan Hostel Block
Vidhya Bhawan Hostel Block
Vidhya Bhawan Pre-Primary School
Existing Pedestrian Entrance
Proposed Pedestrian Entrance
1 Zig Zag Lines on the side of the Carriageway upto 75M
2 Hand Imprints on Ground (Visual Speed Braker)
3 Keep Clear Box
4 Pause Area/ Waiting Area
5 Safe Guarding Transformer
6 Footpath Design for Visually Compelling streetscape
7 Signage's
8 Extended Kerb Line
9 Highlighting School Entrance
10 Treating Existing Zebra Crossing
11 Proposed Zebra Crossing
12 Bollards/ Planters

6 Wayfinding to MRT stations

- Road safety and public health
- Improving accessibility
- Advocating for active mobility infrastructure
- Street segment

Year
2019

Location
Jakarta, Indonesia

Scale
10,000 m2 of reclaimed spaces

Main actors
MRT Jakarta
Jakarta city government
ITDP Indonesia
Tarumanagara University
Local residents and NGOs

Materials
Paint

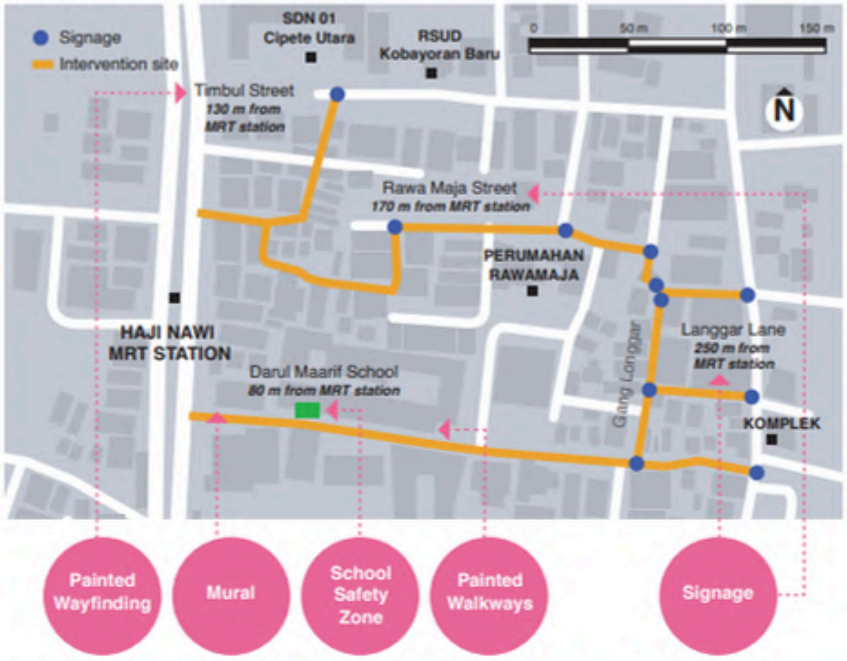
References
ITDP (2020). From pilot to permanent: How to scale tactical urbanism using lessons from the global south.

Project objectives
Under the Jalan Jakarta campaign, the Jakarta city government and Jakarta Mass Rapid Transit (MRT) collaborate to enhance pedestrian accessibility within a 500-meter radius of MRT stations. Two stations were chosen. The Haji Nawi MRT station was difficult to access on foot due to the lack of sidewalks on roads near the station, leading people to use smaller side streets which are difficult to navigate. At the Cipete Raya MRT station, the issue was that students at the elementary school just 70 meters from the station, used a big, busy alley to access the MRT. Adding to way-finding, the project aimed at reclaiming safe spaces for pedestrian movement to and from the stations.

