

CITY OF ATLANTA

TACTICAL URBANISM GUIDE

Released September 2020





ACKNOWLEDGMENTS

This guide was created to provide clarity and consistency to organizations who wish to implement tactical urbanism projects in their community by clearly describing the City's requirements and process.

Prepared by:

City of Atlanta Department of City Planning
City of Atlanta Department of Transportation

With special thanks to our review partners:

Atlanta Bicycle Coalition
Atlanta Fire Rescue
City of Atlanta Department of Watershed Management
PEDS



Department of
CITY PLANNING

CITY OF ATLANTA



DEPARTMENT OF TRANSPORTATION

visionZERO

Atlanta's commitment to ending all traffic deaths

TABLE OF CONTENTS

- PART I: INTRODUCTION 1**
 - What is Tactical Urbanism? 2
 - Local Case Study 4
 - Eligible Projects 6
 - Project Process 8
 - Key Considerations 12
 - Installation and Safety 14
 - Equity Priority Areas 16
- PART II: DESIGN STANDARDS 19**
 - 1 Crosswalk Art 20
 - 2 Curb Extension 26
 - 3 Parklet 32
 - 4 Traffic Signal Box Art 38
 - 5 Slow Street 40
 - 6 Walk Lane 44
- PART III: MATERIALS PALETTE 53**
 - Accessibility 54
 - Barrier Elements 56
 - Furniture 60
 - Landscape Elements 62
 - Signage 64
 - Surface Treatments 66
- PART IV: EXAMPLE DOCUMENTS 69**
 - Site Plan 70
 - Street Closure Notice 73
 - Traffic Control Plan 74





PART I: INTRODUCTION

WHAT IS TACTICAL URBANISM?

Tactical urbanism is a low-cost, short-term approach designed to change the overall use and feel of streets and public spaces.

These small-scale projects are often used to advance longer-term goals related to street safety and the design of public spaces.

Tactical urbanism is temporary in nature, using tactical materials while demonstrating the potential of long-term change.

Why is tactical urbanism important?

Tactical urbanism provides an opportunity for communities, businesses, grassroots organizations, or other similar entities to lead and fund interventions within the public right-of-way in order to catalyze change in the public realm. Safe streets and a vibrant public realm are priorities for the City of Atlanta. The City is exploring opportunities such as tactical urbanism to bring projects to life quickly, while also giving residents, businesses, and the City an opportunity to experience and evaluate projects prior to committing to long-term investments. This guide provides insight into the process established by the City to implement tactical urbanism projects.

Tactical urbanism projects are used to:

- Improve safety for the city's most vulnerable roadway users, pedestrians and bicyclists
- Create a vibrant public realm and encourage public life
- Deepen the understanding of needs, priorities, and desires at the neighborhood or block scale
- Inspire action and change
- Broaden public engagement and encourage collaboration between local communities and government
- Test various interventions and designs and evaluate outcomes
- Expedite project implementation
- Gather and analyze data from actual uses of public spaces

IN 2019, 73 PEOPLE DIED ON ATLANTA'S STREETS AS A RESULT OF A TRAFFIC CRASH. CITY STREETS MUST BE DESIGNED TO ACCOMMODATE AND PROTECT THE MOST VULNERABLE USERS.

visionZERO 

Atlanta's commitment to ending all traffic deaths





10th St, Midtown [Biketober 2019]



Cascade Ave, West End [Atlanta Streets Alive]



Nolan St, Chosewood Park

LOCAL CASE STUDY

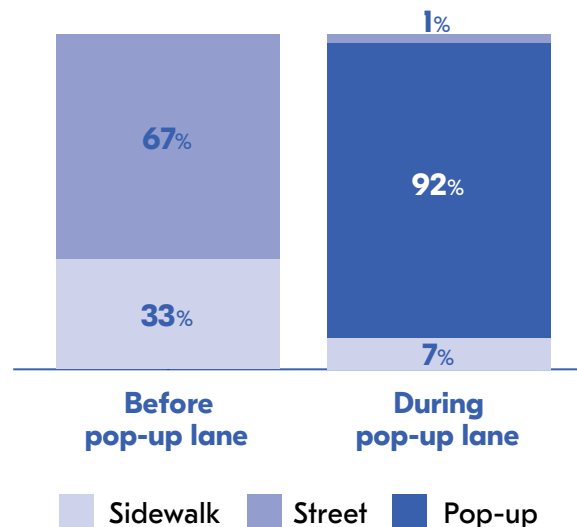
10TH STREET POP-UP BIKE LANE

This 1-week demonstration project connected the Atlanta BeltLine to Peachtree Street and the surrounding Midtown neighborhood. The bike lane accommodated a range of users and was an ideal demonstration project, given its design complexities, such as numerous driveways, intersections approaches, and bus stops.

Projects like the 10th Street Pop-up Bike Lane help inform future decisions about long-term improvements.

HOW DID THE POP-UP LANE AFFECT BIKE AND SCOOTER RIDERS?

During the pop-up, 92% of westbound bikes and scooters chose the new lane instead of the street or sidewalk.



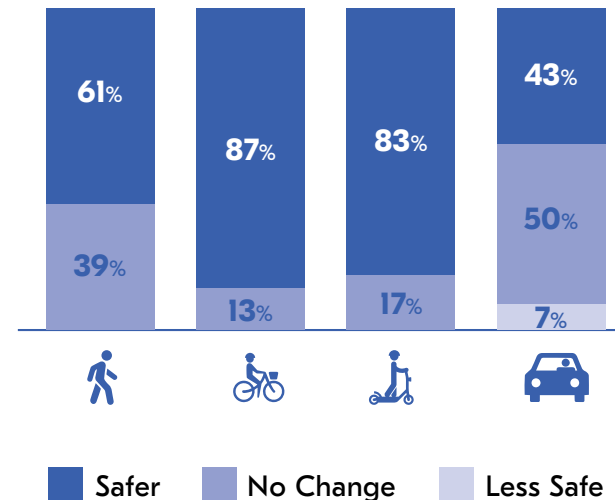
The goals of the 10th Street Pop-Up Bike Lane were to quickly test a new street design, measure the safety impacts, and study operations.

The results were encouraging:

- Safety was increased for all road users
- Bike and scooter rides increased
- Fewer people road bikes or scooters on the sidewalk
- In combination with signal adjustments, car travel times were similar to before the pop-up
- Access to destinations was preserved and even improved for many users

DID YOU FEEL SAFER ON 10TH STREET DURING THE POP-UP LANE?

73% of people surveyed reported that traveling on 10th Street felt safer during the pop-up.

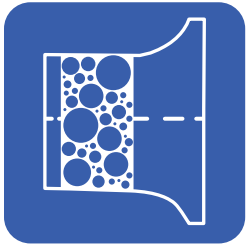




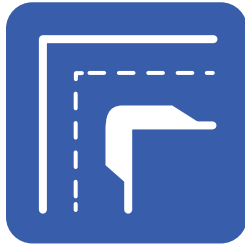
ELIGIBLE PROJECTS

PROJECT TYPES

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



Crosswalk Art



Curb Extension



Slow Street

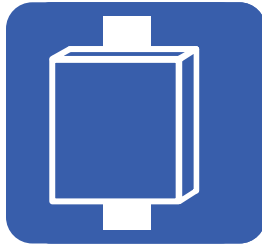


Parklet

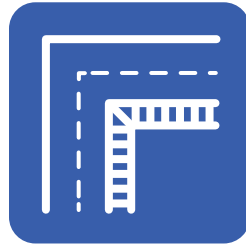


**Pedestrian
Space Art**

*(Coming Soon;
Use Crosswalk Art
Standards at this Time)*



**Traffic Signal
Box Art**



Walk Lane

Design standards for each eligible project type are provided in Part II of this document. Have a project idea, but don't see it here? Please contact atcitystudio@atlantaga.gov. This library will continue to be updated as new design standards are developed by the City.

PROJECT DURATION

The City of Atlanta Tactical Urbanism Application includes two duration lengths:



DEMONSTRATION:

A project lasting 30 days or less.

These projects must use materials that are easily removed from the right-of-way. These projects may be installed in the public right-of-way and are permitted through the Tactical Urbanism Application.



PILOT:

A project lasting more than 1 month but less than 1 year.

Materials must be fairly easy to remove but durable enough to remain in place with minimal maintenance and oversight. These projects may be installed in the public right-of-way and are permitted through the Tactical Urbanism Application.

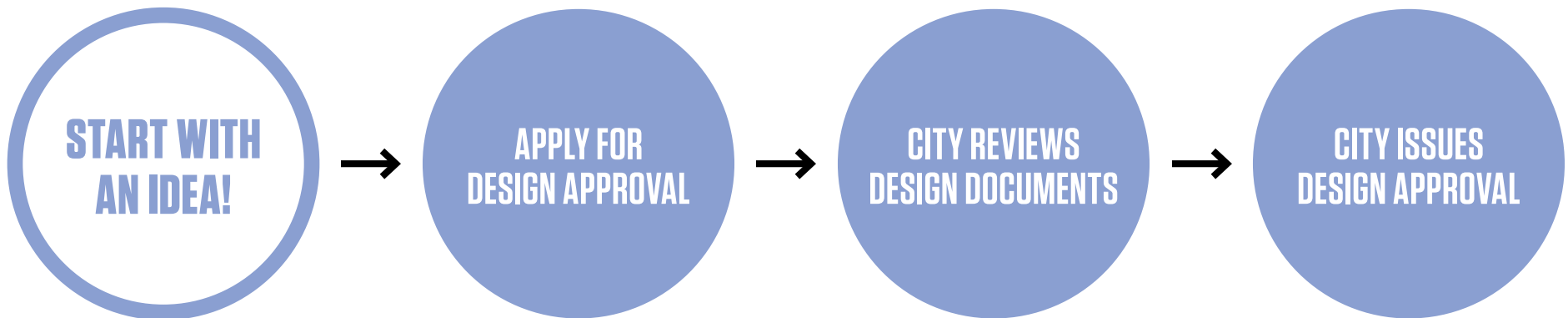
PROJECT PROCESS

WHO CAN APPLY?

- Local businesses or organized business associations
- Community Improvement Districts (CIDs)
- Neighborhood Planning Units (NPU)
- Organized neighborhood/community associations
- Grassroots or community-based organizations
- Non-Profits, 501c3s, or advocacy organizations

To implement a tactical urbanism project in your community, follow this two-step process:

STEP 1: DESIGN



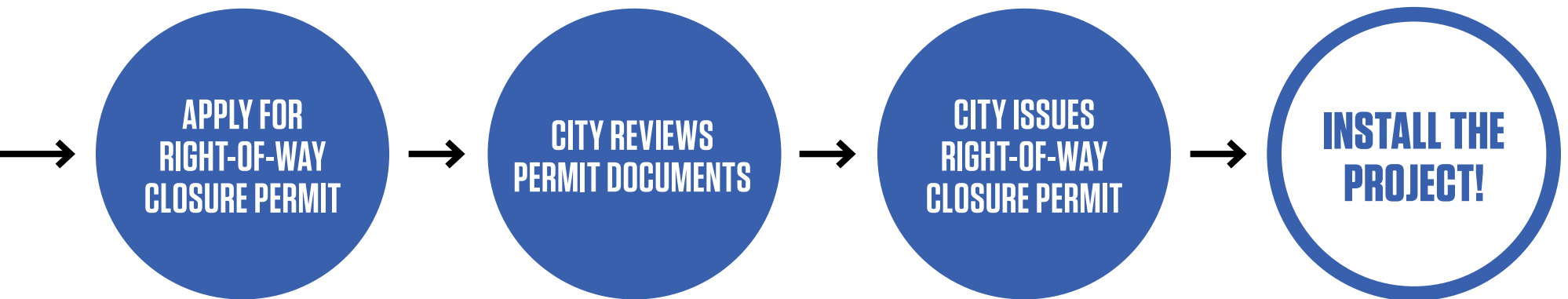
Review the design standards in this document to make sure your idea follows the City's requirements.

Gather the documents detailed on the next page and submit your application at: bit.ly/tuappatl

The application will be reviewed by a panel of City staff within 5-10 business days. The panel will provide the applicant with one of the following actions: project approval, request for revisions and additional review, or project denial.

Once all revisions are completed, the City will provide design approval for the project.

STEP 2: IMPLEMENTATION



If installation requires right-of-way closure, you will need a permit from the City. Gather the documents detailed on the next page and apply for a right-of-way closure at:

app.apply4.com/worksapp/usa/Atlanta

Ensure that all supporting documentation has been included and uploaded with your ROW closure permit application, including: Traffic control plan, PDF of approved site plans, and Certificate of Insurance.

Once all supporting documentation has been reviewed and deemed approved, the city will issue a ROW closure permit to the applicant. ROW closure permits are valid for no more than 90 days.

Inform the city of your proposed date to install the project. City staff may attend and help celebrate your community's achievement!

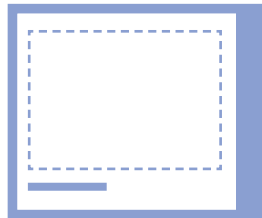
DESIGN CHECKLIST

To complete the design approval application, you will need to provide the following documentation:

PROJECT DESIGN



Site Photos:
Take photos of the existing site showing the entire project area.



Site Plan:
Create a site plan using the design standards in this document as your guide.



Materials List:
Develop a materials list using the materials palette in this document as your guide.



Maintenance Agreement:
Fill out and sign the *Maintenance Agreement Form*. Follow this [link](#) to download the form.

COMMUNITY SUPPORT



Support Letters:
Gather three (3) support letters from your community (ie. council member, neighbors, adjacent property owners, or community organizations).

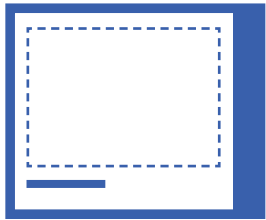


Community Engagement Plan:
Detail out how you plan to engage your community through the project lifecycle.

IMPLEMENTATION CHECKLIST

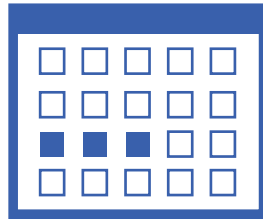
Documentation required for a right-of-way permit include, but are not limited to the below. Visit app.apply4.com/worksapp/usa/Atlanta to review all requirements.

PERMIT DOCUMENTS



Traffic Control Plan:

Create a traffic control plan mapping which traffic lanes will need to be closed during installation and the alternate vehicular route. Refer to *Part IV* of this document for more information.



Installation Schedule:

Develop an installation schedule with the dates for which you'll need the closure.



Volunteer Release Forms:

If you're using volunteers for the installation, volunteers must sign the *Volunteer Release Form*. Follow this [link](#) to download the form.



Certificate of Insurance:

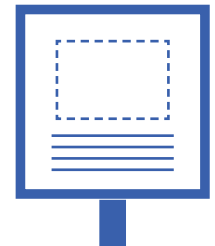
Follow this [link](#) to view *Appendix B* detailing the City's insurance and bonding requirements and provide a Certificate of Insurance.

INSTALLATION SIGNS



Closure Notices:

Provide right-of-way closure notices to those adjacent to the project site. If installation removes parking spaces, provide emergency no-parking signs.



Project Info Sign:

Fill out and post the *Project Info Signage* at the project site during installation and throughout the duration of the project. Download the sign [here](#).

KEY CONSIDERATIONS

This guide seeks to lay out a seamless process that can be used by individuals to design and implement the best and most impactful projects possible. By following the design standards and other guidance found in this document, your project will have the highest chance of approval. **In addition to the aforementioned guidance, please also keep the following considerations in mind when designing your project:**

1. EMERGENCY ACCESS

To accommodate emergency vehicles, a minimum street width clearance of 20 feet must be provided on all streets. Your project may not be approved if it narrows the street width to less than 20 feet or a width that is impassible by emergency vehicles. Additionally, a fire hydrant must have a clearance of 15 feet minimum.

2. COMMUNITY ENGAGEMENT AND INVOLVEMENT

All projects should involve community members in the planning, design, and installation process. This permit requires that you provide 3 letters of community support, which can be from neighbors of the project, impacted businesses, neighborhood association, Community Improvement District (CID), Neighborhood Planning Unit (NPU), your Council Member, or any other community leaders. Additional requirements may be requested for projects with greater impacts, complexities, and duration.

3. MAINTENANCE

The city will not be responsible for maintaining the community-led project. A maintenance plan or schedule will be required for any projects that last more than 30 days in duration, along with a removal/dissemination plan and schedule. The applicant should identify which individuals or groups will be responsible for ensuring the project remains intact.

4. COMPLIANCE GUIDANCE

Applicants should become familiar with the rules of street markings, signage, and ADA compliance. The Manual on Uniform Traffic Control Devices (MUTCD) and Americans with Disabilities Act (ADA) are important documents and provide guidance related to safety and accessibility.

5. BEST PRACTICE GUIDANCE

There are documented best practices and design guidance for traffic calming, tactical urbanism and placemaking projects. We encourage you to become familiar with these as well.

- *The Tactical Urbanist's Guide*, available at tacticalurbanismguide.com
- *The Urban Street Design Guide* from the National Association of City Transportation Officials, available at nacto.org/publication/urban-street-design-guide/
- *Community-Led Demonstration Project Policy + Guide* from the City of Burlington, VT, available at burlingtonvt.gov/DPW/Tactical-Urbanism-and-Demonstration-Projects
- *Healthy Community Design Toolkit* from the Centers for Disease Control, available at cdc.gov/healthyplaces/toolkit/

6. INSURANCE & BONDING

The City of Atlanta requires minimal insurance and bonding for these project installations and all work performed in affiliation with this permit. A full description of those requirements may be found in Appendix B: Insurance & Bonding Requirements. To review the document follow this [link](#).

7. MODIFICATION & REMOVAL

If modification or removal of a project is required by the ATLDOT, the department will notify the applicant in writing. The applicant is responsible for removing or modifying the project as requested by the ATLDOT at the expense of the applicant and completed within reasonable time after such request has been made. If the applicant fails to remove or modify the improvement within a reasonable time frame, the ATLDOT may on notice remove and/or modify the project and all cost shall be borne by the applicant.

