



GUIDE D'ANIMATION: URBANISME TACTIQUE

TESTER DES AMÉNAGEMENTS TEMPORAIRES DANS L'ESPACE PUBLIC
(COMME DES MESURES DE RALENTISSEMENT, DES VOIES CYCLABLES, ETC.)

Type d'activité: Démontrer et évaluer

Public cible: Résidents, Partenaires organisationnels, Professionnels en aménagement, Décideurs

Objectifs

L'urbanisme tactique propose des aménagements temporaires faciles à installer pour démontrer les aménagements possibles d'une rue, d'une intersection ou d'un espace public. On peut ainsi montrer comment l'aménagement peut influencer le comportement des usagers. Parfois, les changements permanents d'aménagement peuvent être lents à réaliser. Une intervention d'urbanisme tactique est un excellent moyen d'accélérer les choses, en plus d'être une stratégie moins coûteuse et plus axée sur les besoins de la communauté. Les aménagements peuvent illustrer comment améliorer la sécurité et le dynamisme des espaces publics en s'appuyant sur la vision des résidents. Ces aménagements tactiques sont amusants et constituent un excellent plaidoyer : démontrer la faisabilité et l'efficacité est une excellente façon de mobiliser le soutien nécessaire à la réalisation de votre projet.



Manière de procéder

Matériel requis

1. Ententes, permis ou partenariats appropriés avec la municipalité
2. Les matériaux nécessaires pour créer l'aménagement varient en fonction de l'infrastructure que vous souhaitez tester (p. ex. bollards, craies, bacs à fleurs, voies cyclables peintes au pochoir, bancs ou chaises, etc.)
3. Données de base sur l'utilisation de l'espace (voir Processus d'animation)

Processus d'animation

1. Avant l'aménagement tactique

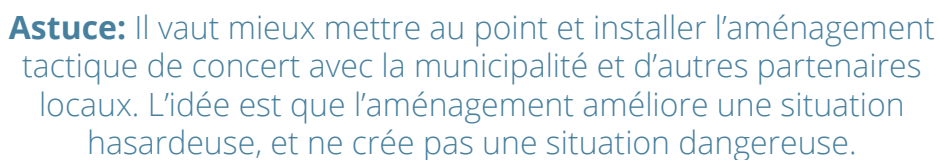
- En consultant les résidents et en utilisant les résultats de l'atelier de co-création, cernez une zone d'intérêt pour votre aménagement tactique.
- Faites un plan d'aménagement temporaire (p. ex. voies cyclables, bacs à fleurs pour ralentir la circulation automobile, éléments de design urbain, bancs, cônes ou bollards, etc.).
- Travaillez avec des partenaires municipaux pour vous assurer d'avoir les permissions appropriées pour votre intervention.
- Faites une observation des espaces publics à cet endroit précis. Notez comment les gens utilisent l'espace. Ces observations serviront de données de base. Il est important de mesurer les tendances comme la vitesse de la circulation, l'utilisation du transport actif, la durée des arrêts des gens dans l'espace, etc. Prenez des photos des conditions matérielles du site.

2. Lors de l'aménagement tactique

- installez l'aménagement tactique selon votre plan.
- Observez l'utilisation de l'espace et notez soigneusement vos observations - y a-t-il eu un changement par rapport aux données de base recueillies avant l'aménagement tactique?
- Prenez beaucoup de photos!

3. Après l'aménagement tactique

- Envisagez la rédaction d'un bref rapport sur les réussites ou les lacunes de votre aménagement.



Astuce: Il vaut mieux mettre au point et installer l'aménagement tactique de concert avec la municipalité et d'autres partenaires locaux. L'idée est que l'aménagement améliore une situation hasardeuse, et ne crée pas une situation dangereuse.

Astuce: Envisagez de demander aux gens sur le site d'intervention ce qu'ils pensent des changements.

Astuce: Selon l'ampleur de votre aménagement tactique et les matériaux que vous utilisez, il pourrait rester en place quelques heures, quelques jours, voire des semaines!

