

East End Tactical Urbanism Program

Program Overview

This tactical urbanism project is focused on daylighting zones at intersections—the spaces between pedestrian ramps and curbside parking—throughout the East End neighborhood. The goals of the program are:

- 1) Enhanced safety for all road users through preserving sightlines; shortening pedestrian crossing distances; encouraging the return of shared micromobility devices off of sidewalks; and reducing vehicle speeds by visually narrowing roadways and tightening turn radii.
- 2) Beautification of the public realm.
- 3) Increased bike parking outside local shops and restaurants.
- 4) Neighborhood pride created through all the above improvements, sponsors' investment in their corners, and a more distinctive neighborhood aesthetic.

Sponsorships

Each space is sponsored by a person, family, business, or civic group who has committed to maintain their space for one year. Most significantly, this includes planting and maintaining vegetation in planters. Sponsors paid a fee that will cover some additional costs including engraved plates recognizing sponsors and reflective tape to make sure corner materials are visible at night. Depending on overall project costs, fees can also help cover some cost overruns including filler dirt for the planters as well as (potentially) additional planters.

After one year, sponsors can opt out and their planters can hopefully find new sponsors or be moved to other locations.

Program Extension

After one year from installation, we hope the program will be popular and successful enough to continue. We anticipate re-applying for an additional year as a tactical urbanism project or transitioning to a beautification program under our District 6 Beautification Commissioner. At that time we can re-evaluate sponsorships and potentially relocate some corners.

Site Plans & Materials

The following pages include sketches of site plans including requested materials for each space. Materials include 72" wheelstops, loop bike racks, and planters. For the planters, we are requesting Mayne Fairfield model planters in Espresso. Most corners use rectangular 20x36 planters

Using a planter price of \$131.50, an additional \$30 of fill dirt for each planter, \$34.5 for wheelstops, and \$169.26 for bike racks, the total projected costs are about \$17,500.

Because we are using a small set of materials to address similar spaces throughout the neighborhood, there are a few common Design Forms with common specifications and measurements. Because only the wheelstops and bike racks will be mounted in fixed positions (the planters will be movable), the form overviews focus on the measurements for the mounted elements.

This section first details each form and then names the corners where the form should be applied.

Common All-Form Design Specifications:

Bike racks should be mounted 45° off of a perpendicular line from the curb and angled with the flow of traffic to act as angle parking for bikes. For 36" bike rack, this would put the end of the rack closest to the curb 18" closer to the intersection than the end of the rack closer to the street centerline.

The end of the bike rack closest to the centerline should be approximately 72" off of the curb; the end of the bike rack closest to the curb should be approximately 40" off of the curb.

Perpendicular wheelstops should be placed perpendicular to the curb, 12" off the curb if there is no gutter pan; 2-4" off the gutter pan if there is one. (Note: All the roadways in the program are at least 40' from curb to curb, or 20' to the centerline. A 72" wheelstop set 12" off the curb protrudes 7' from the curb, leaving a minimum 13' travel lane in each direction.)

Every form has a wheelstop perpendicular to the curb at the end of the corral farthest from the intersection. In most cases there is a "No Parking to Corner" sign at that end of the corral.