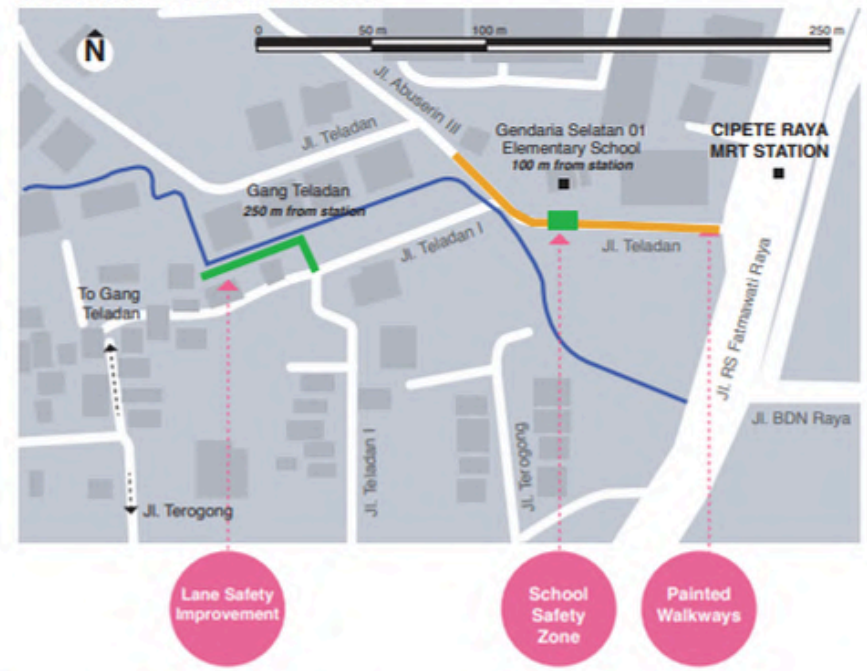
Intervention details
- Adding wayfinding markings painted on the floor and guiding signage.
- Painted pedestrian spaces that are marked to separate active mobility from two- and three-wheelers' movement.
- Murals and wall art.
- Safe school zones where pedestrian movement is prioritized.

Impact
Some of the interventions proved successful in orienting the pedestrians to the MRT stations, as well as changing the behaviour of drivers. The consultation process led to multiple rounds of discussions and compromises to take into account the vulnerable groups, while maintaining a good relationship with the most powerful voices, the drivers, in that case. The process didn't only involve the current street users, but also potential users who might be absent from the public space at the time of initiation. Therefore, PKK, a national women's organisation that is active on the local level, was heavily involved in the consultations.

HAJI NAWI INTERVENTION AREA



CIPETE RAYA INTERVENTION AREA



7 Macon connects bike network

- Improving accessibility
- Advocating for active mobility infrastructure
- Street segment
- City-wide program

Year
2016

Location
Macon, Georgia, USA

Scale
8 KM of bike lanes

Main actors
New Town Macon
Macon-Bibb County
8-80 Cities
Knight Foundation

Design development
Better Block

Materials
Paint
Traffic bollards
Traffic cones
Bike counters

References
8-80 Cities (2016). Macon Connects: Findings from the world's largest pop-up bike network.