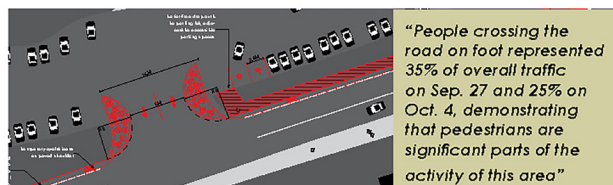
Exemples de matériel

1. Installation d'une infrastructure tactique à Haliburton, ON (TCAT)

traffic calming pop-up

'Pop-ups' are temporary installations that use easy-to-install props to demonstrate possible changes to a location. They are ways to show how the environment can influence activity and behavior. The Communities in Action Committee (CIA) set up 'pop-up' traffic calming demonstration at the entrance/exit driveway of the municipal parking lot off of Highland St. Through community consultations this location was identified as a problem spot for pedestrians due to high traffic volume, traffic speed, and traffic coming in and out of parking lots. There is significant foot traffic in this area, with people crossing Highland St. to access a busy restaurant and a dentist's office. The parking lot driveway is about 15 metres wide and has no lane markings or edges. The width and lack of visual boundaries or defined space mean that it can be unclear who is going where, creating a confusing and unpredictable environment. The pop-up was held on September 27, 2016 from 8 am to 4 pm. The

design (pictured below) defined and narrowed the entrance to calm traffic driving through and turning into and out of the parking lot, thus making it safer and easier for people to cross the road. The pop-up used temporary pavement markings, cones and planters. Members of the CIA counted pedestrians crossing the road, and vehicles entering and exiting the parking lot. For comparison, counts were also done the following week, October 4, without the pop-up.



2. Rapport sur les mesures de ralentissement de la circulation à Haliburton (TCAT)

Haliburton Traffic Calming Pop-up Demonstration Report September 27, 2016

A temporary, or 'pop-up' traffic calming demonstration was created at the driveway entrance/exit of the municipal parking lot off of County Road 21. During community consultations that took place as part of a larger Active Neighbourhoods Canada project, this location was identified as a problem spot for pedestrians due to high traffic volume, traffic speed, and traffic coming in and out of parking lots.

Traffic calming is a system of design and management strategies aimed at slowing down motor vehicle traffic in order to make an environment safer and friendlier for people on foot and on other modes of transport. Strategies can be simple and inexpensive – e.g. painting lines, colours or patterns on pavement; using planters, bollards or other removable barriers; or they can be more involved and require more investment – e.g. installing curb extensions, building traffic circles or making corners tighter.

1 The results of traffic calming measure could be some or all of the following: reduced vehicle speeds, reduced traffic volume, reducing number of conflict points between users, improved visibility of vulnerable road users or increased driver alertness. All of these contribute to reducing the likelihood of collisions and improving road safety.

2 'Pop-ups' are temporary installations that use easy-to-install props to demonstrate possible changes to a location. They are a way to show how the environment can influence activity and behavior. For this pop-up, the purpose was to observe how defining and narrowing the entrance to the municipal parking lot affected both driver behavior and the pedestrian crossing experience. The hypothesis was that the pop-up would calm traffic driving through and turning into and out of the parking lot, thus making it safer and easier for people to cross the road.

Existing Conditions:

There is significant foot traffic in this area, with people crossing to and from the parking, usually for access to a busy restaurant or a dentist's office. There is also a high volume of in and out vehicle traffic, including trucks pulling boat trailers as the driveway provides access to the town docks. The parking lot is very well-used and often full, especially during peak summer days and when events are held in Head Lake Park. The driveway location presents challenges for crossing the road. The parking lot driveway is quite wide (approximately 15 metres), and has no lane markings or edges. The width and lack of visual boundaries or defined space mean that it can be unclear who is going where, creating a sometimes confusing and unpredictable environment. Often vehicles entering the parking lot from the west drive very fast because of the generous space. There is lack of refuge or protected space on the parking lot side of the road for people crossing or waiting to cross. Adding to the complexity of the location are high volumes of through traffic, and in addition to the municipal parking lot, there are vehicles entering and exiting the restaurant parking lot on the opposite side of the street.