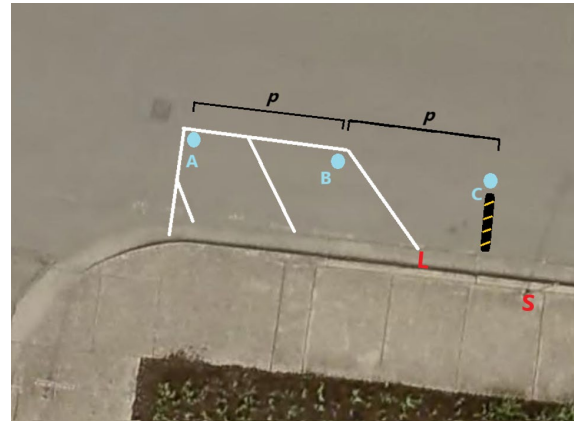
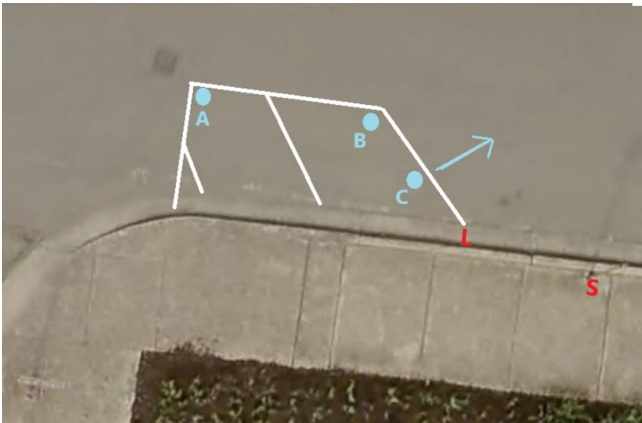
Where no existing striping is present: the wheelstop will be generally be placed perpendicular to the curb, in line with the "No Parking to Corner" sign.

The intersections along S 11th St in East End have painted curb extensions with white flexposts. Here is an example from S 11th St & Fatherland St:



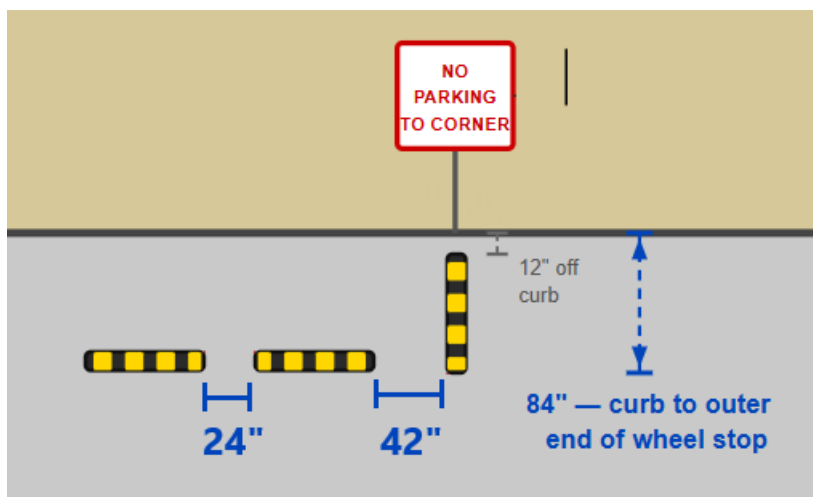
Where existing striping and flexposts are present: First, the flexpost (“C” in the diagram below) farthest from the intersection at the midpoint of the diagonal line that angles back to the curb should be moved in line with the other flexposts (“A” and “B”) that sit on the stripe closest to the street centerline.

Ideally, the distance between B and C should be equal to the distance between A and B, but only if the new position of flexpost C falls between the point where the striping meets the curb (“L”) and the No Parking to Corner sign (“S”). If equal spacing lands the flexpost between L and C, that is where we would like it to be placed. However, it should not be positioned outside the space between L and S. That is, it should be no closer to the intersection than L, and no further from the intersection than S.



Parallel wheelstops (parallel to curb and travel lanes) should be placed 84” off the curb, or in line with flexposts. The parallel wheelstop closest to a perpendicular stop should leave 42” space. Two or more parallel stops together should be spaced 24” apart.

Parallel wheelstop spacing:



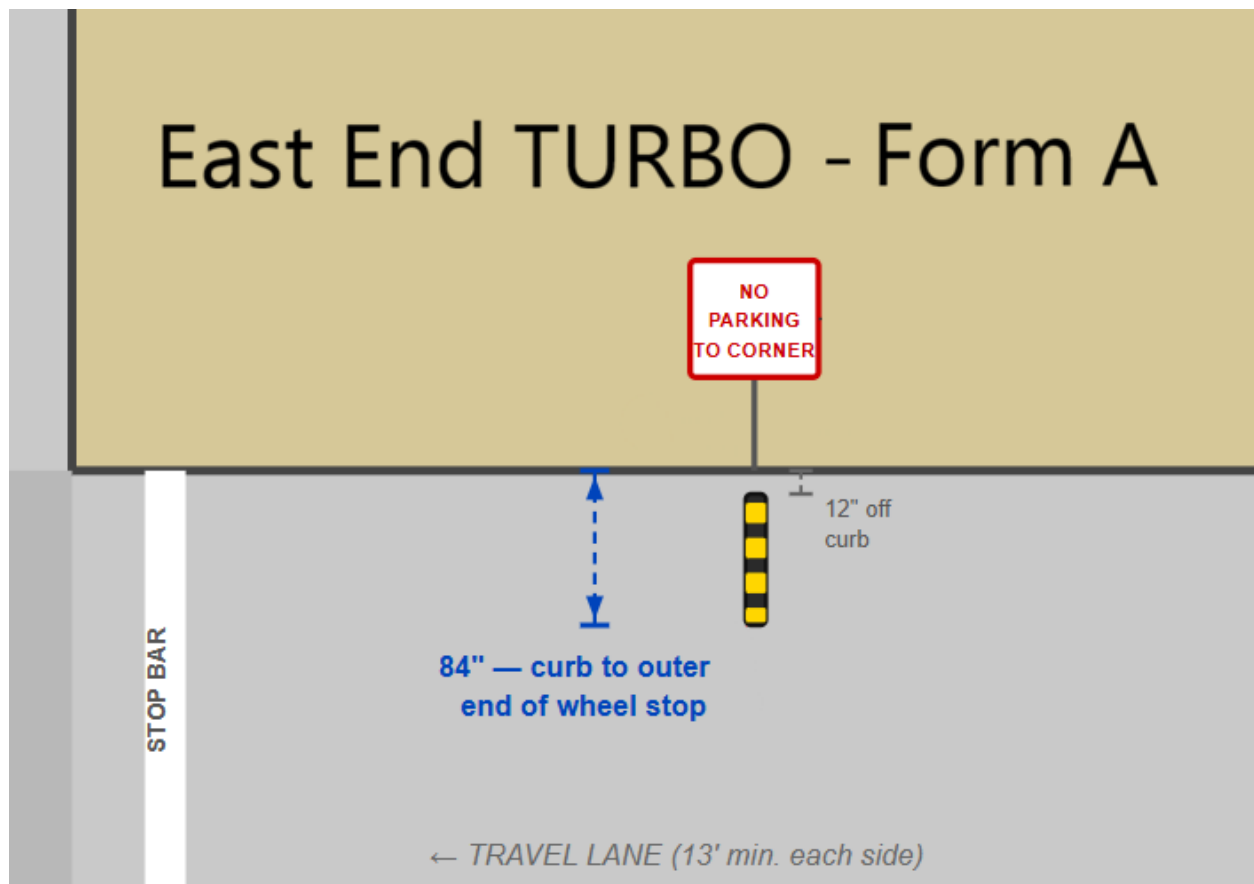
This section gives Form-specific details and categorizes specific installations by which Form applies to each. Site diagrams are given as reference sketches only; where diagrams imply different measurements from the overall form template, actual installation should follow the template.