When planning and installing your project, be sure to avoid the following:

8. STATE-OWNED ROADWAYS

The Georgia Department of Transportation (GDOT) owns and maintains approximately 90 miles of roadway in the city of Atlanta, most of which are Arterial Streets. Any proposed improvements along a GDOT route requires a separate review and encroachment permit from GDOT. Given that, this process does not allow for community-led implementation of tactical urbanism projects on state roads.

Check [here](#) for a map of state-owned roads in Atlanta. State Route/City Street data is embedded within the functional classification layer. Clicking on any road segment will yield a callout box that shows "State Route: Yes" or "State Route: No".

9. HARTSFIELD-JACKSON AIRPORT ROADWAYS

Streets within the Hartsfield-Jackson Airport are not eligible.

10. MAJOR COLLECTORS & ARTERIALS

The City of Atlanta uses a functional classification system to determine road types and appropriate counter measures or safety improvements. Arterial and major collector streets are generally high volume and higher speeds, are often used as truck routes or primary emergency access routes, which make them more difficult to implement. Unless specifically stated in the design standards, major collectors and arterials are not eligible for tactical urbanism projects. Please view the City's classification map [here](#).

11. OBSTRUCTING CURBSIDE SERVICES

Projects may not obstruct delivery services, trash and recycling collection or transit access. If any of the above mentioned services occur on the project site, the City will either require additional coordination to accommodate these services or will determine that the project is not appropriate for the site and deny the application. If deemed appropriate, the applicant will be required to provide supporting documentation showing sufficient coordination and approval from affected parties.

12. OBSTRUCTING PUBLIC UTILITIES

Projects may not impede or restrict access to any public utility, such as manholes, fire hydrants, valves, etc. All public utilities must remain accessible at all times.

13. BLOCKING DRIVEWAYS

Projects shall not block any public or private, commercial or residential driveway without documented approval from property owner(s).

INSTALLATION AND SAFETY

Once you have received design approval, you may need to apply for the for a lane or street closure permit (if applicable). Additionally, for the purpose of safety, a traffic control plan will be required for this permit.

We also encourage you to notify all project stakeholders and neighbors of the installation timeline and include them in the installation. As part of the permit process, you will also need to let the City know of your planned installation date. Tactical urbanism projects work best when the community is fully involved. The City prioritizes the safety of roadway users as well as the safety of those installing the project.

SAFETY is the #1 Priority!

Wearing bright-colored reflective traffic vests and using cones and signage will improve visibility, slow down vehicles, and increase overall safety near your project installation.



1. OUTDOOR EVENT PERMIT

The tactical urbanism permit shall not be used for outdoor events. As defined by [Section 142 of the City Code](#), an outdoor events is any gathering of people that occurs completely or partially outdoors, that occurs on public property and/or private property, that is not a gated park event... ..and that either: (1) Lasts for 90 or fewer consecutive days; or (2) Lasts for 13 or fewer consecutive weeks, where the outdoor gathering occurs on no fewer than three days out of each consecutive week; or (3) Is a series."

Please visit the following link for additional information regarding the outdoor event permit: bit.ly/outdooreventpermitatl

2. TEAM SAFETY

Always remember, safety is the number 1 priority. As far as we know, no one has been hurt installing or implementing these types of projects, and we would like to ensure it stays that way. Each project installation shall follow the below guidelines for ensuring safety:

- Designate a project "Safety Captain", whom will be responsible for conducting daily safety briefing, monitor traffic and working conditions, ensure all participants are acting the best interest of safety, ensure participants have water, proper personal protective gear, and contact 911 in an emergency.
- Obtain signed liability release forms from all volunteers.

3. IMPLEMENTATION SCHEDULING

A project may be installed on any day of the week and at any time that is most appropriate for the community, however, project installation should be avoided during peak travel times in the city, such as during morning and afternoon rush hours. (typically between 7:00–9:00am and 4:00–6:00pm, Monday through Friday.)

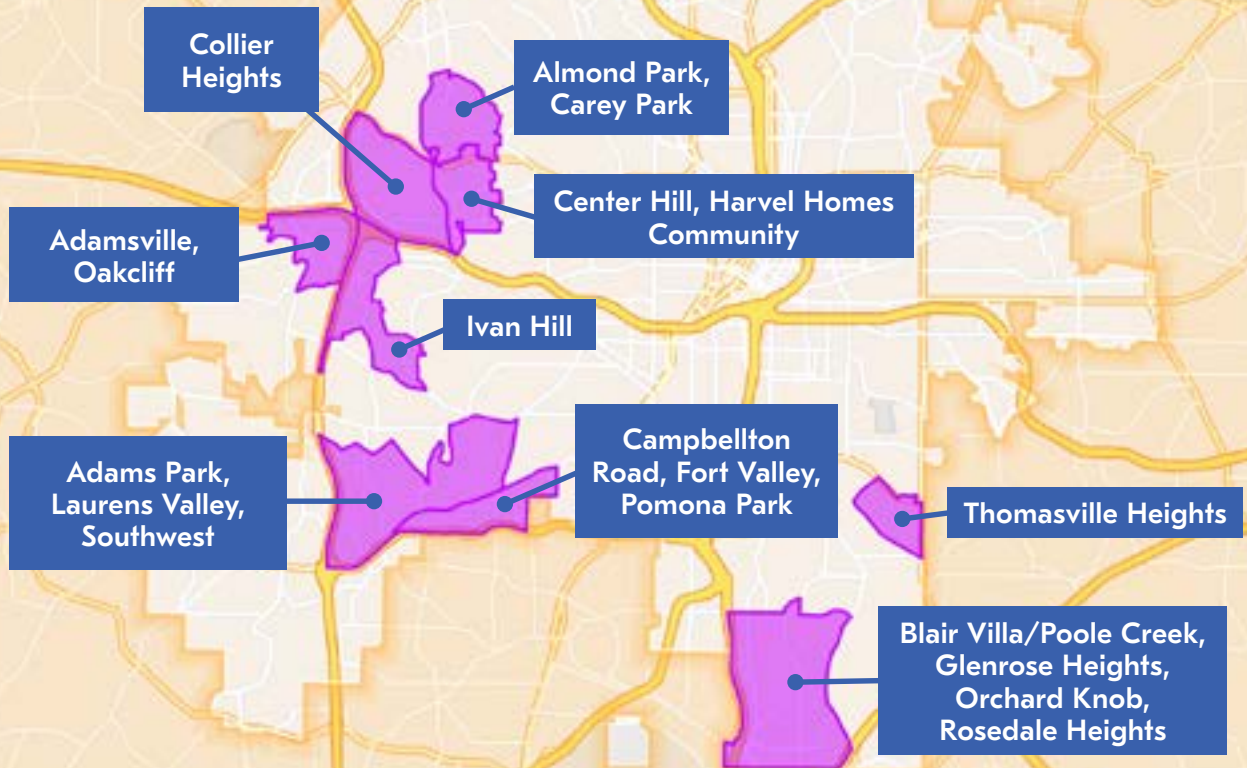
EQUITY PRIORITY AREAS

The city of Atlanta has established an equity framework as a part of its Vision Zero efforts. This equity framework utilizes specific data indicators such as no vehicle access, percentages of school-age children, seniors, and persons with disabilities, as well as race, income, and no health insurance, amongst a number of other indicators to determine vulnerability and to establish a bases of priority for these communities of concern. Applications that are submitted for projects located within the highest priority Communities of Concern may be considered for loaned materials by ATLDOT, such as traffic cones, barricades and signs. The neighborhoods listed in the adjacent map are included considered equity priority areas.

If your project site is located in an equity priority area, you may be eligible to rent materials from the City free of charge. The following guidelines apply for loaned materials:

- Materials will be loaned for an agreed upon period of time and must be returned to the City at the end of specified period.
- Inventory availability may vary depending on season or other circumstances. Emergency activities and weather-related events will take priority and may limit availability of materials.
- Applicants will be required to maintain the project and associated materials during the duration of the project installation.

EQUITY FRAMEWORK TARGET NEIGHBORHOODS



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



PART II: DESIGN STANDARDS

1 CROSSWALK ART

WHAT IS AN ARTISTIC CROSSWALK?

Artistic crosswalks are crosswalks that incorporate a mural inside of the traffic control white stripes.



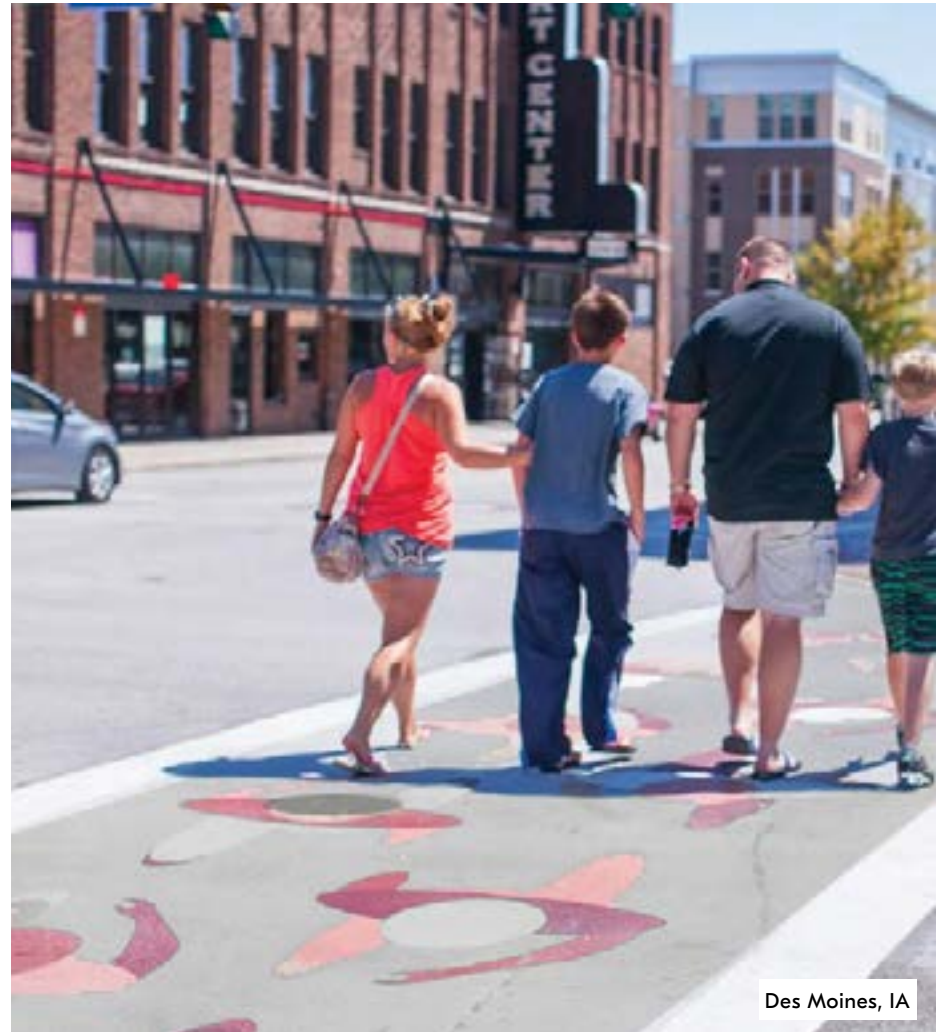
East Atlanta Village (proposed)



Denver, CO

WHY IS IT IMPORTANT?

Artistic crosswalks take advantage of our city's most extensive public space, our streets, to improve pedestrian safety, activate the public realm, and instill neighborhood identity and pride.



Des Moines, IA

WHERE IS IT PERMITTED?

Artistic crosswalks are permitted at crossings that meet the following criteria:

- City-owned right-of-way (see [map](#))

- Within an existing crosswalk

- (contact ATLDOT to apply for a crosswalk)

- ADA accessible ramps exist on both ends of crosswalk

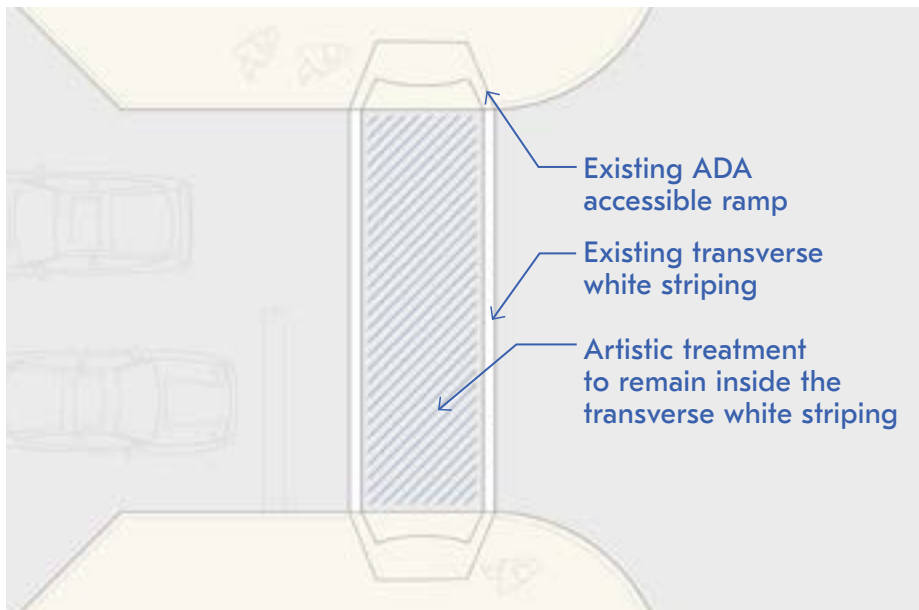
- Sidewalks in good repair exist on both ends of crosswalk

- Asphalt is in state of good repair

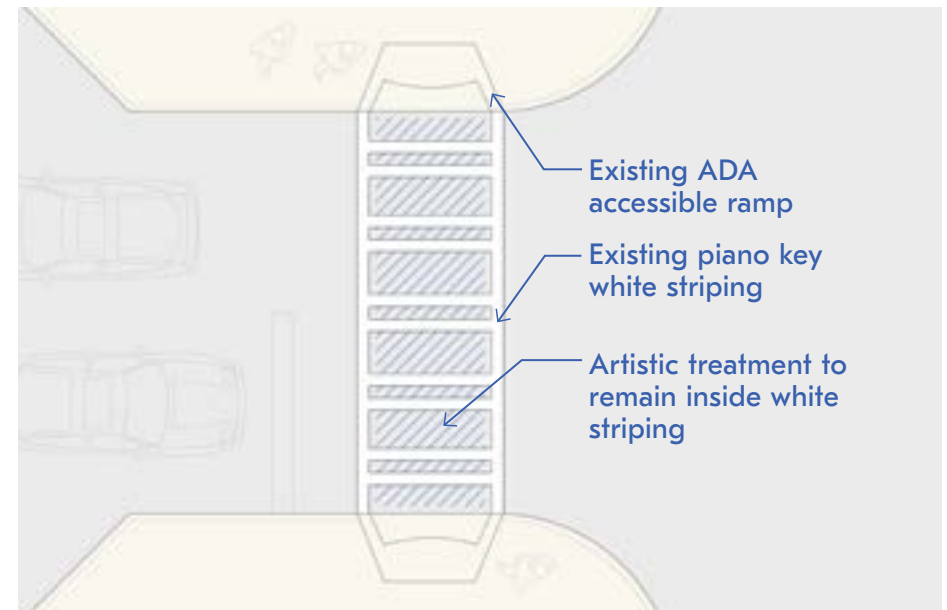
EXISTING STREET CONDITIONS

Artistic crosswalk treatments may be applied to two types of crosswalks:

TRANSVERSE STRIPING



PIANO KEY STRIPING



1 CROSSWALK ART GENERAL REQUIREMENTS

PARAMETERS

Artistic crosswalk designs should be uniform, consistent, repetitive patterns as to comply with the Federal Highway Administration's 2013 Memo on Colored Pavement. Examples of acceptable patterns are in the following pages.

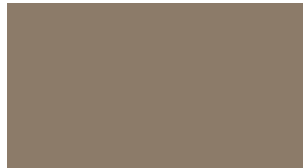
Artistic crosswalk designs shall NOT include:

- Words or text
- Colors outside of the approved palette
- Pictographs or traffic symbols
- Any elements resembling roadway signage
- Advertisements or logos
- Three-dimensional (3D) elements
- Retroreflective colors or elements

ATLDOT will review all design submissions and request revisions as needed prior to installation. However, the City is not responsible for maintaining the crosswalk after it is painted.

COLOR PALETTE

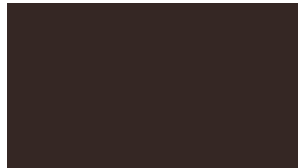
Colors must be in the earth tone family (defined below) and be non-reflective as to comply with the [Federal Highway Administration's 2013 Memo on Colored Pavement](#). The approved palette below is based on StreetBond Pavement Coating. Additional products may be approved on a case-by-case basis.



San Diego Buff



Taupe



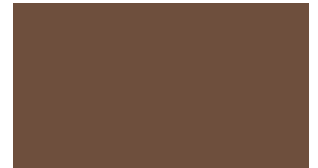
Burnt Sienna



Nutmeg



Terra Cotta



Bedrock



Brick



Brown Suede



Sunset Blush



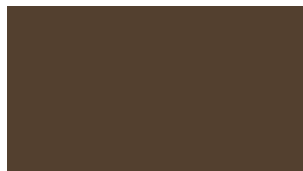
Concrete Gray



Marigold



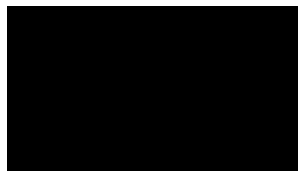
Pewter



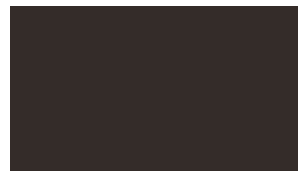
Sierra



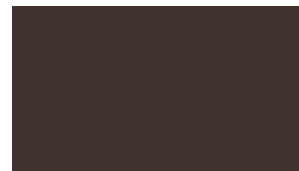
Hunter Green



Black



Slate



Granite



Paprika



Sea Foam



Sandy Beige



Driftwood



Butterscotch



Chestnut Brown



Mocha



Gun Metal



Merlot



Graphite



Aqua



Sage



Truffle

PATTERN EXAMPLES

Below are examples of pattern types for artistic crosswalks.