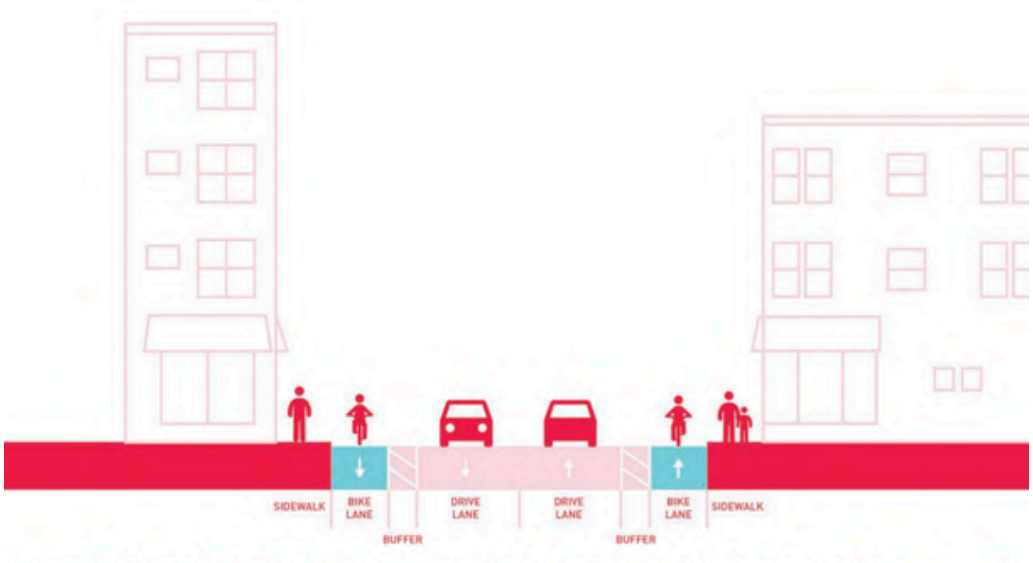
Project objectives
The Macon Connects project was initiated to build on Macon Action Plan (MAP), and improve connectivity between the local communities. It also addresses inclusive mobility in a highly-motorized urban environment.

Intervention details
- Marking around 8 Km of bike lanes.
- Piloting different bike lane designs to assess the suitability of the new cycling infrastructure to bike users and the degree of protection they provide.
- The pop-up lanes were designed in a network form over four traffic corridors to increase connectivity.
- Bike counters were installed to assess the intervention's success in attracting bike users.
- 90 volunteers participated in marking the bike lanes and construction works.

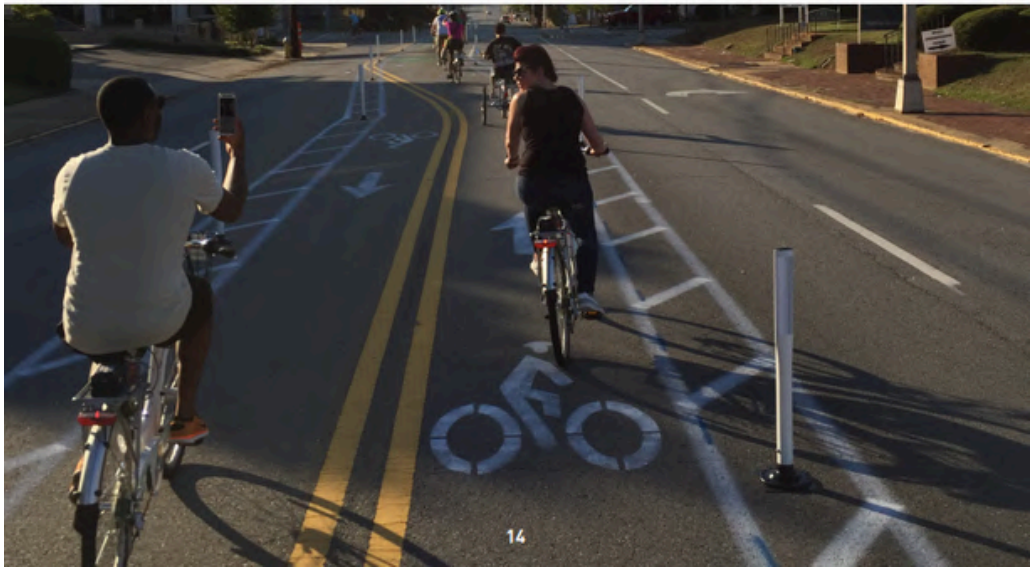
Impact
The pop-up lanes attracted a 9.5 times higher rate of cycling during the intervention period, which is an 854% increase compared to the baseline. The team assessed the cycling increase per corridor, which fell between 456% and 1758%, indicating site suitability and feasibility of potential permanent bike lanes.

Survey respondents also shared their safety perceptions and preferences in terms of bike lane design, with 95% preferring bike lanes with buffers or bollards, rather than sharrows (shared lanes with motorised vehicles). 88% of the respondents said that a protected cycling lane network can inspire them to cycle more.