FORM A

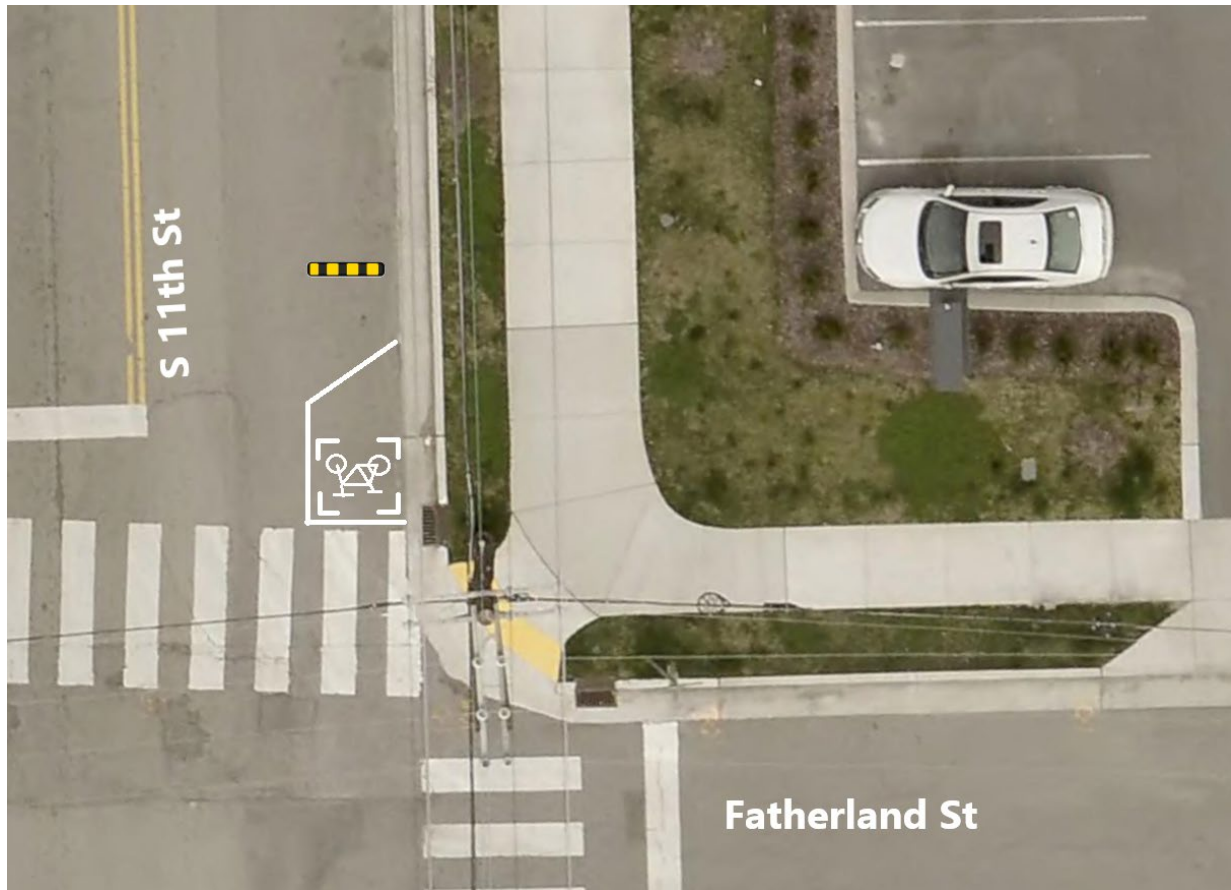
Form A is the simplest form. The only mounted element in Form A is one perpendicular wheelstop, placed at the far end of the corral. Placement of this wheelstop should follow the Common All-Form Design Specifications for parking-edge wheelstop.

In several places where Form A is proposed, there is existing striping where planters will be added. The mid-diagonal flexpost will be moved as described on the previous page, and the wheelstop will be placed between it and the curb to help prevent curb-parked vehicles from pulling forward to obstruct visibility or damage a planter.

