

MAKING STREETS MORE ARTFUL

CDOT POLICY & DESIGN GUIDELINES FOR CREATIVE STREET APPLICATIONS

The primary aim of this document is to clarify how our streets can be infused with art and creativity while maintaining their integrity as functioning components of the street system. It also includes guidelines on how to identify the best places for street murals, guidelines for designing them, and the application process for installing them.

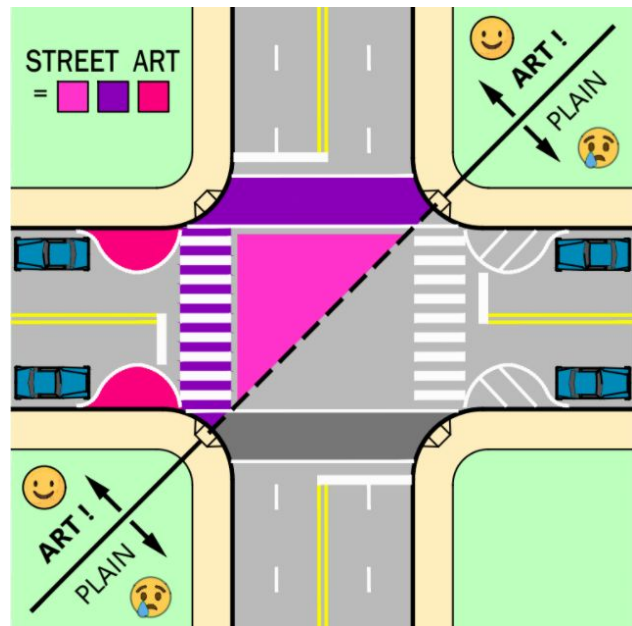
WHY STREET MURALS?

Temporary street murals can brighten and represent a neighborhood and help strengthen community identity and spirit. A street mural designed and painted by community members also brings people together and adds life and fun to our streets.

BACKGROUND

The Chattanooga Department of Transportation (CDOT) seeks to enable neighborhoods and organizations wanting to strengthen community identity and wishing to promote creative placemaking through asphalt art on our city streets.

Of note, the Federal Highway Administration (FHWA) issued an interpretation letter ([MUTCD - Official Ruling 3\(09\)-24\(I\), dated August 15, 2013](#)) regarding the application of colored pavement to roadways. The following CDOT design guidelines hope to address creative placemaking while respecting this FHWA ruling. These guidelines also aim to emphasize that community proposals for asphalt art should strictly be considered as aesthetic treatments designed to create a stronger sense of place in our City. As such, these decorative treatments should not be promoted as traffic calming measures or safety upgrades that bring greater awareness to pedestrians or other users travelling within the roadway.



For requests for the City to consider street art, applicants need to complete the [online application](#) through Public Art Chattanooga to propose both short and long-term public art and design projects on City of Chattanooga property. The [review process for all temporary street mural proposals](#) is a collaborative process between CDOT and Public Art Chattanooga. This document is intended to help prospective applicants understand the characteristics of what CDOT can consider for application to the public right-of-way.

WHAT DO YOU MEAN BY TEMPORARY?

Street murals typically last about a year without maintenance. NOTE: CDOT will not be responsible for any maintenance associated with the street murals/paintings. The City has the authority to remove the mural, in part or in whole, at any time. Applicants are responsible for providing maintenance and/or removal plans as part of their application to Public Art and CDOT (see the [Review Process and Policy for Temporary Street Mural Proposals](#) for more details).

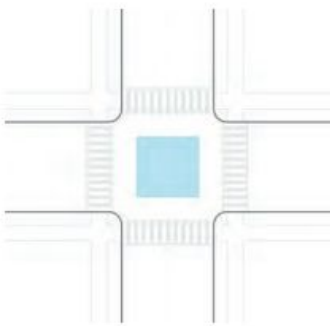
WHERE CAN STREET MURALS BE PAINTED?

Street murals can be painted in the following locations:



Mid-block

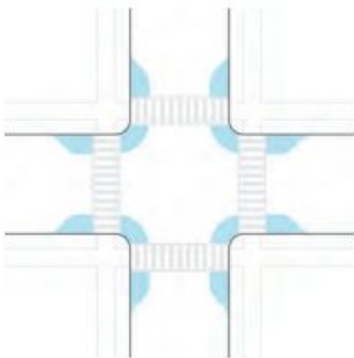
Different types of streets can be appropriate locations for mid-block murals. Neighborhood residential and shared streets are the most typical locations for mid-block murals. Murals in higher-traffic locations will need more frequent repainting.