One of the most interesting findings of the survey is that 75% of the survey respondents said that cycling around the neighbourhood made them notice shops they had never seen before, indicating potential positive impacts on the local economy. And 68% reported visiting areas they normally don't go to. This highlights the potential of active mobility in building connections to the city and communities when separation by motorised corridors and isolation in vehicles had fragmented them.


SIDEWALK
BIKE LANE
BUFFER
DRIVE LANE
DRIVE LANE
BUFFER
BIKE LANE
SIDEWALK


SIDEWALK
PARKING LANE
DRIVE LANE
BUFFER
BIKE LANE
BIKE LANE
BUFFER
DRIVE LANE
PARKING LANE
SIDEWALK



8 Coronapistes

- Road safety and public health
- Improving accessibility
- Advocating for active mobility infrastructure
- Street segment
- City-wide program

Year
2020

Location
Paris, France

Scale
52 KM of bike lanes in Paris
158 Km of bike lanes in the Île-de-France region

Main actors
Île-de-France region
Paris municipality
Le Collectif Vélo Île-de-France

Design development
Local departments of transport

Materials
Paint
Traffic bollards

References
Velo Collectif Ile de France (2020). Carte des coronapistes du Grand Paris et d'Île-de-France.

Reid, Carlton (2020). Paris To Create 650 Kilometers Of Post-Lockdown Cycleways. Forbes.

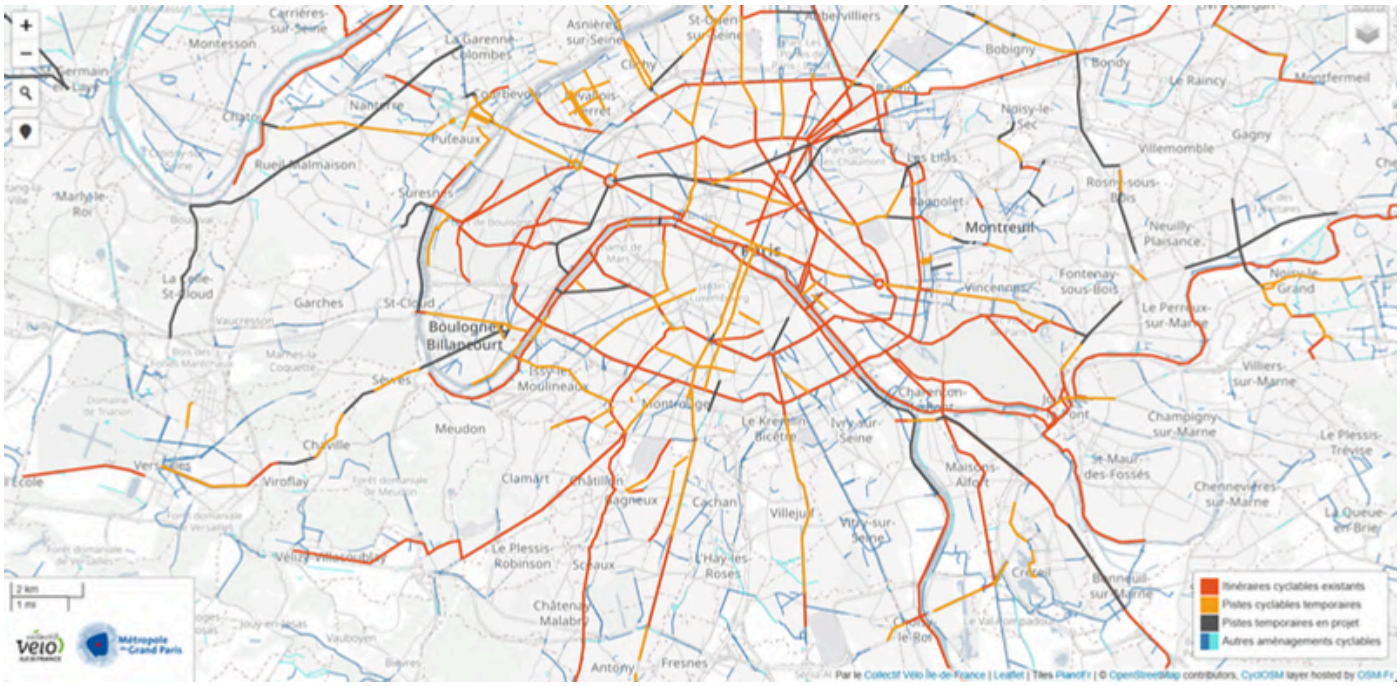
Project objectives
During the COVID-19 pandemic, the Île-de-France region, including different municipalities, initiated an extensive region-wide network of emergency pop-up bike lanes. The purpose of the network was to follow the guidelines of the World Health Organisation (WHO) in social distancing, while maintaining the ability to commute with less health risks.