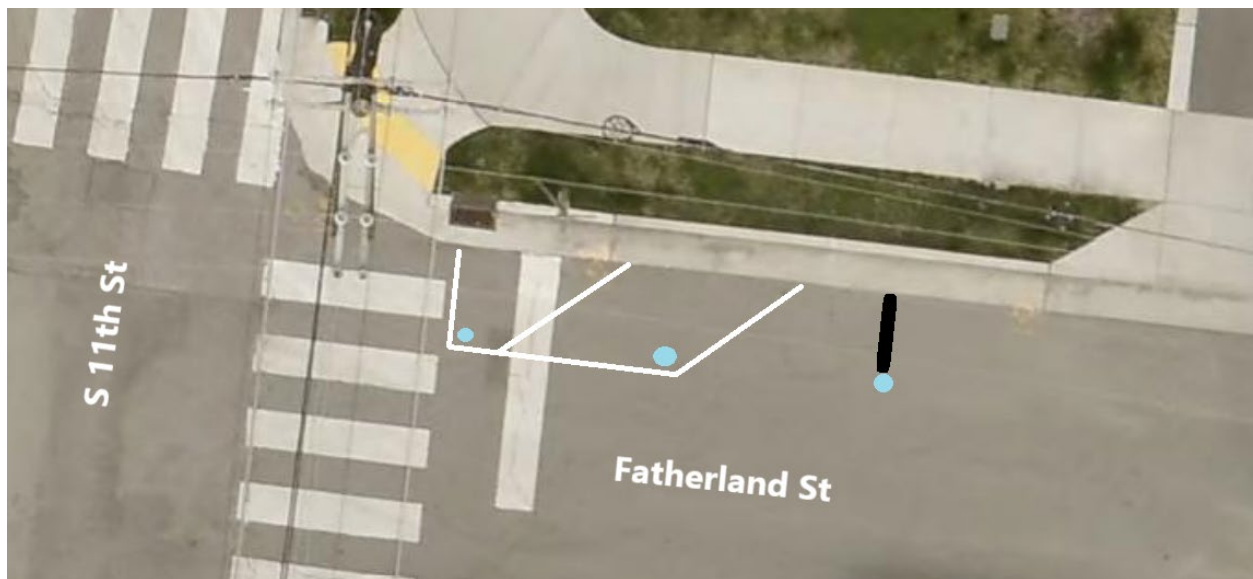
Form A Template:



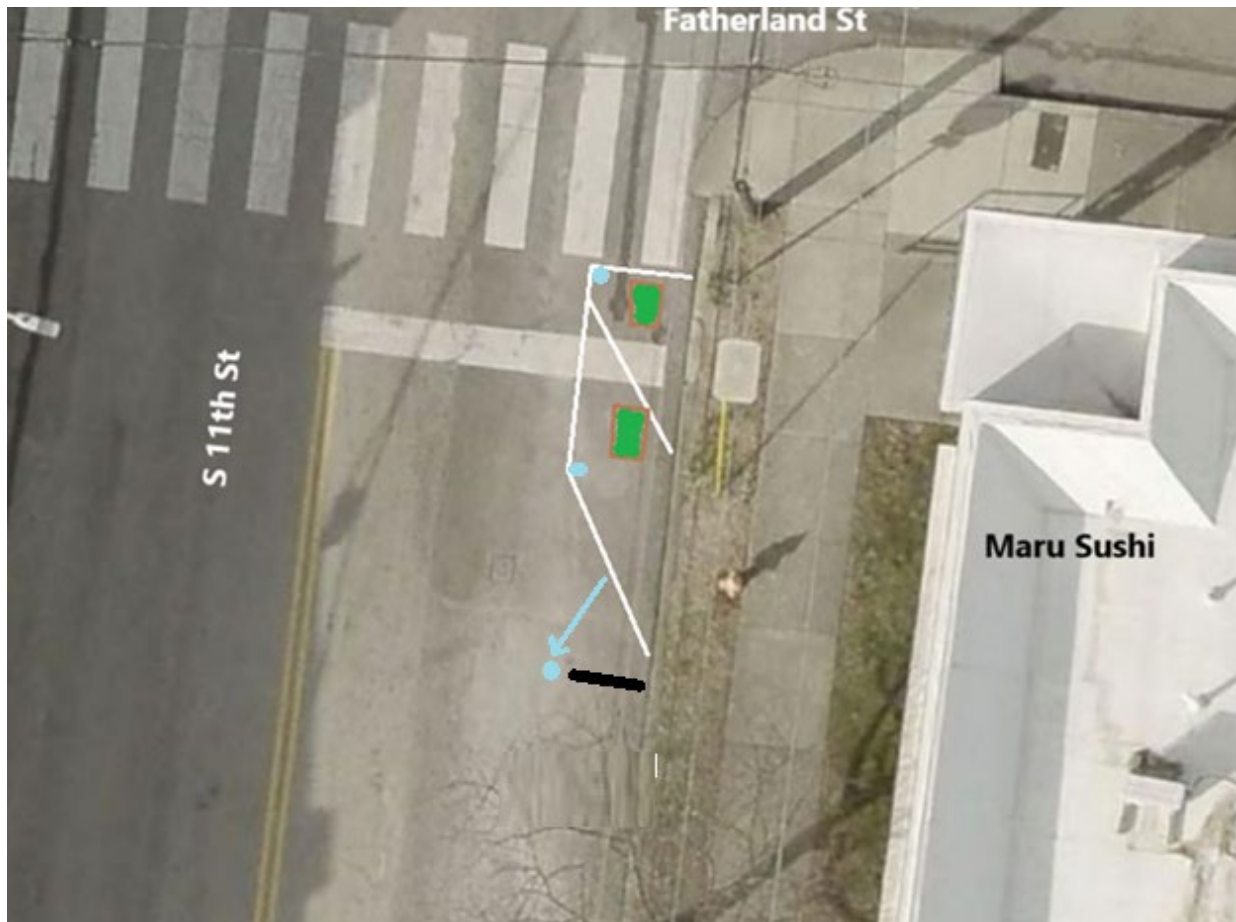
FORM A – NE corner of Fatherland St & S 11th St: S 11th St side