Intersections

Murals in intersections are most appropriate on lower-volume streets with no traffic signals.

Designs should have a small enough coverage area to avoid wear from turning vehicles. Any artistic design within an intersection must not indicate to pedestrians, cyclists, or drivers a path of travel that is contrary to the existing or traditional route. Designs must not interfere with crosswalks. There should not be lines, resembling lane markings, that indicate a path of travel - unless they reinforce the expected path of travel.

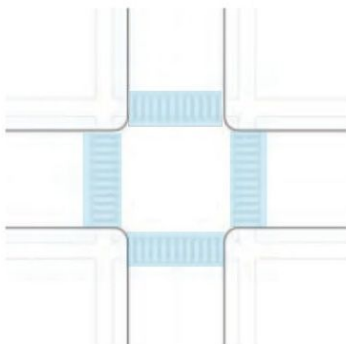


Painted Curb Extensions at Intersections/Bulbouts

Painted curb extensions can help calm turning traffic and increase visibility for pedestrians, but should not encourage pedestrians to stand in the street while waiting to cross.

Any artistic design should increase visibility for pedestrians and drivers.

The painted curb extensions must look distinct from the sidewalk, and should not suggest that the painted curb extension is part of the sidewalk.



Crosswalks

Creative crosswalks use colors, textures, and patterns to enliven city streets. They can be designed to reflect the special character of a neighborhood, mark the gateway to a district, or otherwise create local identity and pride.

See Appendix A for more details on crosswalk art installations.

How to install asphalt art:

1. Select your site
2. Design your mural/asphalt art
3. Apply to PAC/CDOT
4. Once approved, install the art!

APPLICATION CRITERIA AND RESPONSIBILITIES

How will CDOT evaluate your proposals? CDOT will review your site location, design, materials, and maintenance plan to determine eligibility.

SITE LOCATION

1. Any proposed street art must be located along streets where posted speeds do not exceed 30 MPH.
2. Prioritize artwork locations along lower volume streets. State routes will not be considered for artistic treatments.
3. Artwork should be located along streets with satisfactory pavement condition. Materials will otherwise not bond to poor and deteriorated surfacing.
4. Crosswalks:
 - a. Should be located where ADA curb ramps accommodate an accessible crossing.
 - b. Only permitted at signalized or stop-controlled intersections where traffic is required to stop. Artwork at midblock crosswalks are generally not permissible.
5. Center Area of Intersections: Must be located where stop-controls are already present in one direction and where dashed lines (i.e. "cat tracks") are not being used to guide vehicular travel through an irregular configuration.
6. Bulbouts: Must be located along streets where on-street parking has already been defined or where the street width can be demonstrated to accommodate it.

MURAL DESIGN

1. Avoid the use of clearly written messages, logos, advertisements, and pictographs that attempt to communicate with the roadway user.
2. Paint treatment: Those applications not intended to communicate traffic control are allowed more leeway in color and design, but CDOT will strictly interpret if the application could be misconstrued as conveying traffic control.
 - a. All paint to be nonreflective
 - b. Paint design to be simplified to avoid disorientation for the visually impaired.
 - c. The following Pantone colors cannot be used due to MUTCD conflicts:
 - Blue - 294
 - Brown - 469
 - Green - 342
 - Orange - 152
 - Pink - 198
 - Purple - 259
 - Red - 187
 - Yellow - 116
 - Yellow-Green - 382
 - d. Paint in ramps, sidewalks, and crosswalks must maintain visual contrast between the ramps and the crosswalks.
 - e. All existing street markings must remain fully visible.

- f. Avoid shapes that might be confused with existing traffic control devices or pavement markings (i.e. octagons, triangles, arrows, etc.).
 - g. All markings in the right-of-way are to include a non-slip additive.
3. Artwork must largely consist of a repetitive, systematic pattern that minimizes random elements that could otherwise serve as a source of distraction. The scale of the pattern could be small or large and its elements could range from rectilinear to curvilinear. Overall artwork must not be free-form, and instead must be designed with a defined and predictable rhythm.