Although the bike network was erected as an emergency response to a pandemic, this case of tactical urbanism intervention draws on larger plans that were set before the pandemic. In Paris, it follows the "Plan Vélo" transport changes that aimed to make all streets in Paris cycling-friendly by 2024. In the Île-de-France region, a pledge of 300 million Euros was allocated to fund the RER Vélo project, a network of nine protected cycleways linking the centre of Paris with key suburbs. This project was originally initiated by the Ile-de-France Bike Collective advocacy network. The Île-de-France region approved the implementation of the project, including 'TempoRER vélo' routes, serving the emergency response to the COVID-19 pandemic.

Intervention details
- A network of bike lanes and connecting bikeways in the city centre of Paris.
- A network of pop-up express bike lanes mirroring the RER rail network to connect Paris with the surrounding suburbs.

Impact
The project gained international recognition as a best practice in crisis-responsive governance and resilient mobility planning. Since the cycling plans existed before the pandemic, the emergency bike lanes double-functioned as a proof of concept of the ability to reclaim spaces from motorised vehicles and redirect them to cycling mobility.

In Paris, the modal share of cycling mobility more than doubled during the COVID-19 pandemic. Currently, 11.2% of trips are made by bike, compared to less than 5% before the COVID-19 lockdowns. The Ile-de-France Bike Collective advocacy network created an online observatory of the 'Coronapistes', showing that most of the pop-up lanes were kept or made permanent, which changed the whole cycling mobility network of the region.



Photos: Marcel E. Moran

9 The Piazze Aperte program

- Road safety and public health
- Placemaking and public space
- Advocating for active mobility infrastructure
- Intersection
- Street segment
- Public plaza
- City-wide program

Year
2018 - 2021

Location
Milan, Italy

Scale
City-wide interventions

Main actors
City of Milan
Agenzia Mobilità Ambiente Territorio (AMAT)
Global Cities Design Initiative (GDCI)
Bloomberg associates

Design development
Multiple community partners

Materials
Paint
Benches
Outdoor tables
Outdoor games
Bike racks
Traffic separators
Planters

References
Comune di Milano. Piazze aperte: A public space program for Milan.

Project objectives

The Piazze Aperte program was initiated to act on the Territory Governance Plan for Milan 2030 and the city's Sustainable Urban Mobility Plan. The main objectives were to redesign local plazas and streets to enhance social life in public spaces, improve the safety of pedestrians and bike users, encourage public participation and effective collaboration through piloting interventions with low-cost materials in short timelines before deciding on making them permentant.

Intervention details

- The implementation of 38 pilot projects and local initiatives.
- Reclaiming 22,000 m2 of newly pedestrianised spaces.
- Installing 380 bike racks.
- Planting 310 potted plants.
- Adding street furniture, including 250 benches, 35 tables, and 32 ping pong tables.

Impact

The striking impact of the program was in the level of public participation in shaping the city squares and public spaces, as well as the scale of the program. One in every two Milanese residents lives 15 minutes away from one of the tactical urbanism sites. This means a high level of interaction with the reclaimed public space and heightened chances of using the pedestrian facilities and bike racks.