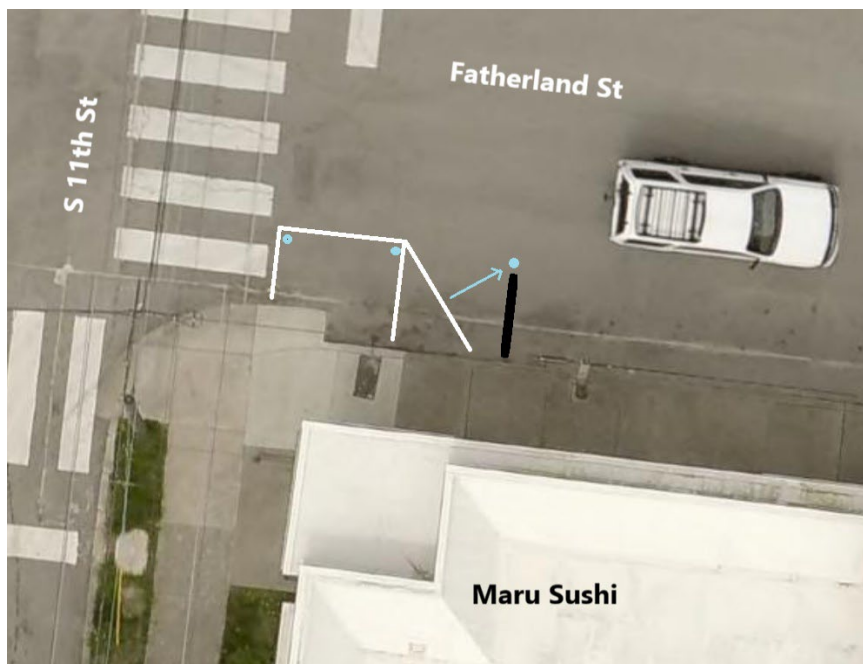
FORM A - NE corner of Fatherland St & S 11th St: Fatherland St side