STREET MURAL MATERIALS:

1. Standard MUTCD roadway striping (i.e. stop bars, crosswalks, edge lines, etc.) must have reflectivity that is compliant with minimum standards.
2. Transverse lines of crosswalks must consist of two solid white reflective lines, 8-inch wide and spaced at least 10-feet apart. (Note: Some artwork applications may require an additional empty buffer space in order to maximize contrast of the crosswalk bars. Where required, the buffers shall be at least 6-inches wide immediately interior to the crosswalk lines.
3. Continental crosswalk bars must consist of 24-inch white reflective lines, with 24-inch gaps and with a minimum width of 10-feet.
4. Gaps between crosswalk lines and stop bars must be a minimum of 4-feet.
5. Artwork paint must be appropriate for the road surface (asphalt or concrete and under traffic), non-reflective, and slip-resistant.

APPLICATION & INSTALLATION:

1. Applicant must agree to install, maintain, and provide any necessary traffic control during installation.
2. All designs and construction must have final CDOT approval before proceeding.
3. A [work zone traffic permit](#) must be obtained from the Chattanooga Department of Transportation prior to installation of the artwork.

MAINTENANCE:

1. Painted crosswalks generally have a lifespan of up to one year when using waterborne street-grade paint and three to five years when using epoxy street-grade paint or thermoplastic, depending upon materials used and location.
2. The City of Chattanooga does not have the resources for maintaining or replacing non-standard crosswalks or other non-standard markings within the right of way. City streets are subject to repaving at any time, and the street may, at City discretion, be returned to its prior condition upon repaving or during regularly scheduled striping maintenance with a standard crosswalk.

Temporary Art: Street Murals

APPLICATION AND IMPLEMENTATION PROCESS



1. Submit an [online application](#) to Public Art Chattanooga (PAC). Application guidelines can be found [here](#).

Applications should include:

- Project description with installation and material details
 - Address or google map link, if you have a specific site in mind
 - Photos or sketches of the proposed project, if relevant
 - Description of the artist selection process
 - Resumes for all artists involved
 - Any letters of support or permission
 - Rough budget
 - Clear time-frame for installation
 - End date and plan for removal or maintenance
2. PAC and Chattanooga Department of Transportation (CDOT) review the proposal.
 3. Completed proposals will be reviewed at the next regularly scheduled Chattanooga Public Art Commission (CPAC) public meeting.
 4. Successful applicants (after CPAC & CDOT review and approval) will enter a temporary exhibition contract with PAC and provide their certificate of general liability (\$2M coverage) with the City listed as additional insured.
 5. Apply for a Work Zone Permit from CDOT.
 6. Mural is installed by the community/artists.
 - Installations are meant to be temporary; if an applicant does not provide a plan for removal, the City has the right to remove the installation at any time for any reason.

REFERENCES FOR GUIDANCE:

1. [Bloomberg Philanthropies Asphalt Art Guide](#)
2. Federal Highway Administration (FHWA) interpretation letter: [MUTCD - Official Ruling 3\(09\)-24\(I\), dated August 15, 2013](#)



Mid-block mural in Allston, Boston

APPENDIX A
Artistic Crosswalk Options

Transverse Crosswalks: Where artwork treatments are proposed for the full width and length of the crosswalk, the treatment must be installed between two solid white transverse lines delineating the pedestrian crossing. Artwork must abide by other design guidelines in this document. Application must include the removal of any other crosswalk style before artwork is applied.



Source: Burlington Free Press

Continental Crosswalks: If artwork is proposed on a continental crosswalk, the installation must include a simplified treatment with repetitive patterns that can either be applied to the white bars or the spaces between the bars. Any artwork proposed with this option must be repetitive within the field where it is applied.



Source: Contemporist

Stamped Brick & Paver Crosswalks: Artful treatments to these surfaces are generally not allowed.



Source: PedSafe

Intersection With No Crosswalk: If there are no crosswalk markings present at the site or if they are deteriorated, the installation must include the creation of a new crosswalk before artwork is applied. Crosswalks are not appropriate at all intersections. If no crosswalk is present, please check with CDOT to determine if a crosswalk is appropriate before requesting artistic treatment.

APPENDIX B

Asphalt Art Example Photos