The program was kick-started with a call for proposals that is open to the local community. Over 800 residents participated in the call, who are engaged in multiple types of organisations and institutions, including 200 non-profits and social cooperatives, 72 commercial businesses, 17 schools, 10 public and private institutions (like municipalities, museums, foundations, and universities), 9 neighbourhood associations, 8 social streets residents associations, 8 religious institutions, and much more.

Building on the program, a new initiative called Open Square for Every School has been launched. Additionally, 17,000 m2 of the new pedestrian spaces are being transformed from tactical to permanent by 2025.


Piazza Gasparri
Via Val Lagarina
Piazzetta Capuana
Piazza Belloveso
Piazza Dergano
Piazza Alfieri
Via Pacinotti
Via Monte Ceneri
Via Pontano
Via Spoleto/via Venini
Via Rovereto/via Giacosa
Via Toce
Piazza Minniti
Piazzale Loreto
Piazzale Bacone
Via Pacini
Piazzale Lavater
Via De Nora
Piazzale della Cooperazione
via Quarti
Via Gigante
Via Abbiati
Via Guido Reni
Piazza Sicilia
Via Laghetto
Piazzale Tripoli
Piazzetta Santi Patroni d'Italia
Via Monte Velino
Piazzale Stazione Genova
Largo Balestra
Piazzale Tirana
Piazza San Luigi
Via Santa Rita da Cascia
Piazzale Corvetto
Piazza Angilberto II
Piazzale Ferrara
Piazzale Fabio Chiesa

10 Reclaiming the streets of Marmara

- Road safety and public health
- Placemaking and public space
- Advocating for active mobility infrastructure
- Intersection
- Street segment
- Public plaza
- Region-wide program

Year
2022 - ongoing

Location
Marmara region, Türkiye

Scale
10,000 m2 of reclaimed spaces

Main actors
Marmara Municipalities Union's (MMU)
Local Government Academy
Superpool studio
Global Designing Cities Initiative (GDCI)

Materials
Paint
Planters
Traffic bollards
Outdoor games and furniture

References
Marmara Municipalities Union (2024). Reclaiming streets brochure.

Project objectives
The Reclaiming Streets program focuses on tactical mobility actions to provide livable spaces for children and caregivers. It advocates for active mobility and inclusive urban mobility planning. The program also provides capacity building to the municipalities in the region to design, plan and implement active mobility interventions, and go through the process of evaluating the actions and making them permanent.

Intervention details
- The project team broke down the process of tactical urbanism into small actionable steps, in which they support the municipalities and cities that apply for their open call.
- The process includes ad-hoc and hands-on training for local governments, and a set of guidelines for interim interventions and final interventions.
- The designs are focused on data-driven geometry redesign, using patterns and colors in interim interventions and adding outdoor furniture and urban games.

Impact
The project succeeded in attracting the attention of 16 municipalities and 5 cities, in which 18 tactical interventions are either executed or underway. After the evaluation of the interventions, five were decided to be made permanent. The major benefit of the process is that the project is consciously focused on the learning-by-doing aspect of tactical urbanism. and leaves the room open for the local governments to apply the same process in other locations beyond the project.


ARNAVUTKÖY BELEDİYESİ
ÖNCESİ
SONRASI


SERDİVAN BELEDİYESİ
ÖNCESİ
SONRASI


İNEGÖL BELEDİYESİ
ÖNCESİ
SONRASI

SPARK
Sparking active mobility actions for climate-friendly cities

ICLEI Local Governments for Sustainability

ICSC Institute for Climate and Sustainable Cities

Supported by:

Federal Ministry for Economic Affairs and Climate Action

Federal Ministry for the Environment, Nature Conservation, Nuclear Safety and Consumer Protection

IKI INTERNATIONAL CLIMATE INITIATIVE

on the basis of a decision by the German Bundestag