Chapel Hill, NC



Bel Air, MD



Houston, TX



Seattle, WA



Wichita, KS



Santiago, Chile



Rapid City, SD



Spartanburg, SC



Dallas, TX



Oakville, ON



Wheeling, WV



Battle Creek, WI



Encinitas, CA



Calgary, AB

2 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.



WHY IS IT IMPORTANT?

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



WHERE IS IT PERMITTED?

Tactical curb extensions are permitted at intersections that meet all of the following criteria:

On-street parking (on one or both sides)

City owned right-of-way (see [map](#))

Local street (see [map](#))

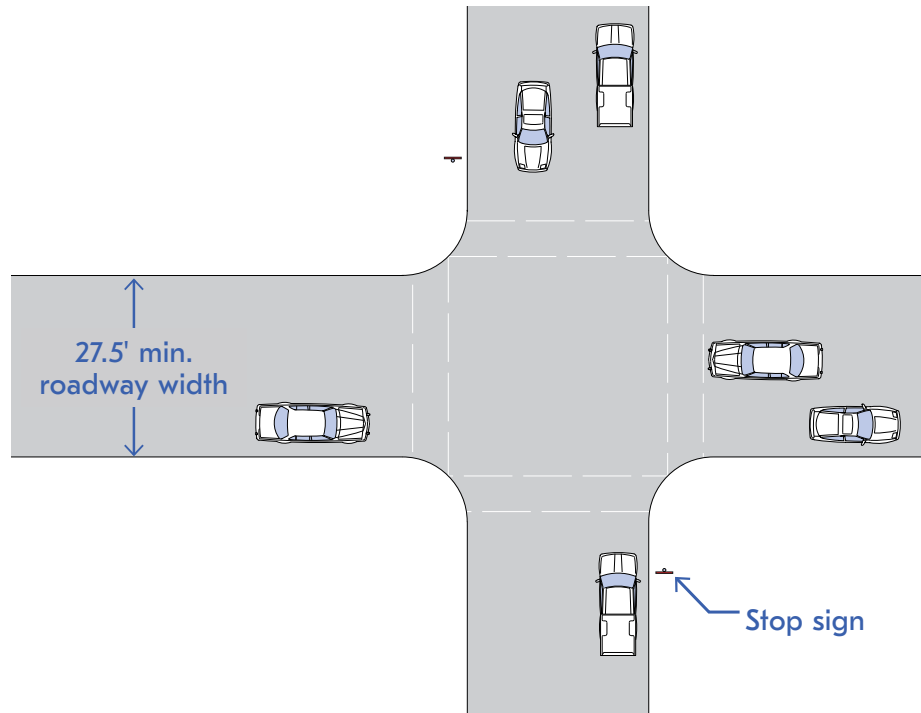
Not a key fire department route (determined by ATLDOT)

Not a turning intersection for bus routes (see [map](#))

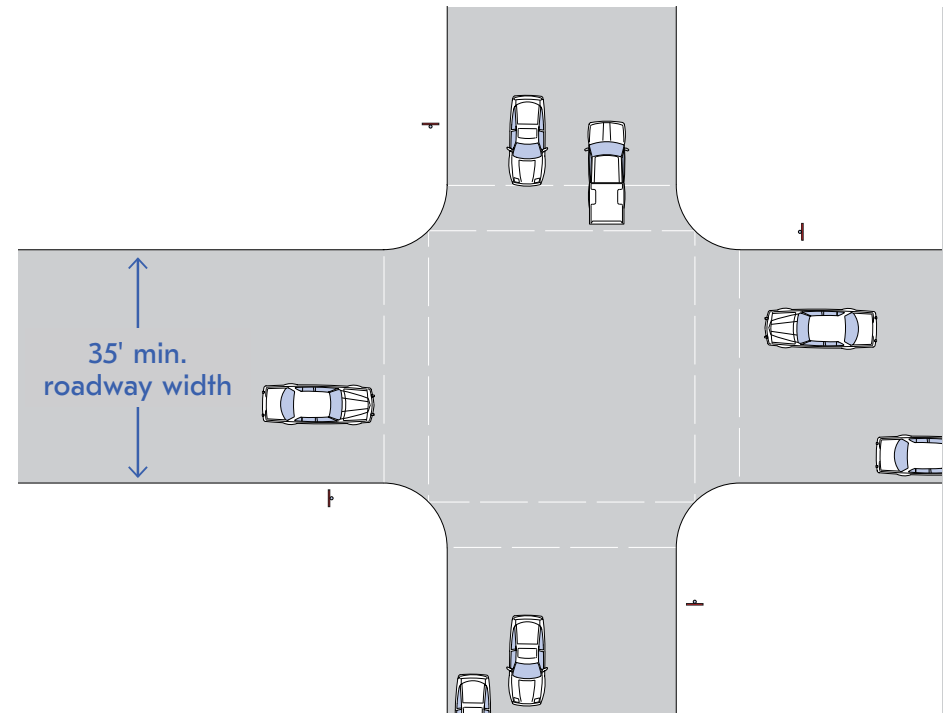
EXISTING STREET CONDITIONS

Below are the typical existing conditions of streets where tactical curb extensions are permitted:

1A PARKING ON ONE SIDE



1B PARKING ON BOTH SIDES



2 CURB EXTENSION REQUIREMENTS

CHECKLIST

Tactical curb extensions must meet all of the following criteria:

General

- ADA ramp access
- Vertical elements max. 42" in height
- Pedestrian crossing clear of vertical barriers

Dimensions

- 20' minimum ingress length
- 20' minimum egress length
- Min. width 5'
- Max. width 1' less than parking lane

Striping

- Retroreflective double 4" striping
- Break striping along crosswalks

Vertical Delineators

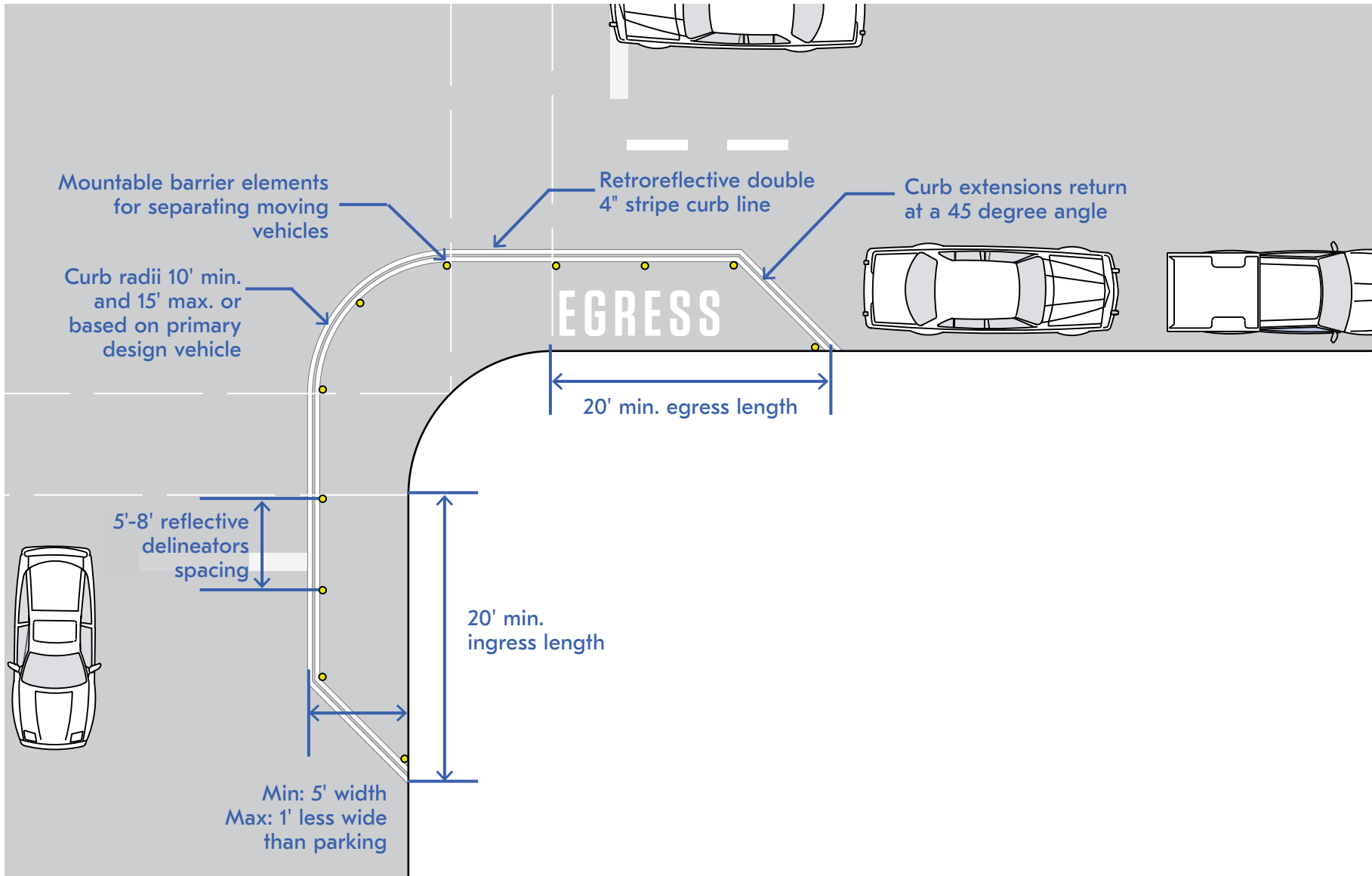
- 36" in height with reflective bands
- 5'-8' spacing
- Durable material

OPTIONAL ENHANCEMENTS

The following enhancements are permissible, but not required:

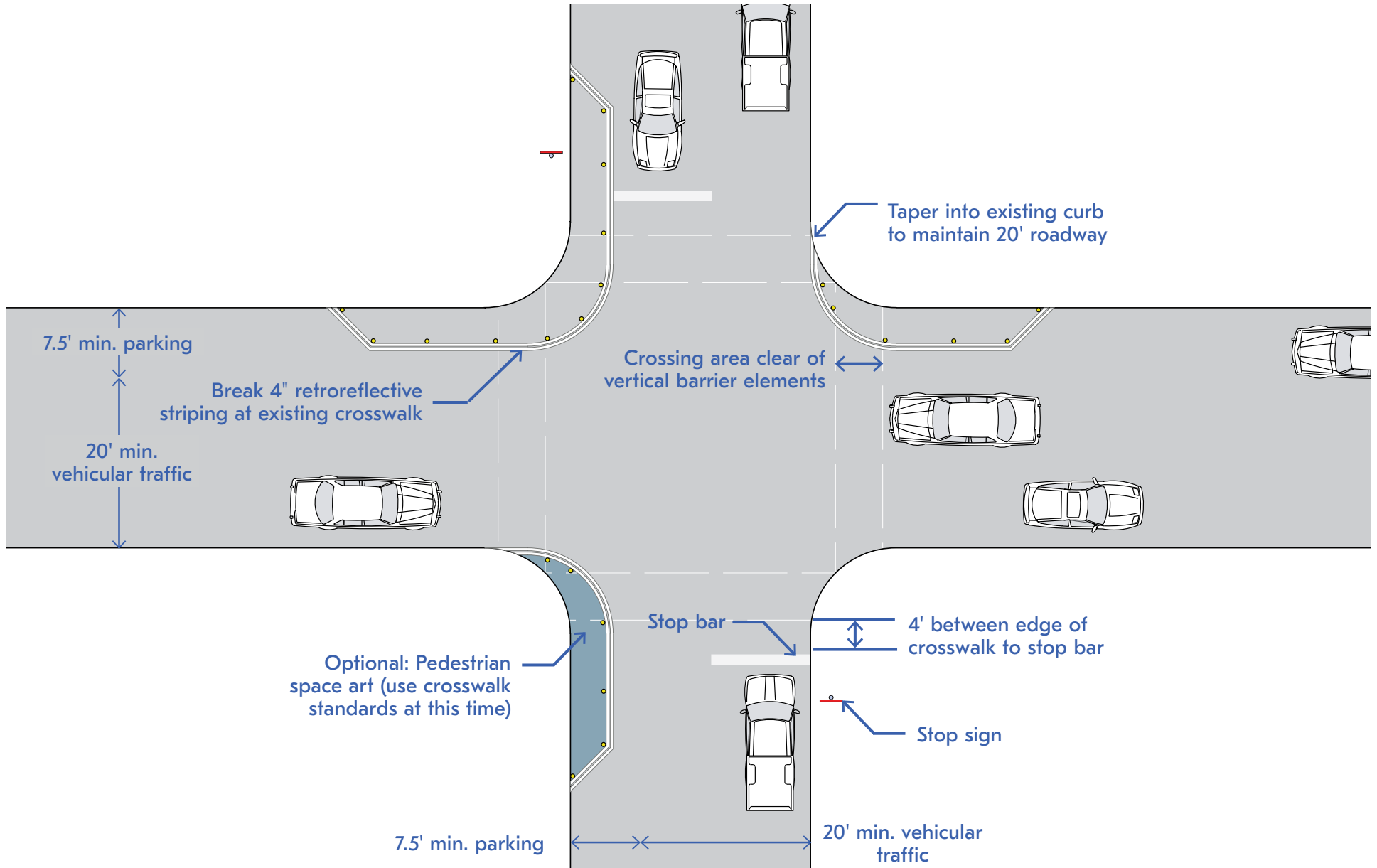
- Asphalt art

DETAIL



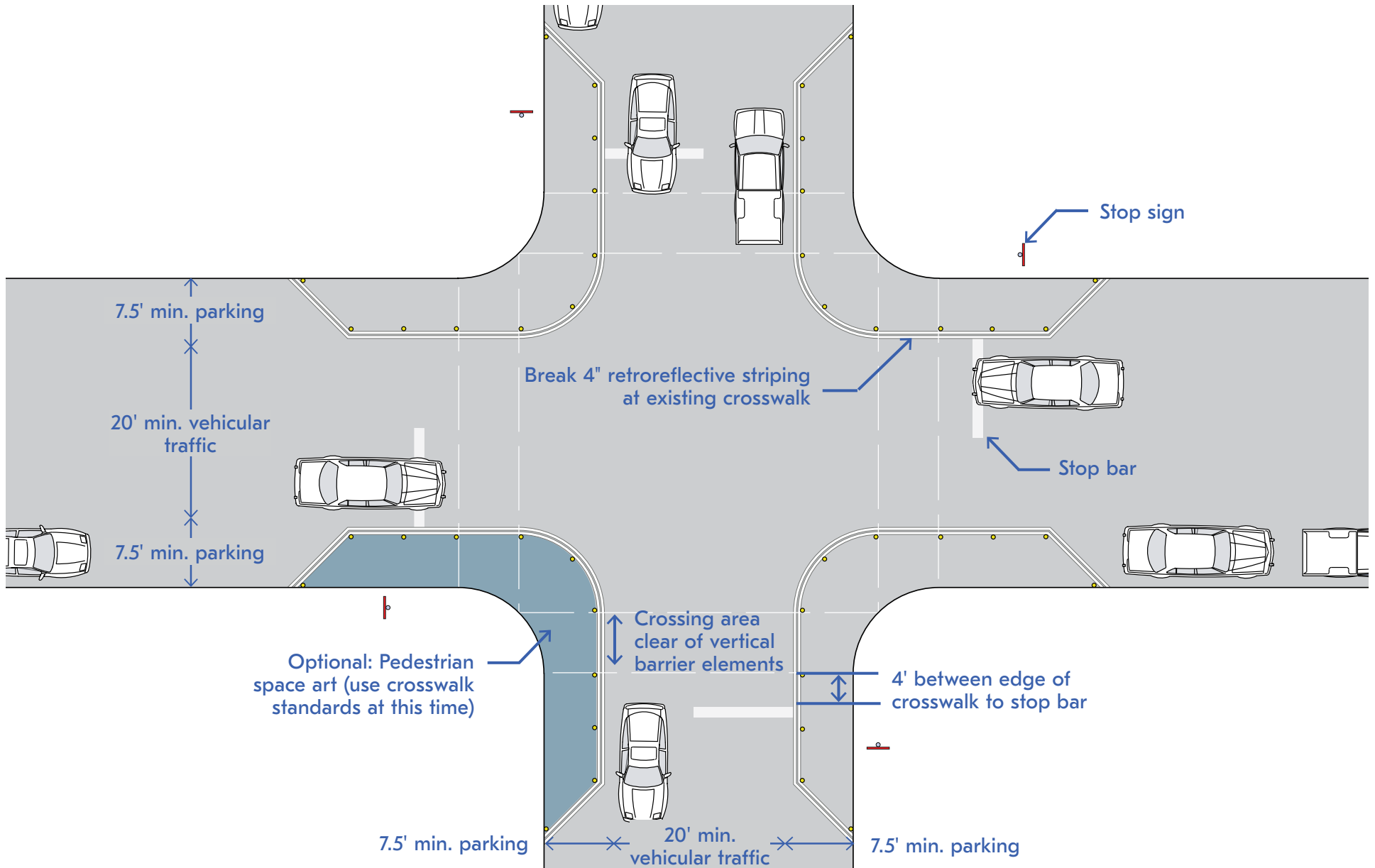
2A CURB EXTENSION, PARKING ON ONE SIDE

INTERSECTION



2B CURB EXTENSION, PARKING ON BOTH SIDES

INTERSECTION



3 PARKLET

WHAT IS A PARKLET?

A parklet is an extension of the sidewalk over an on-street parking space that provides space and amenities for people. Parklets can include a range of features including seating, tables, greenery, and bike racks.



WHY IS IT IMPORTANT?

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.



WHERE IS IT PERMITTED?