On a busy day, pedestrians may wait for extended periods of time before there is a large enough gap in traffic to cross.

Methodology

Two members of the CIA made a delegation to council in early September to get their approval to implement the pop up. Council noted their support in the minutes of the meeting. The design was also reviewed by the Director of Public Works prior to showing to council.

The pop-up was designed by a landscape architect doing work on the Active Neighbourhoods Canada Project, and adhered to best design practices where required (i.e. lane widths, curb radii). The overall width of 15 m was narrowed to create two lanes of 3.5 m each. Curb radii were measured to be at least 8'. The design intentionally did not include a crosswalk. The demonstration sidewalk was not set up for the pop-up. The design charette is an exciting opportunity to facilitate dialogue between planners, local residents and city staff. There will be a total of 4 breakout workshop groups each with their own primary facilitator with some additional support from floating event documenters as supporting facilitators. Each group will consist of approximately 10 participants that will work through the following stages:

The pop-up was held on September 27. This date was selected because although it was after the peak tourist season (July-August), there would still be a lot of activity due to the presence of the Farmer's Market in the park from 12- 4 pm. The installation was created using simple props (duct tape, flower pots, hay bales, cones, coloured tarps), and set up from 8 am to 4 pm. Members of the CIA recorded numbers of people crossing the road on foot, vehicles entering and exiting the parking lot, and comments from passers-by. They also made general observations about driver and pedestrian behavior.

For comparison, counts and observations were also done the following week, October 4, without the pop-up. This was also a Farmer's Market day. Counts were not done for the full day; they were done during peak periods as observed on September 27.

3. Exemples d'aménagement tactique (CEUM)

EXEMPLES DE PROJETS

Les exemples ci-dessous sont fournis à titre indicatif et visent à inspirer les citoyens. Il est important de noter que le projet *Transforme ta ville* ne se limite pas à ces exemples.

Voici des exemples de projets susceptibles de vous inspirer :

- Animation lors de fermetures de rues ou de ruelles
- Verdissement et agriculture urbaine dans les espaces publics
- Réalisation de mesures d'apaisement de la circulation
- Aménagement d'espaces publics
- Art public

À l'exception des fermetures de rues, les projets d'une seule journée (par exemple, PARK(ing) Day) ne sont pas admissibles.

Pour des exemples de projets de la première édition de *Transforme ta ville*, rendez-vous sur le site du CEUM au <http://ecologieurbaine.net/fr/activites-et-projets/projets/participation-citoyenne/item/100-transforme-ta-ville-projets>

Guides d'urbanisme tactique et de réalisations :

[Regina Urban Ecology](#)

[The Street Plans Collaborative](#)

[CoDesign Studio](#)

1. Animation lors de fermetures de rues ou de ruelles

Voici quelques idées en matière de fermetures de rues :

- Fête de rue (dans la tradition *Reclaim the Streets*)
- Pique-nique communautaire
- Grand bazar de troc (de type *Troc tes trucs*)
- La rue comme toile d'expression artistique (peinture en direct, à la craie, au pochoir)
- Spectacles musicaux
- Informations sur le transport actif (options de transport, activités reliées au vélo)
- Jeux (par exemple : échecs, tic-tac-toe géant) et danse en plein air
- Nettoyage communautaire d'une rue ou d'une ruelle
- Installation de tentes pour faire du camping en ville

3. Réalisation de mesures d'apaisement de la circulation

L'ajout de peinture, de pancartes et de mesures pour ralentir la circulation et sensibiliser les usagers de la route aux besoins des plus vulnérables représentent des options valables dans le cadre de ce projet. Ces réalisations doivent néanmoins être autorisées par les autorités de votre arrondissement ou de votre ville.



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Projet : Ruelle Mile-E



Centre d'écologie
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