Parklets are permitted on streets that meet the following criteria:

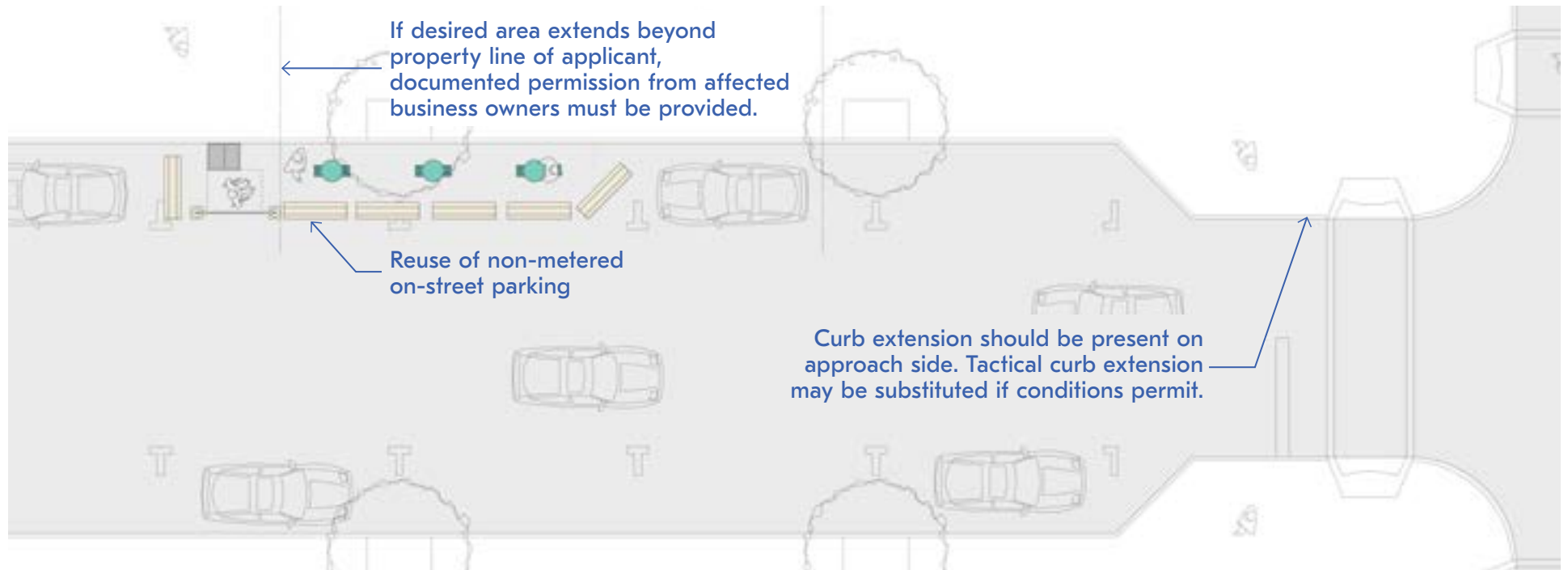
- On-street parking (on one or both sides)
- City owned right-of-way (see [map](#))
- Local or collector street (see [map](#))
- Neighborhood commercial corridors preferred

Parklets **WILL NOT** be permitted if the space is:

- In a metered parking area
- Within 100 ft of a MARTA bus stop
- Within 15 ft of a fire hydrant
- Within 20 ft of a crosswalk and/or 30 ft of a stop sign

EXISTING STREET CONDITIONS

Below are the typical existing conditions of streets where parklets are permitted:



3 PARKLET GENERAL REQUIREMENTS

CHECKLIST

Parklets must meet all of the following criteria:

General

- Accessible ramp access
- Vertical barriers along outside edge of parklet area
- Clear sidewalk space in front of property

Dimensions

- 7.5' minimum parking lane width
- 20' minimum, 44' maximum parklet area length
- 4' space between parklet amenities & adjacent parking spaces
- Vertical barriers set 1' inside parking lane

Vertical Barriers

- 36" min. height, 42" max. height with reflective bands
- Create a visually solid edge along outside area of parklet

Acceptable barriers include:

- Water-filled jersey barriers
- Traffic barrels
- Planters

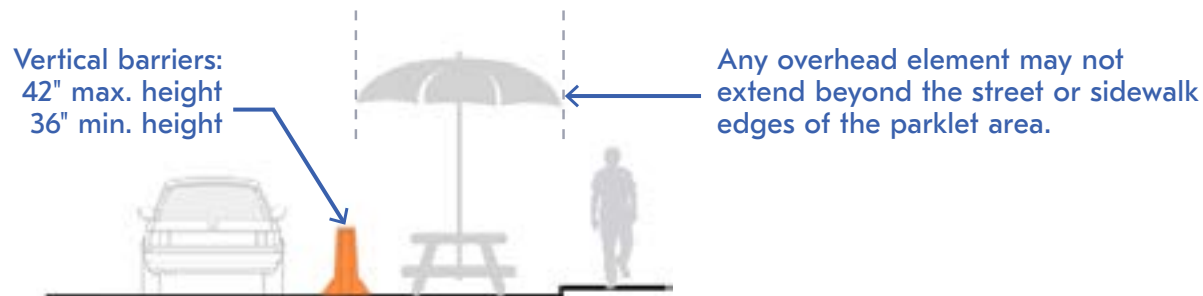
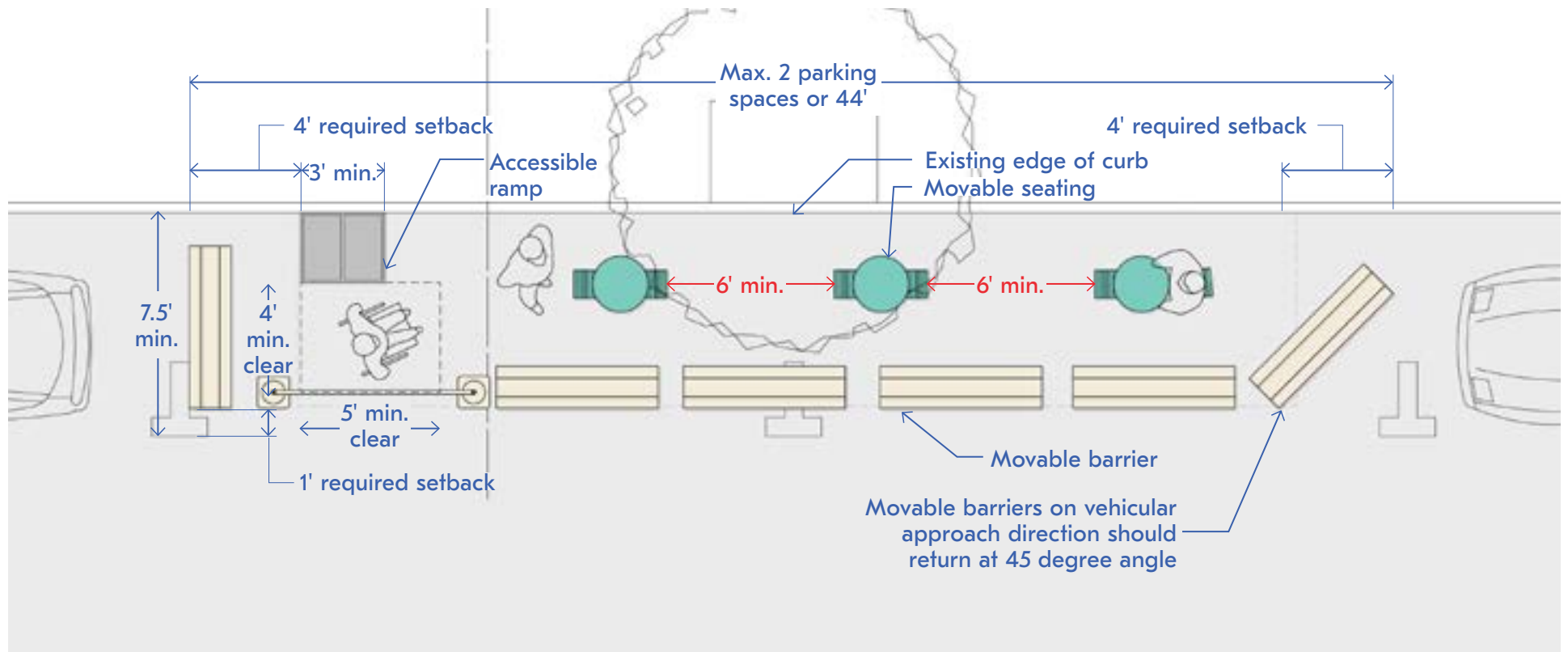
OPTIONAL ENHANCEMENTS

The following enhancements are permissible, but not required:

- Furnishing & amenities (provided by applicant)

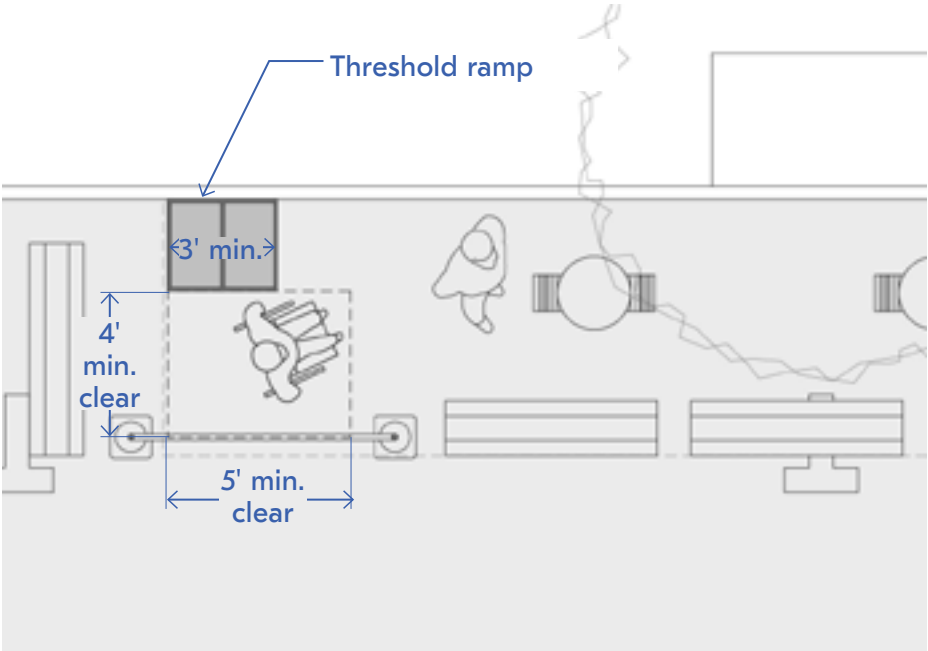
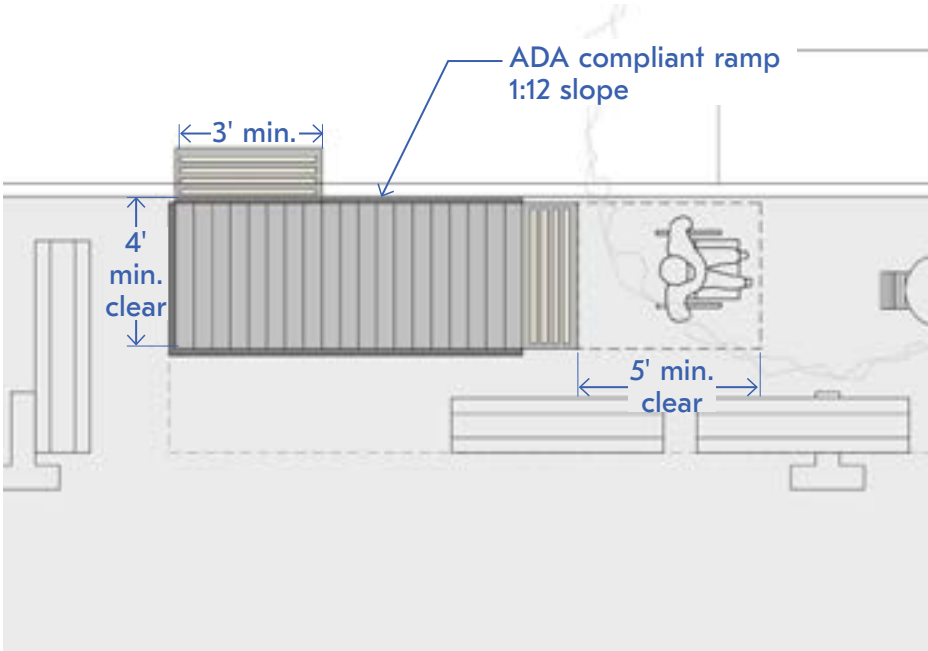
DETAIL

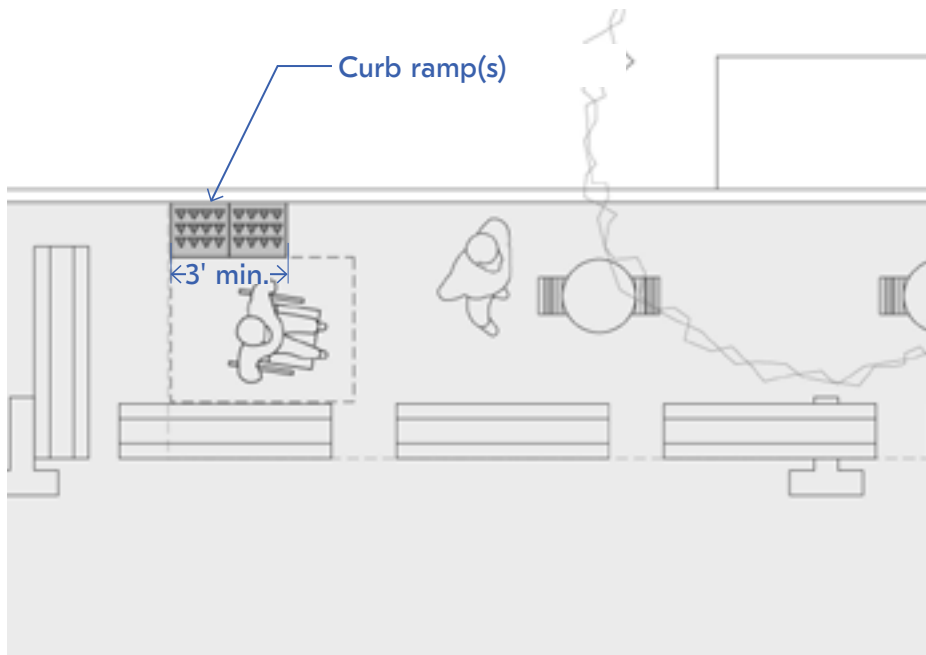
Below is a visual representation of the requirements and enhancements:



ACCESSIBLE RAMP OPTIONS

Below is a visual representation of permitted accessible ramp options:





4 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

WHY IS IT IMPORTANT?

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

ARTWORK GUIDELINES

Signal Box art has been implemented throughout the city in a variety of locations and continues to be a popular community effort. The following guidelines apply:

- Artwork design sketches must be submitted as part of design approval application
- All artwork must be original to the artist. No copyrighted, commercial advertisement or campaign materials allowed. Artist's signature must be included in the design.
- Designs may include text. Submitted art work should exhibit excellent craftsmanship and skill. TSBs are three-dimensional, design should flow around the box. Artistic design submission must accurately represent the final design. Designs must not include any breach of intellectual property, trademarks, brands, business names or images of drugs. Nothing may be attached, fastened or glued to the box. Graffiti tags are not acceptable. Artists may not submit work that has been or will be sold or reproduced in any way.
- Artwork can be photographed for the City's website, social media and other media outlets. Artists are given credit for their work. Sponsors are also given credit for their community involvement.
- All traffic signal boxes located on City-owned right-of-way are eligible, regardless of roadway classification. GDOT right-of-way may not be eligible.

5 SLOW STREET

WHAT IS A SLOW STREET?

Slow 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.



WHY IS IT IMPORTANT?

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



WHERE IS IT PERMITTED?

Slow streets are permitted on streets that meet all of the following criteria:

City owned right-of-way (see [map](#))

Local street (see [map](#))

Not a key fire department route (determined by ATLDOT)

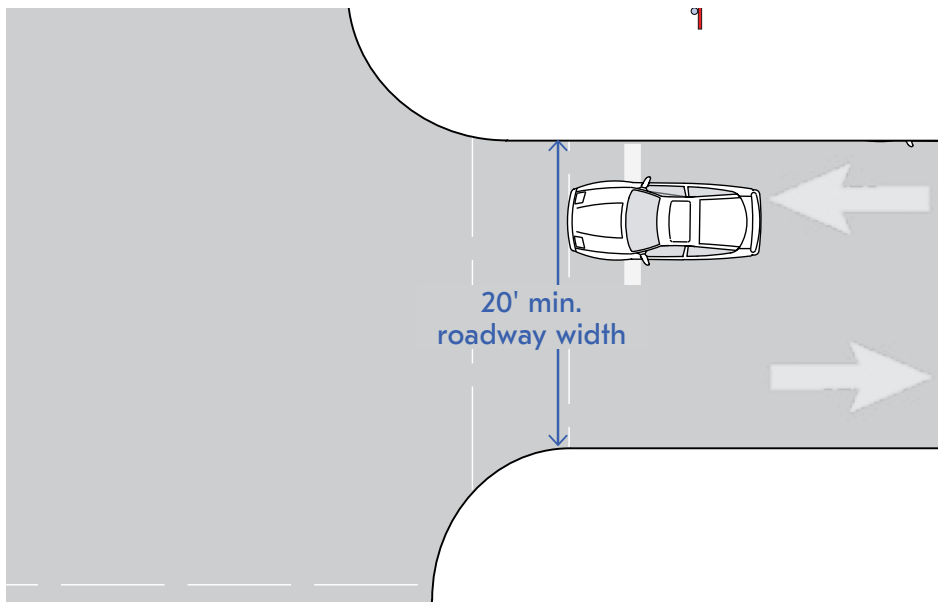
Not on a MARTA bus route

Existing 25 MPH speed limit

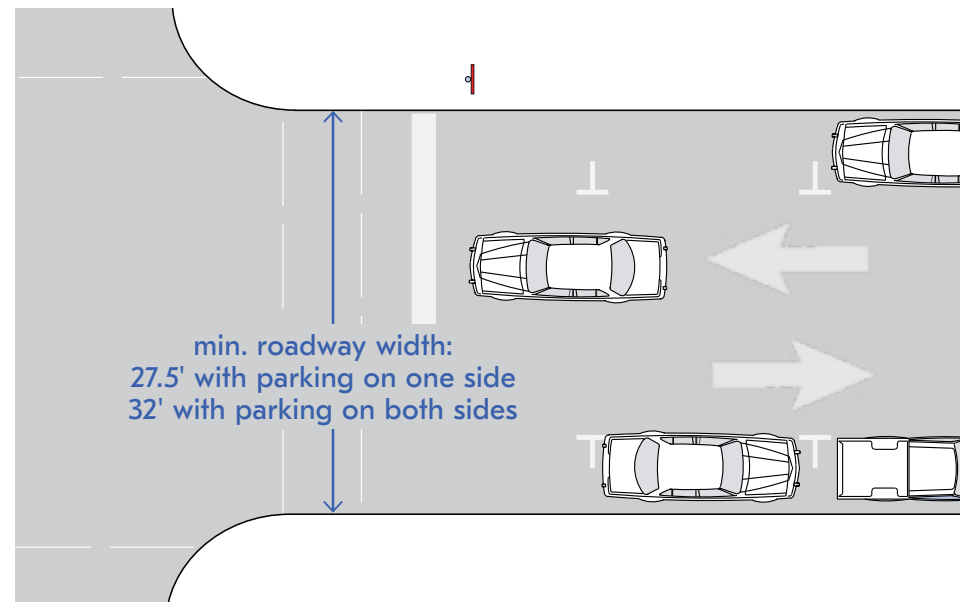
EXISTING STREET CONDITIONS

Below is a visual representation of the types of streets eligible for Slow Streets installations:

NO ON-STREET PARKING:



WITH ON-STREET PARKING:



5 SLOW STREET GENERAL REQUIREMENTS

CHECKLIST

Slow street installations must include the following:

Vertical Barriers

- 36" min. height, 42" max. height with reflective bands

- Minimum one barrier per intersection

Acceptable barriers include:

- Type III barrier (steel upright with reflectors)

- Water-filled barrier

- Traffic barrel

- Traffic cone

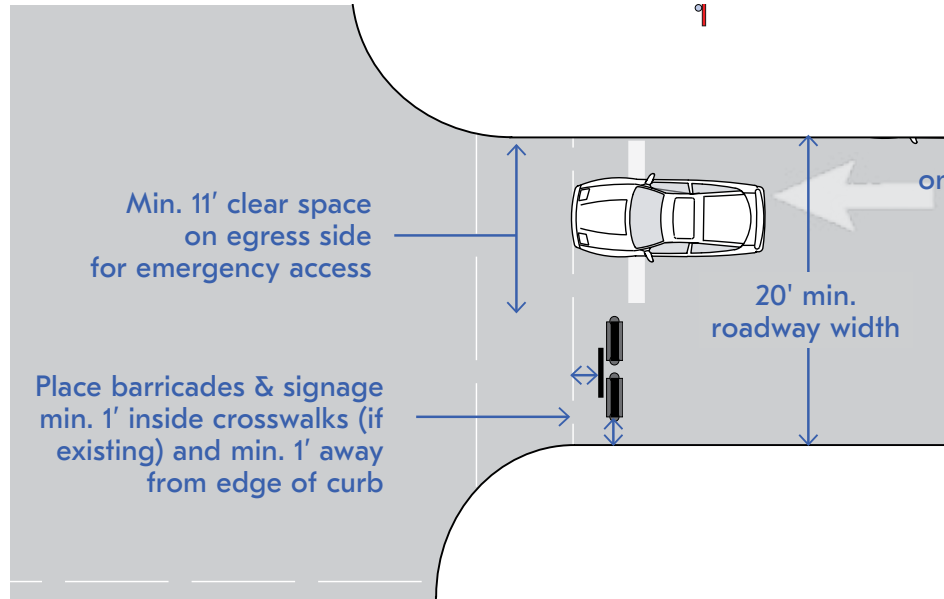
Signage

- Slow Street signage with locally relevant conditions at each intersection (Provided by ATLDOT)

DETAIL

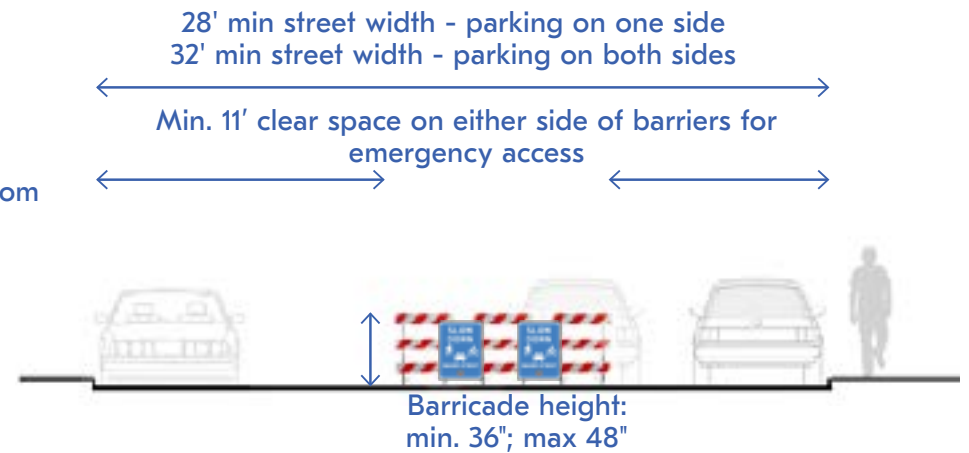
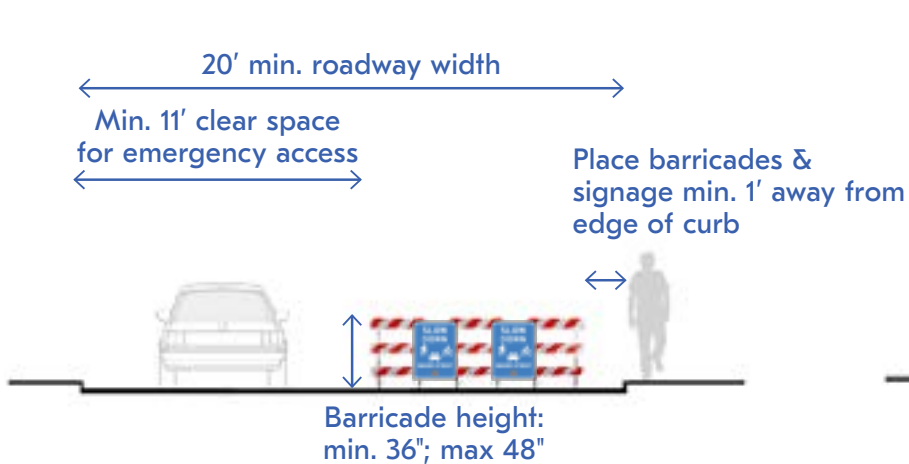
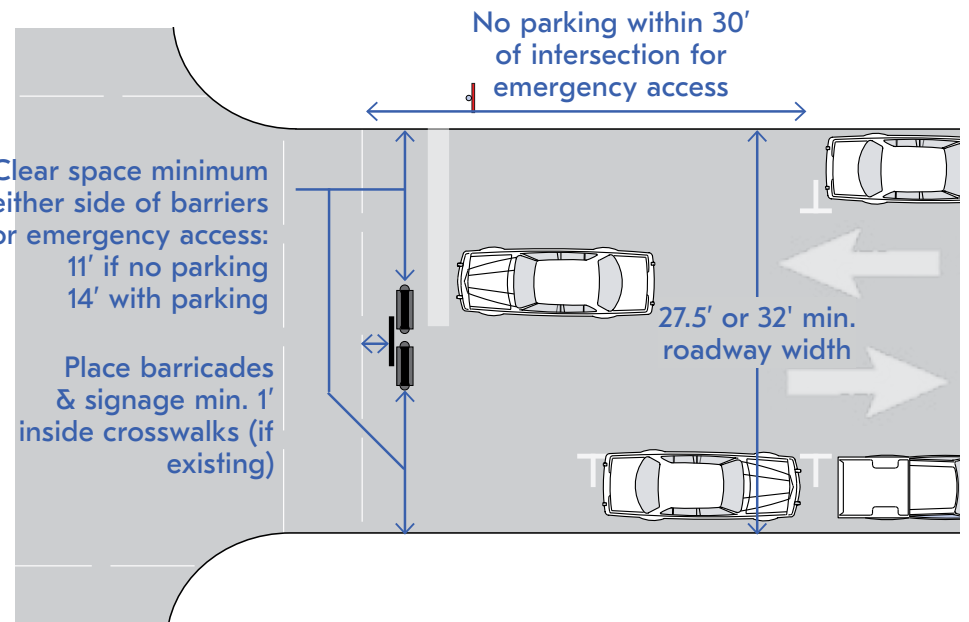
NO ON-STREET PARKING:

Place barricades and signage *on approach side* at block ends



WITH ON-STREET PARKING:

Place barricades and signage *in the center of the roadway* at block ends



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, we can dedicate additional space to pedestrians.



WHY IS IT IMPORTANT?

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



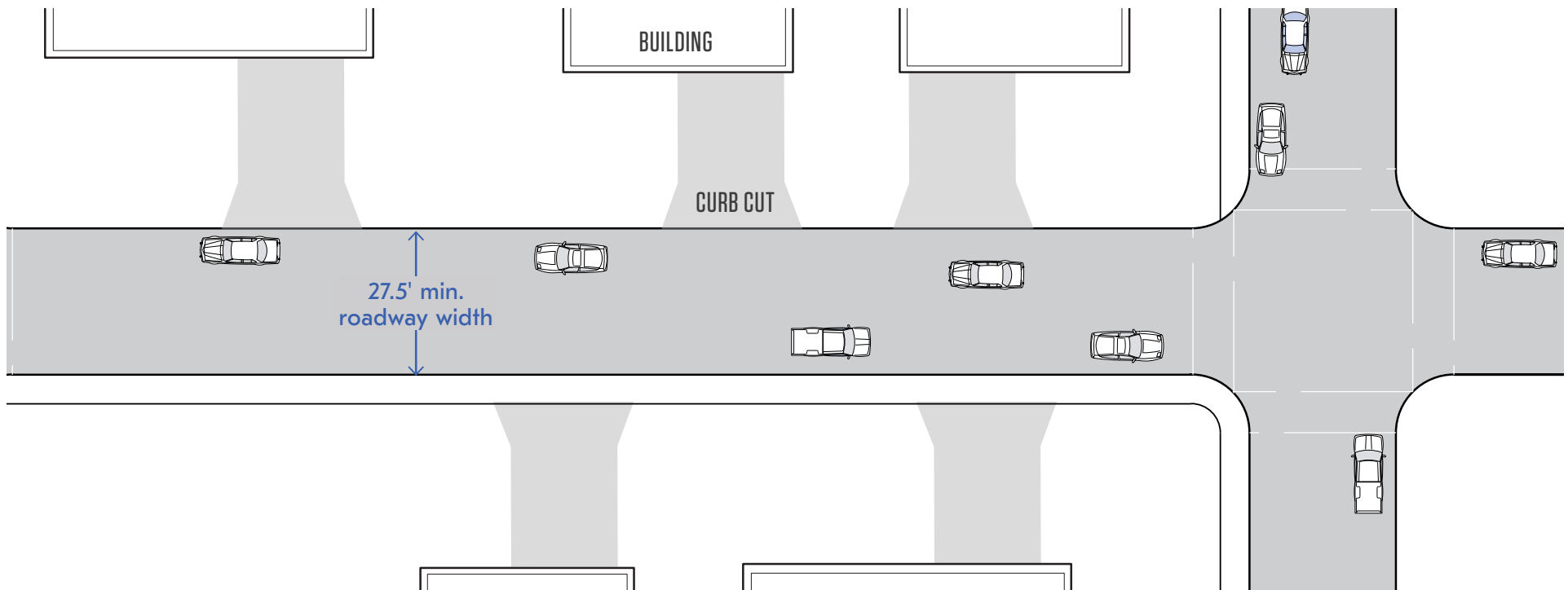
WHERE IS IT PERMITTED?

Tactical walkways are permitted on streets that meet all of the following criteria:

- On-street parking on one side
- City owned right-of-way (see [map](#))
- Local street (see [map](#))

EXISTING STREET CONDITIONS

Below is the typical existing condition of streets where tactical curb extensions are permitted:



6 WALK LANE GENERAL REQUIREMENTS

CHECKLIST

Tactical walkway must meet all of the following criteria:

General

- ADA ramp access at each end condition
- Detectable warning surfaces at intersection entry points
- Vertical elements max. 42" in height
- Pedestrian crossing clear of vertical barriers

Dimensions

- Min. 5' wide clear zone
- Min. 1.5' wide reflective delineator "buffer" zone

Striping

- Retroreflective double 4" striping
- Single dashed striping at curb cuts and intersections where crosswalks do not exist
- Break striping along crosswalks

Vertical Delineators

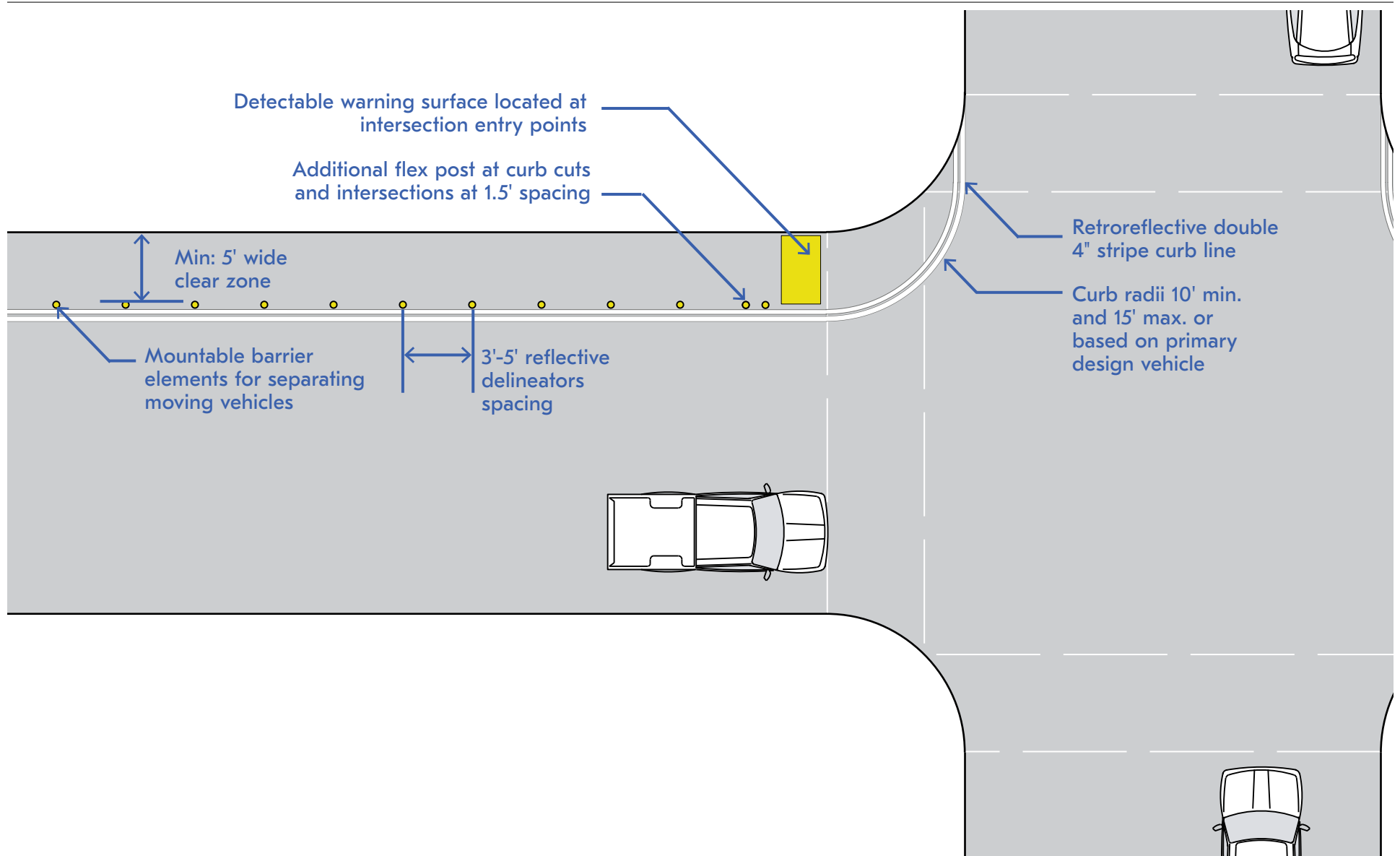
- 36" in height with reflective bands
- 3'-5' spacing
- Durable material

OPTIONAL ENHANCEMENTS

The following enhancements are permissible, but not required:

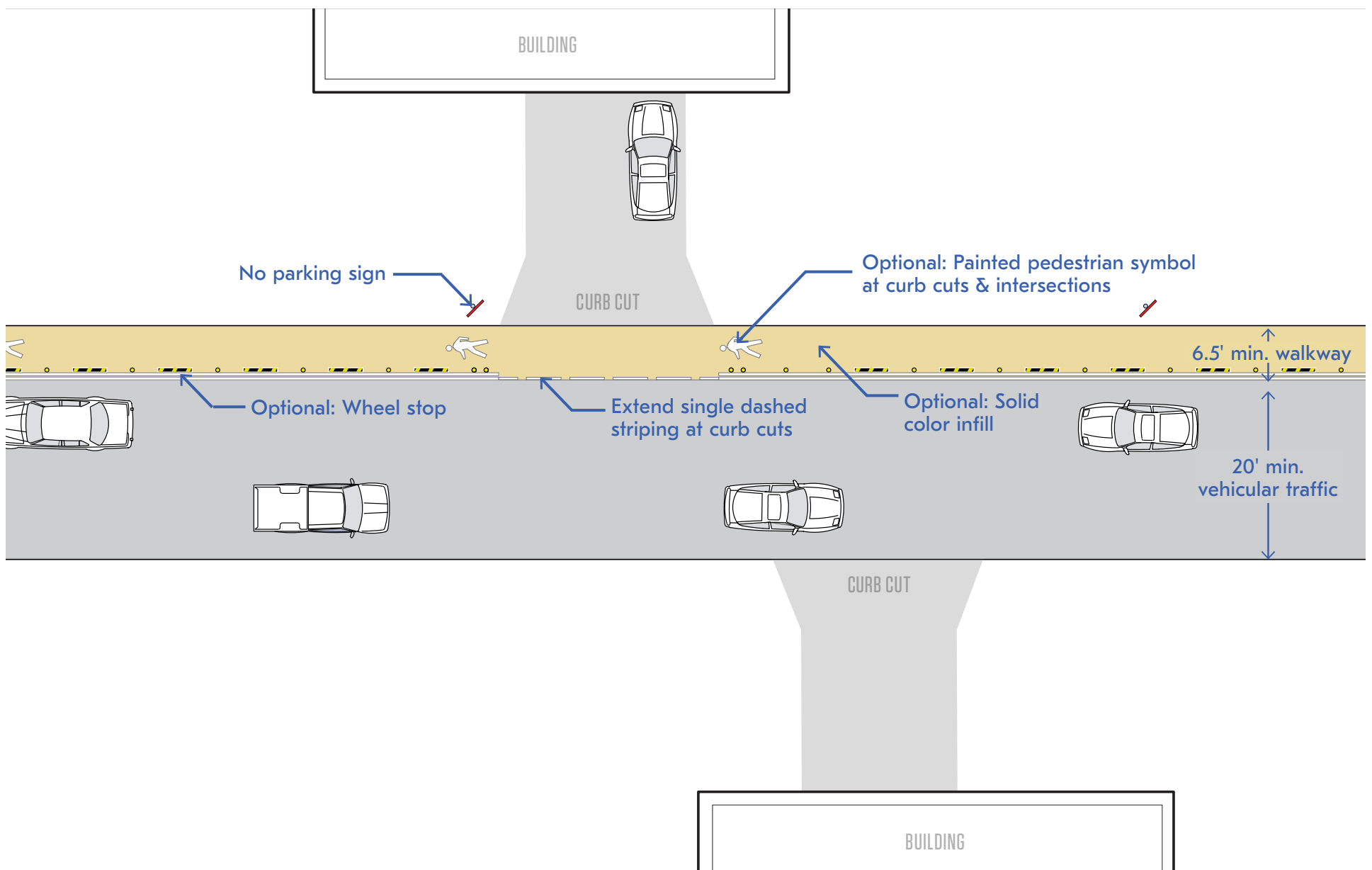
- Solid color infill
- Wheel stops
- Painted pedestrian symbols

DETAIL

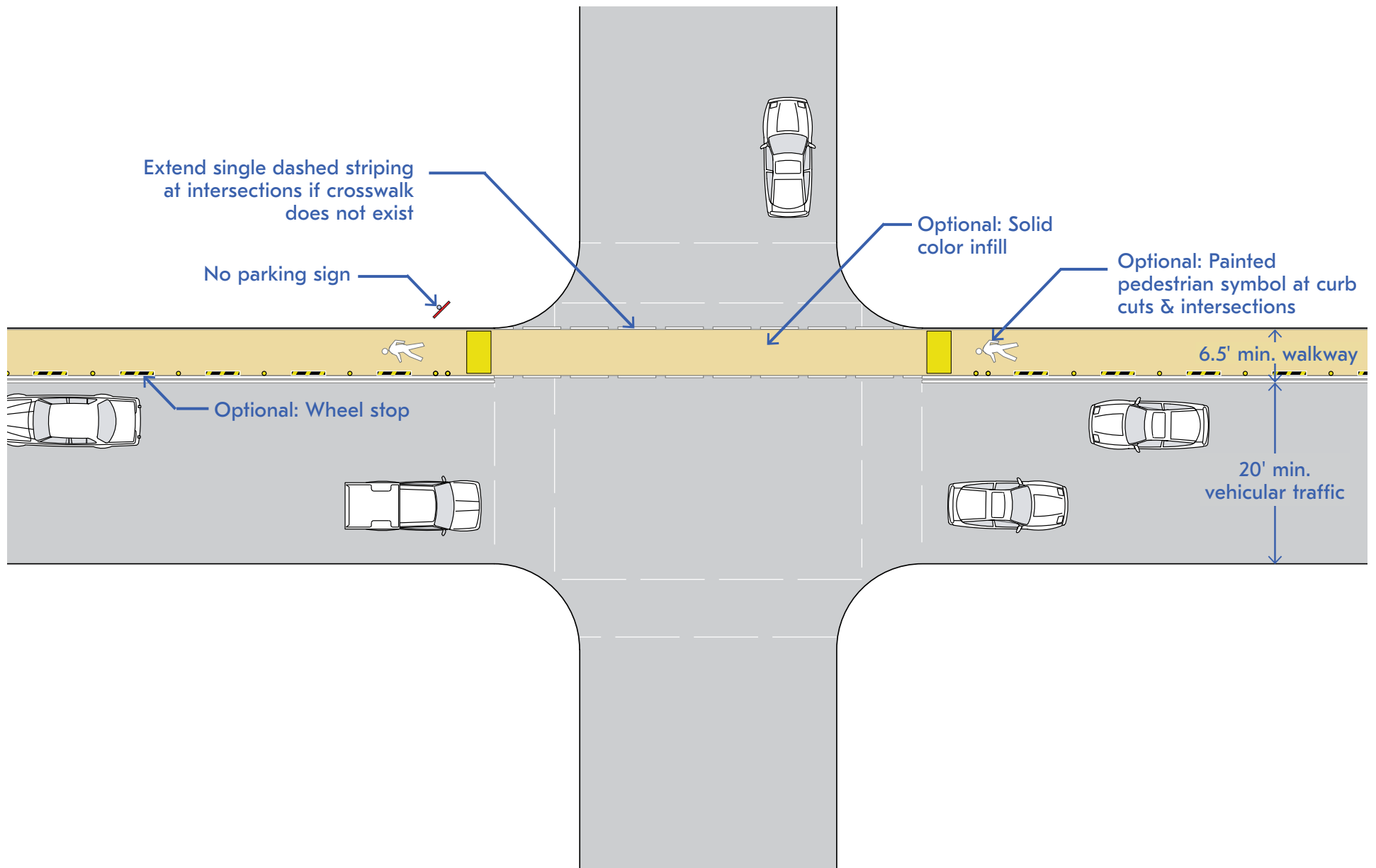


6 WALK LANE

MIDBLOCK

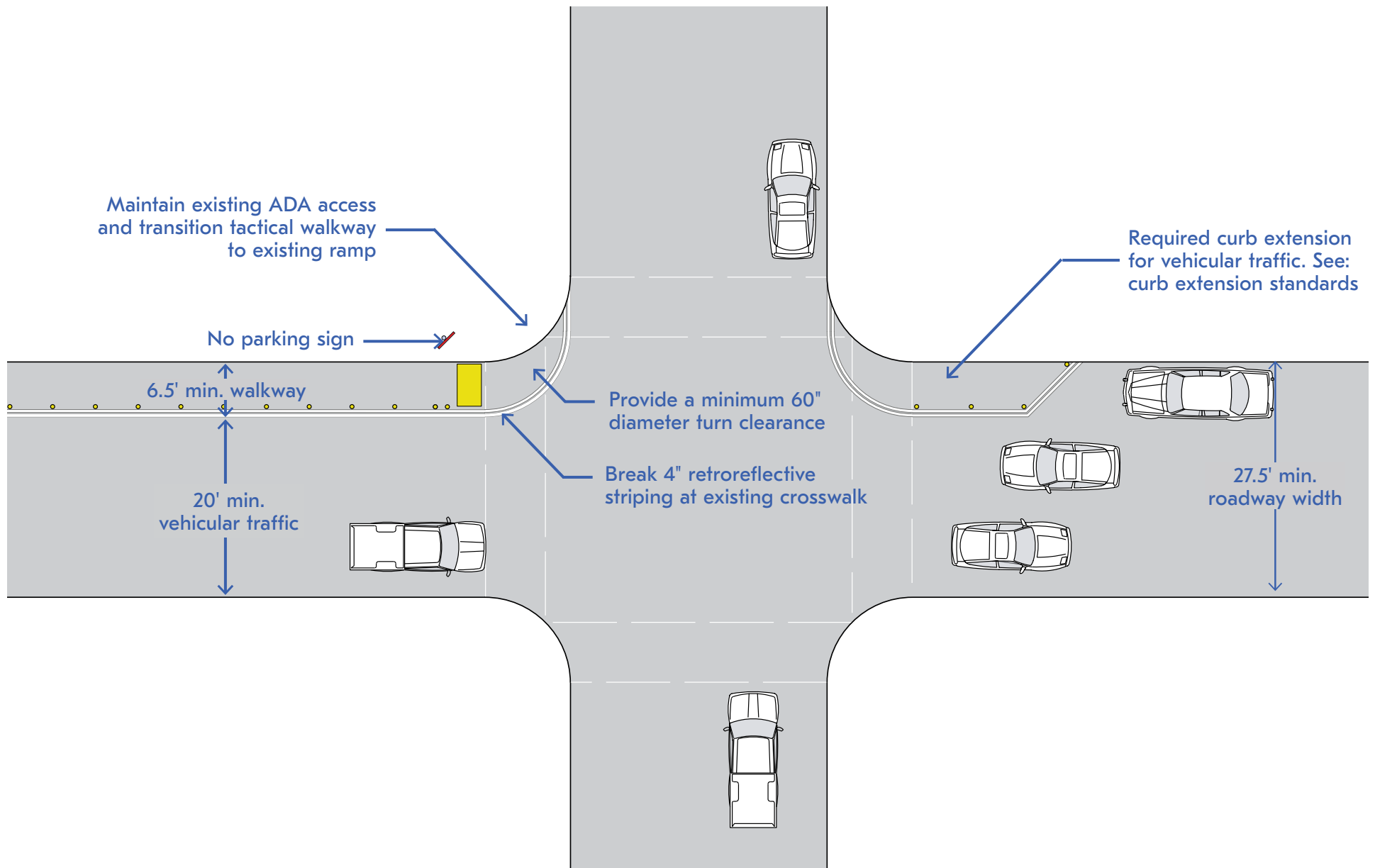


CROSSING

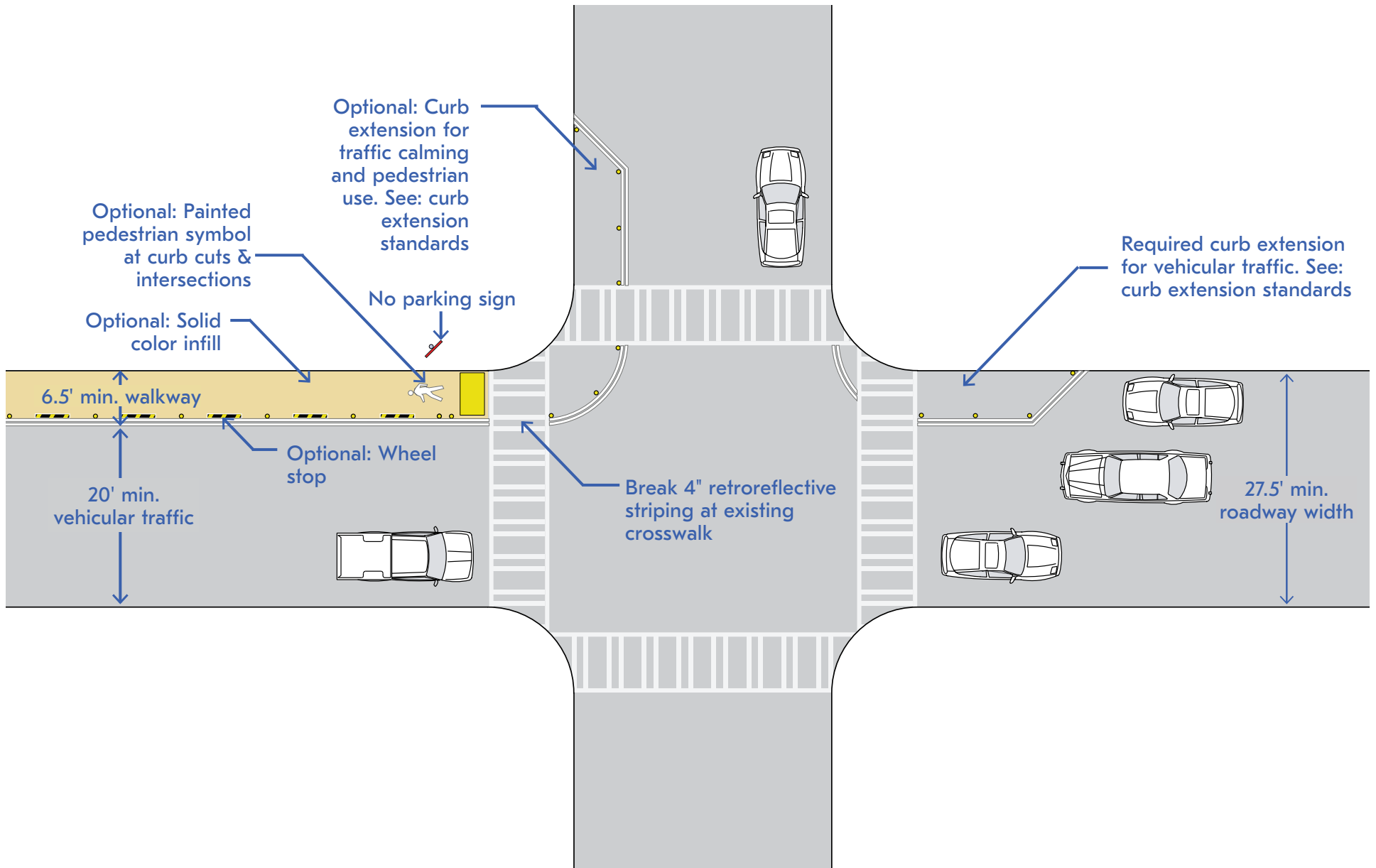


6 WALK LANE

TERMINUS OPTION A



TERMINUS OPTION B

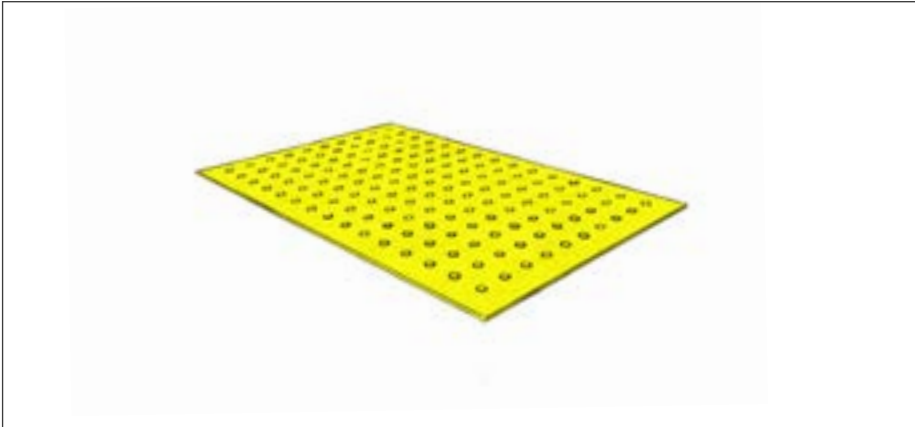




PART III: MATERIALS PALETTE

ACCESSIBILITY

The following materials are permissible as ADA accessible elements:



Warning Pad

Typical Dimensions: 24"L x 36"W x 3/8"H

Estimated Cost: \$40

Permissible Project Types:

- Tactical Curb Extension
- Tactical Walk Lane

Permissible Project Duration:

- Pilot

Overview:

Warning pads can be detected by the visually impaired. These should be located at entry points to indicate leaving and entering pedestrian only spaces.



ADA Compliant Ramp

Typical Dimensions: 36"W x length and height vary

Estimated Cost: \$6,500

Permissible Project Types:

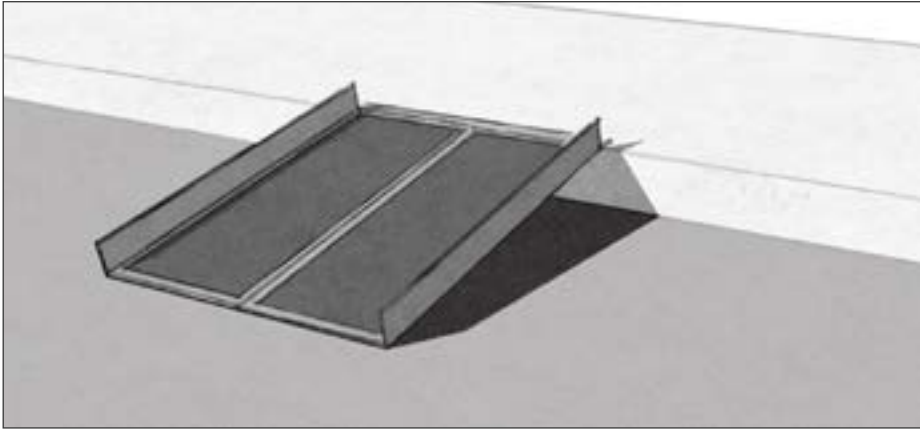
- Parklet

Permissible Project Duration:

- Demonstration

Overview:

Tactical ramps provide access to curbs and parklets by maintaining a 1:12 slope ratio.



Threshold Ramp

Typical Dimensions: 36"W x 30"L x 6"H

Estimated Cost: \$120

Permissible Project Types:

- Parklet

Permissible Project Duration:

- Demonstration

Overview:

Tactical ramps provide access to curbs and parklets.



Curb Ramp

Typical Dimensions: 14"L x 24"W x 6"H

Estimated Cost: \$100

Permissible Project Types:

- Parklet

Permissible Project Duration:

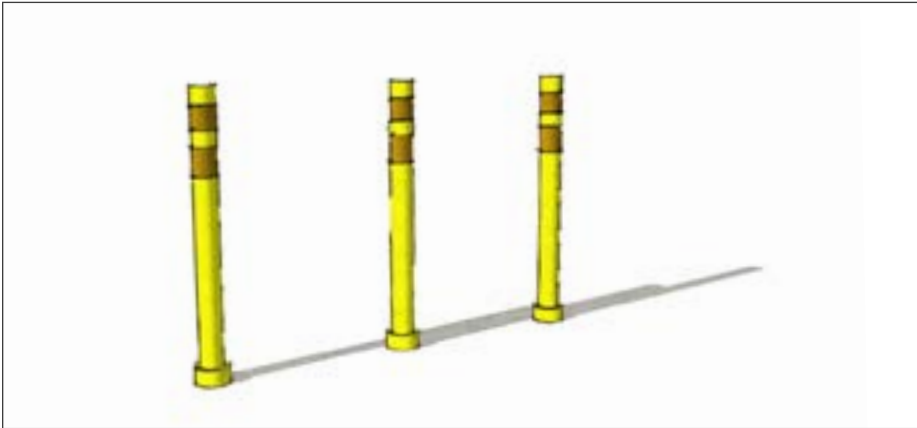
- Demonstration

Overview:

Tactical ramps provide access to curbs and parklets.

BARRIER ELEMENTS

The following materials are permissible as barrier elements:



Delineator Posts

Typical Dimensions: 3"DIA. x 36"H

Estimated Cost: \$40

Permissible Project Types:

- Tactical Curb Extension
- Tactical Walk Lane

Permissible Project Duration:

- Pilot

Overview:

Delineator posts, also known as flex posts, are low cost products that provide a visual barrier delineating the roadway from spaces for people.



Wheel Stop

Typical Dimensions: 3'L x 6"W x 4"H

Estimated Cost: \$50

Permissible Project Types:

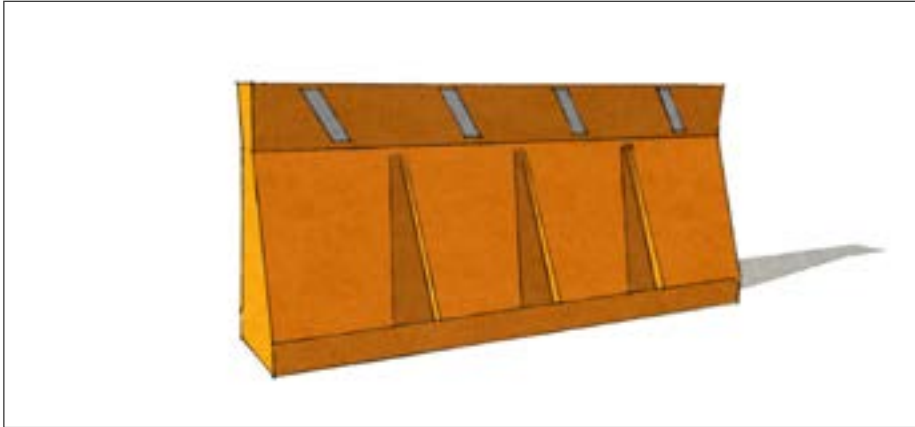
- Parklet
- Tactical Walk Lane

Permissible Project Duration:

- Pilot

Overview:

Easily installed and removed wheel stops are used as barriers and to demarcate tactical interventions. They should allow gaps for curbside pedestrian access or for cyclists to cross through.



Water-filled Plastic Jersey Barriers

Typical Dimensions: 74"L x 18"W x 34"H

Estimated Cost: \$500

Permissible Project Types:

- Parklet

Permissible Project Duration:

- Demonstration

Overview:

Using water-filled jersey barriers is a simple way to add heavy, substantial barriers that can be easily moved into place with two people prior to being filled with water.



Type III Barricade

Typical Dimensions: 72"-96"L x 58"H

Estimated Cost: \$120

Permissible Project Types:

- Slow Street

Permissible Project Duration:

- Demonstration

Overview:

Type III barricades are lightweight and include three reflective panels.



Traffic Barrel

Typical Dimensions: 18"-23.5"DIA. x 39.7"H

Estimated Cost: \$75

Permissible Project Types:

- Parklet

Permissible Project Duration:

- Demonstration

Overview:

Traffic barrels are easy to install and create a heavy and durable wall of separation. They should be spaced intermittently to allow curbside access.



Traffic Cone

Typical Dimensions: 14"DIA. x 28-36"H

Estimated Cost: \$30

Permissible Project Types:

- Slow Street

Permissible Project Duration:

- Demonstration

Overview:

Traffic cones are an affordable and easily movable barrier with reflective bands.



Traffic Cone Bar

Typical Dimensions: 5'-8'L

Estimated Cost: \$40

Permissible Project Types:

- Parklet

Permissible Project Duration:

- Demonstration

Overview:

Traffic cone bars are a horizontal barrier that can be placed on traffic cone and delineator and flex posts for added protection.

FURNITURE

The following materials are permissible as furniture elements:



Bistro Set - Tables and Chairs

Typical Chair Dimensions: 17"L x 2"W x 32"H

Typical Table Dimensions: 24"DIA x 29"H

Estimated Chair Cost: \$95

Estimated Table Cost: \$220

Permissible Project Types:

- Parklet

Permissible Project Duration:

- Demonstration
- Pilot

Overview:

Colorful seating creates inviting spaces and encourages use of tactical interventions.



Umbrella

Typical Dimensions: ~8'H

Estimated Cost: varies

Permissible Project Types:

- Parklet

Permissible Project Duration:

- Demonstration
- Pilot

Overview:

Typically paired with seating, umbrellas also create inviting spaces by providing shade to users.

LANDSCAPE ELEMENTS

The following materials are permissible as landscaping elements:



Rectangular Planters

Typical Dimensions: 48"L x 20"W x 23"H

Estimated Cost: \$400

Permissible Project Types:

- Parklet

Permissible Project Duration:

- Demonstration
- Pilot

Overview:

Planters are a vibrant way to create protective barriers between the roadway and spaces for people. This planter provides a self-watering reservoir for easier maintainability.



Round Planters

Typical Dimensions: 21"DIA (at top) x 18"H

Estimated Cost:

Permissible Project Types:

- Parklet

Permissible Project Duration:

- Demonstration
- Pilot

Overview:

This round planter has a 7" planting depth as well as a self-watering reservoir for easier maintainability.

SIGNAGE

The following materials are permissible as signage:



Project Info Signage

Typical Dimensions: 8.5x11

Estimated Cost: NA

Permissible Project Types:

- All Projects

Permissible Project Duration:

- Demonstration
- Pilot

Overview:

Sign template will be provided by ATLDOT and must be posted at the project site during installation and throughout the duration of the project. Sign should be printed on 8.5x11 paper and laminated.



Slow Street Project Signage

Typical Dimensions: 18"W x 24"H

Estimated Cost: NA

Permissible Project Types:

- Slow Street

Permissible Project Duration:

- Demonstration

Overview:

Slow street signage will be required for all slow streets. ATLDOT will provide the template for fabrication.

SURFACE TREATMENTS

The following materials are permissible as surface treatments:



Typical Retroreflective Striping

Typical Dimensions: 4"W

Estimated Cost: \$3/lf

Permissible Project Types:

- Tactical Curb Extension
- Tactical Walkway
- Parklet

Permissible Project Duration:

- Demonstration
- Pilot

Overview:

White reflective striping is the official traffic control device that demarcates the boundaries of tactical interventions.



Painted Pedestrian Symbol

Typical Dimensions: 6'

Estimated Cost: \$155

Permissible Project Types:

- Tactical Walkway

Permissible Project Duration:

- Demonstration
- Pilot

Overview:

Painted pedestrian symbols should be used at intersections and curb cuts to demarcate designated pedestrian walkways to its users and adjacent vehicular traffic.



Street Bond High Performance Asphalt Coating

Typical Dimensions: NA

Estimated Cost: \$2.50/sf or \$60/gal

Permissible Project Types:

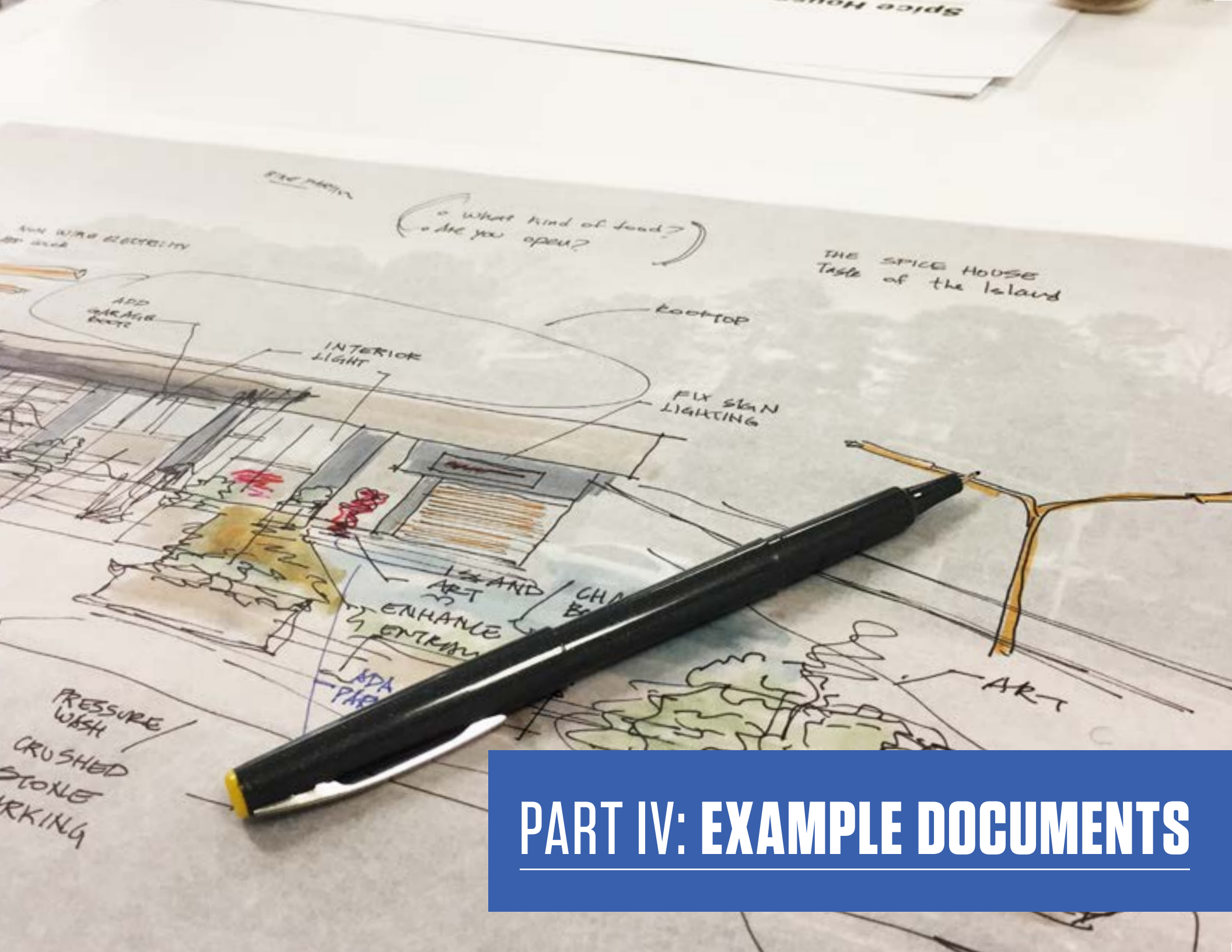
- Tactical Curb Extension
- Tactical Walkway
- Parklets
- Artistic Crosswalk

Permissible Project Duration:

- Demonstration
- Pilot

Overview:

Paint specs for each project type are outlined in their standards.



THE SPICE HOUSE
Taste of the Island

What kind of lead?
Are you open?

ADD WITH ELECTRICITY
ST

ADD GARAGE DOOR

INTERIOR LIGHT

ROOFTOP

FIX SKIN LIGHTING

ISLAND ART
ENHANCE ENTRY

CHAIR

ART

PRESSURE WASH
CRUSHED STONE
MARKING

PART IV: EXAMPLE DOCUMENTS

SITE PLAN

EXAMPLE A

Concept Diagram

The stakeholders of the community at Atlanta Streets Alive will be given sidewalk chalk or chalk spray paint to add artwork / patterns to the bulb out surfaces areas. At ASA we will engage them to discuss how they would like these spaces activated in other ways that could be added when the street is resurfaced.

These fill colors are placeholders in the diagram. We will plan to stick to three (3) solid colors for all bulb outs that will intentionally not match the MUTCD specific colors to avoid any potential confusion.

Bulb out surface areas will be painted a solid color. Flex posts will be installed within the double white line markings.

The curb cut is too wide. We will narrow it from the current width down to 12' wide.

Aluminum planters and rubber parking curbs will be used to reinforce the edges of the intersection bulb outs.

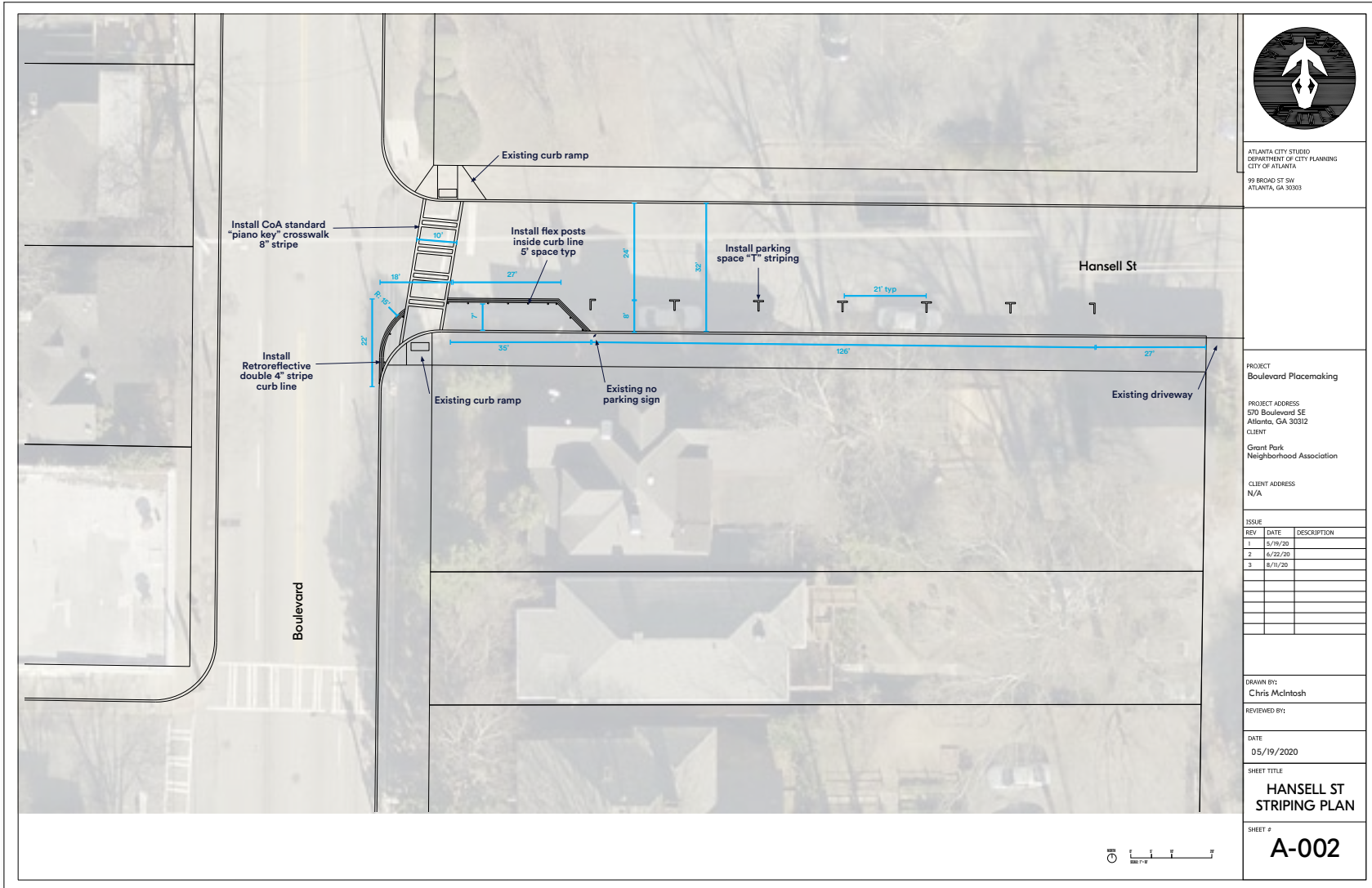
This color in the diagram highlights the curb cut locations and current profile. They will not be painted.

Bulb outs will be placed in between the curb cuts and will maintain the minimum width as required for travel lanes.

50ft

Project 007 - Cascade Westwood ROW Rehab Project
Location: Cascade @ Westwood for Atlanta Streets Alive Westside & beyond

EXAMPLE B



ATLANTA CITY STUDIO
DEPARTMENT OF CITY PLANNING
CITY OF ATLANTA
99 BROAD ST SW
ATLANTA, GA 30303

PROJECT
Boulevard Placemaking

PROJECT ADDRESS
570 Boulevard SE
Atlanta, GA 30312

CLIENT
Grant Park
Neighborhood Association

CLIENT ADDRESS
N/A

REV	DATE	DESCRIPTION
1	5/19/20	
2	6/22/20	
3	8/11/20	

DRAWN BY:
Chris McIntosh

REVIEWED BY:

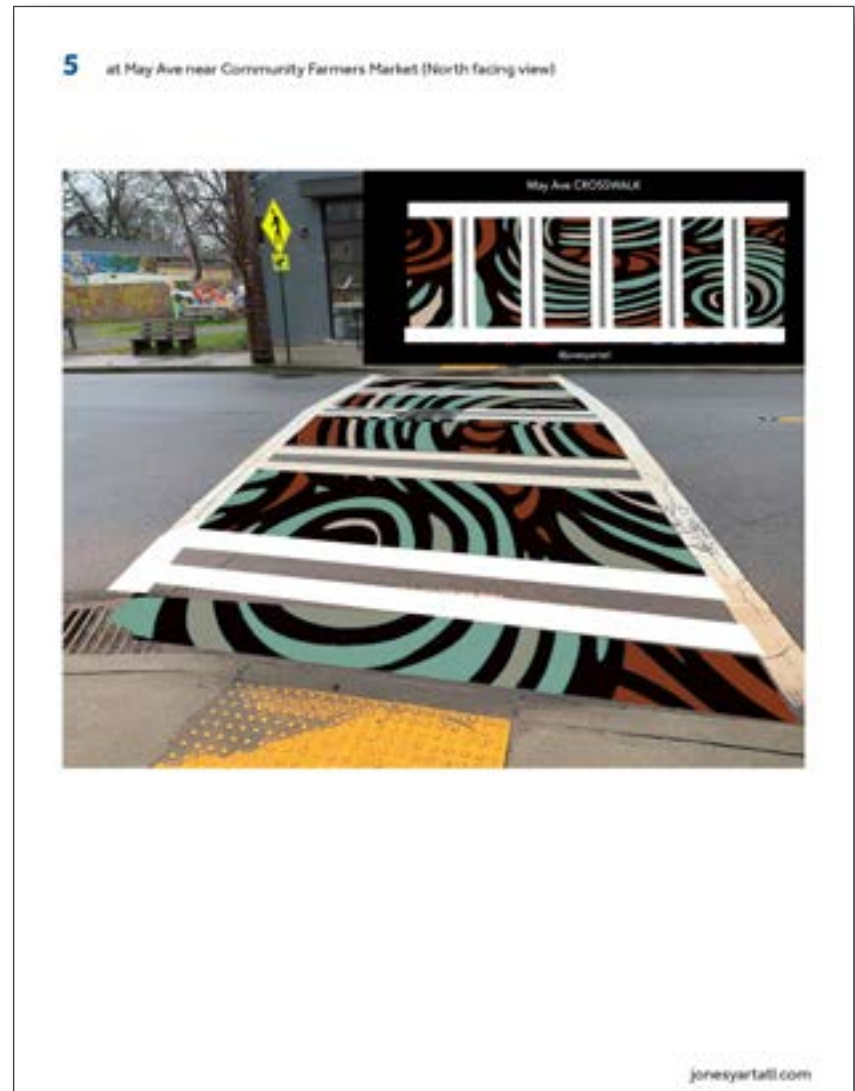
DATE
05/19/2020

SHEET TITLE
**HANSELL ST
STRIPING PLAN**

SHEET #
A-002



EXAMPLE C



STREET CLOSURE NOTICE

DEPARTMENT OF CITY PLANNING

SEPTEMBER 2020

STREET CLOSURE NOTICE TO BUSINESS OWNERS

PLACEMAKING PROGRAM: EAST ATLANTA VILLAGE CREATIVE CROSSWALKS

CREATIVE CROSSWALKS ARE COMING TO THE EAST ATLANTA VILLAGE!

Artist Krista Jones of jonesyartatl.com will be painting five “sea foam”-inspired artistic crosswalks along Flat Shoals Avenue SE between Metropolitan and May Avenues from October 5–October 11, 2020.

STREET CLOSURE SCHEDULE:

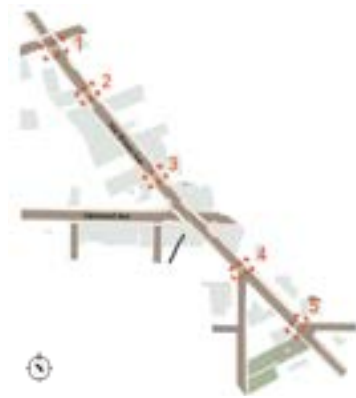
Wednesday, September 30 at 8:30am:
Flat Shoals Avenue, SE between Metropolitan and May Avenues will experience a slight delay in traffic for street cleaning.

Monday, October 5–Thursday, October 8:
Flat Shoals Avenue, SE will be closed to through traffic between Metropolitan and Glenwood Avenues .

Sunday, October 11 and Monday, October 12
Flat Shoals Avenue, SE will be closed between Glenwood and May Avenues.

Pedestrian access and access to parking lots will still be available.

Please note: these dates are subject to change due to inclement weather.



RENDERING OF THE SEA FOAM CONCEPT:



Please note: Then entire street WILL NOT be closed, only the section of the street closest to each sidewalk will be closed. Also, no sidewalks will be closed.

QUESTIONS?
Please direct all questions to Dorian McDuffie, dmcduffie@atlantaga.gov



Department of
CITY PLANNING

TRAFFIC CONTROL PLAN

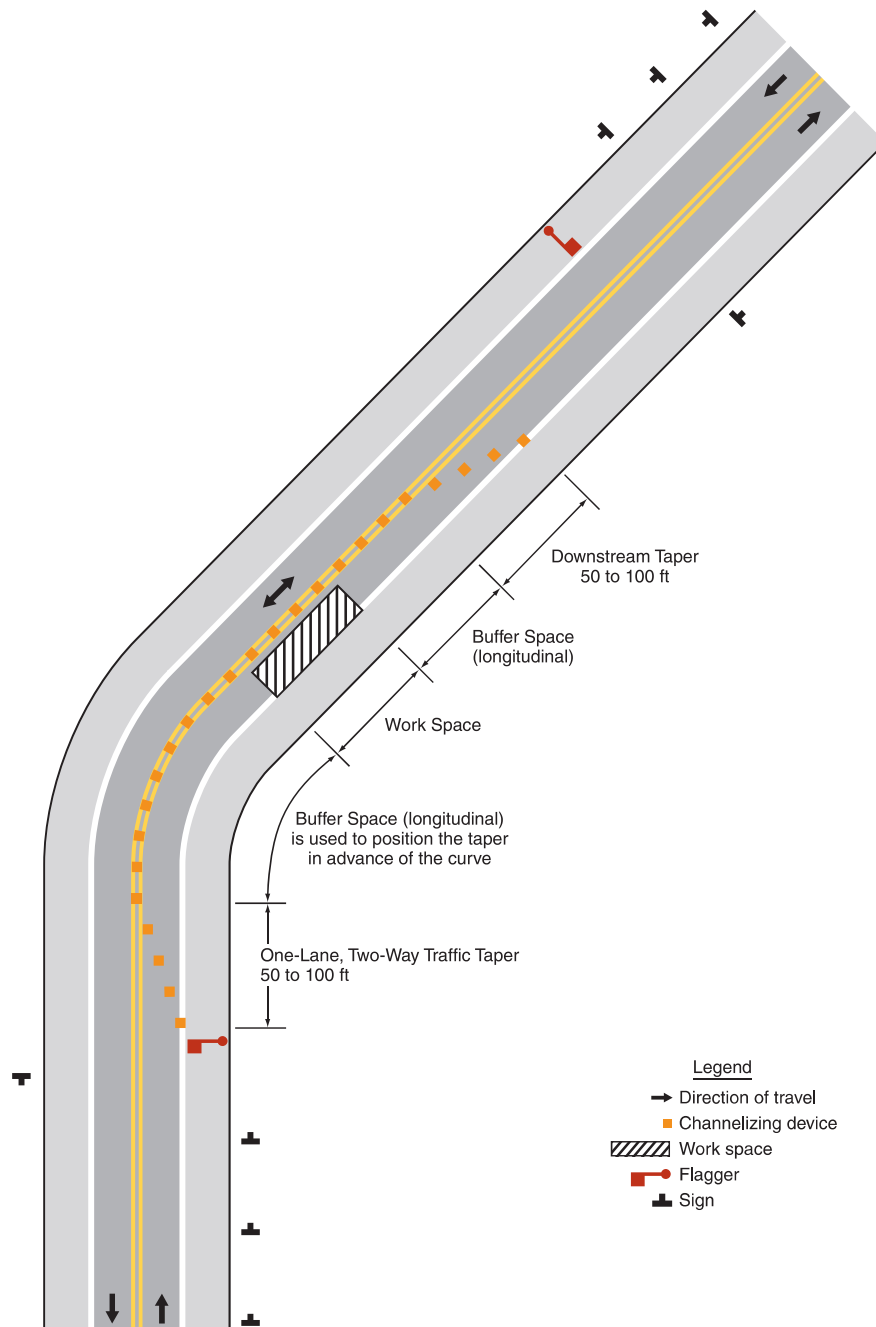
The following pages contain examples of traffic control plans for different right-of-way closure types. Please review MUTCD's guidance for further guidance here: <https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part6.pdf>

ONE-LANE CLOSURE WITH TWO-WAY TAPER

2009 Edition

Page 559

Figure 6C-3. Example of a One-Lane, Two-Way Traffic Taper



December 2009

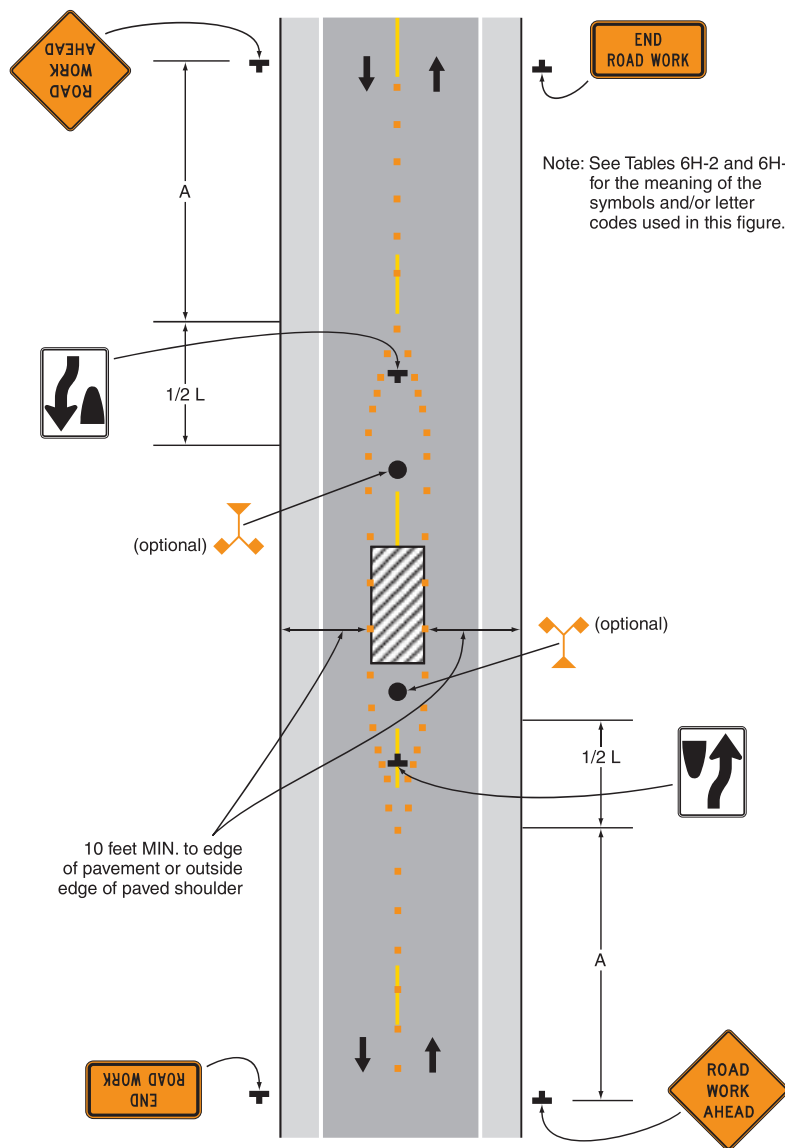
Sect. 6C.12

WORK IN CENTER OF A ROAD WITH LOW TRAFFIC VOLUMES

2009 Edition

Page 663

Figure 6H-15. Work in the Center of a Road with Low Traffic Volumes (TA-15)



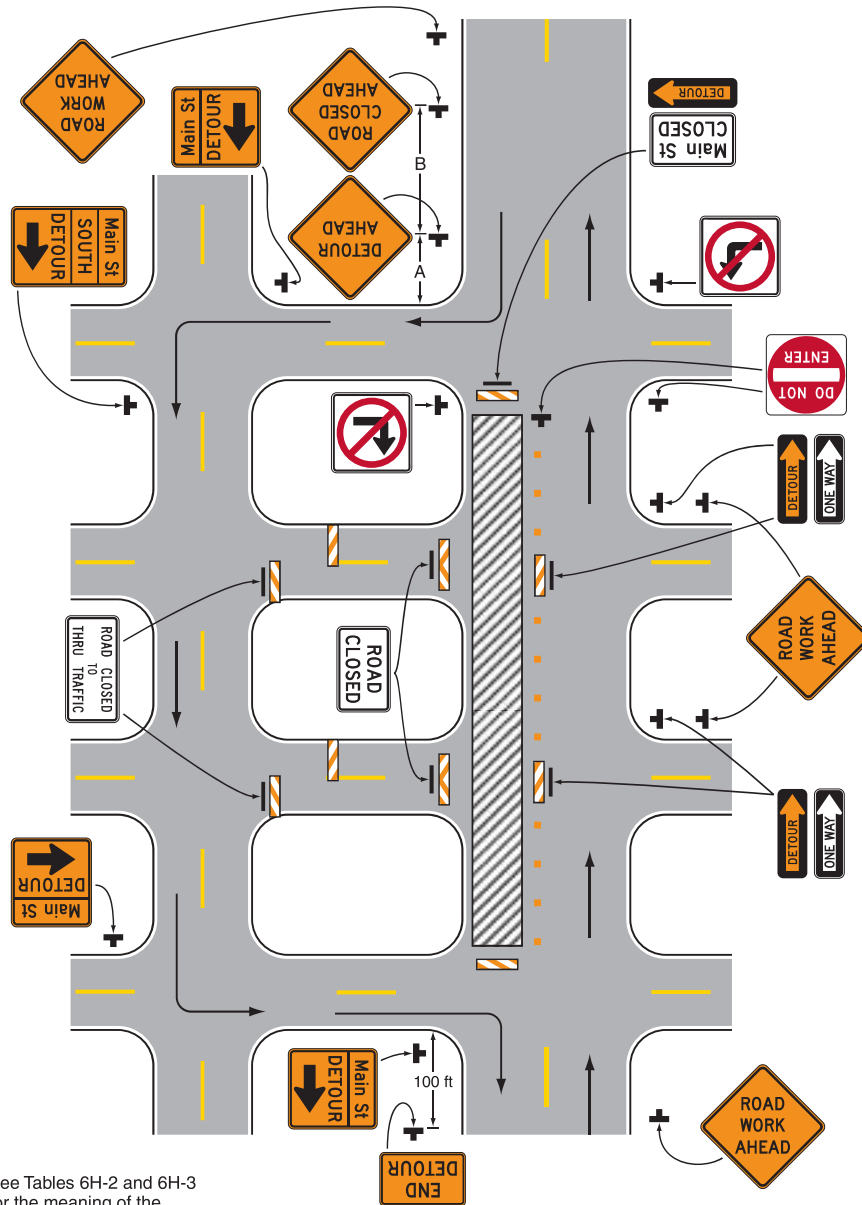
Typical Application 15

December 2009

Sect. 6H.01

DETOUR FOR ONE TRAVEL DIRECTION

Figure 6H-19. Detour for One Travel Direction (TA-19)



Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

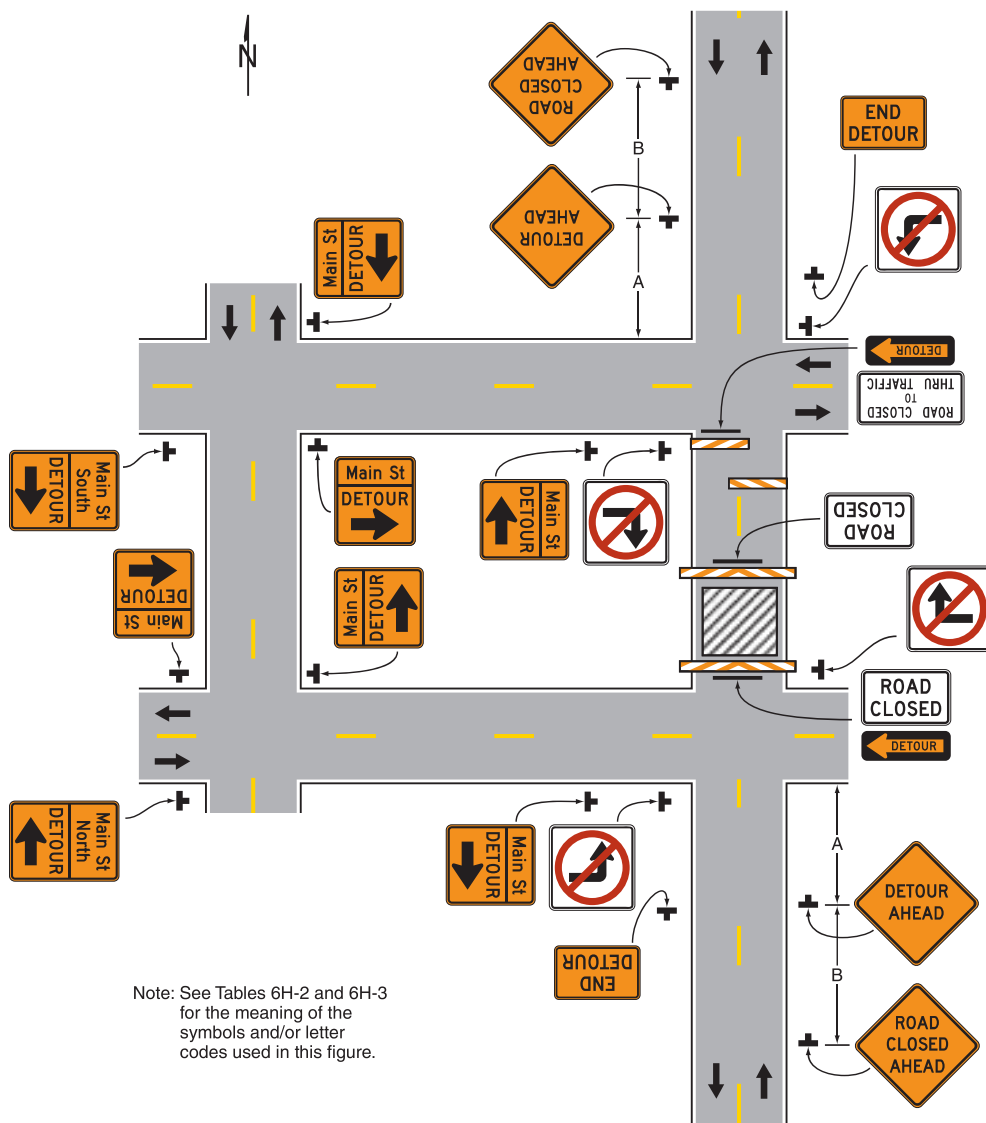
Typical Application 19

DETOUR FOR A CLOSED STREET

2009 Edition

Page 673

Figure 6H-20. Detour for a Closed Street (TA-20)



Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

Typical Application 20

December 2009

Sect. 6H.01