FORM A - SE corner of Fatherland St & S 11th St: S 11th St side



FORM A - SE corner of Fatherland St & S 11th St: Fatherland St side



FORM A - SW corner of Fatherland St & S 11th St: S 11th St side



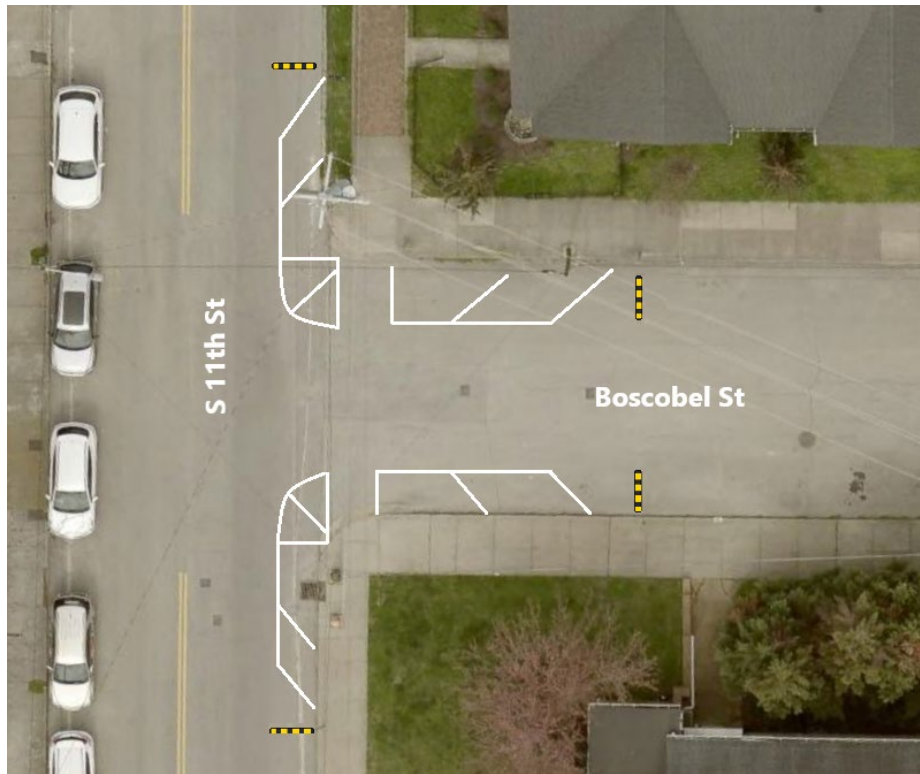
FORM A – SW Corner of Russell St & S 13th St: S 13th St side



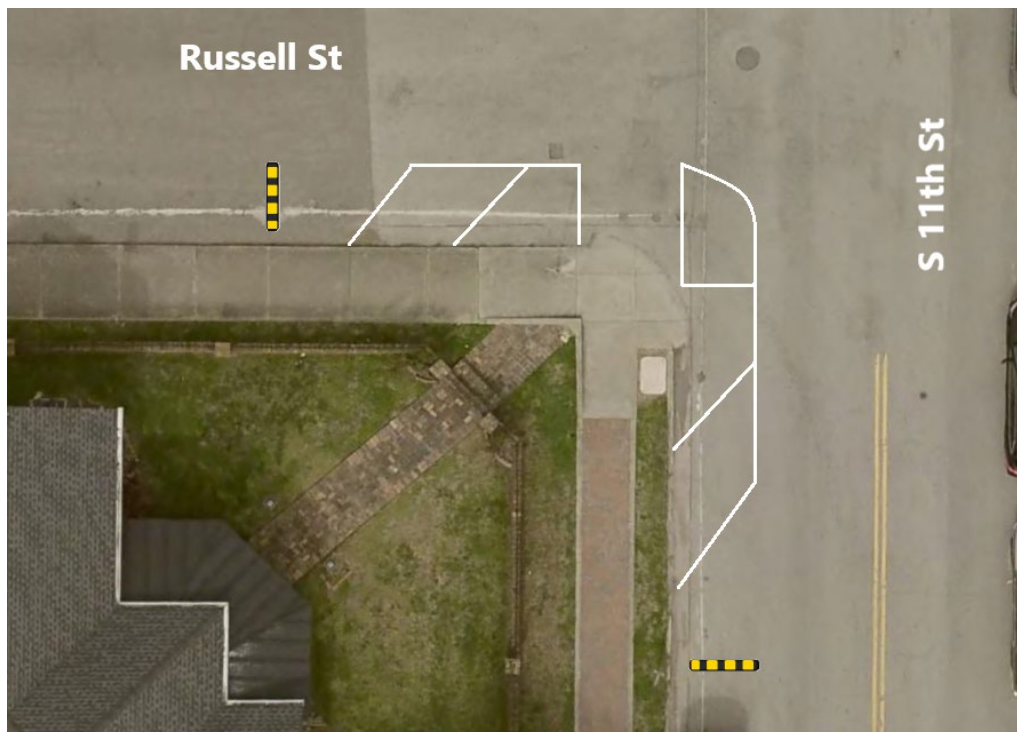
FORM A – NW Corner of Russell St & S 13th St: S 13th St side



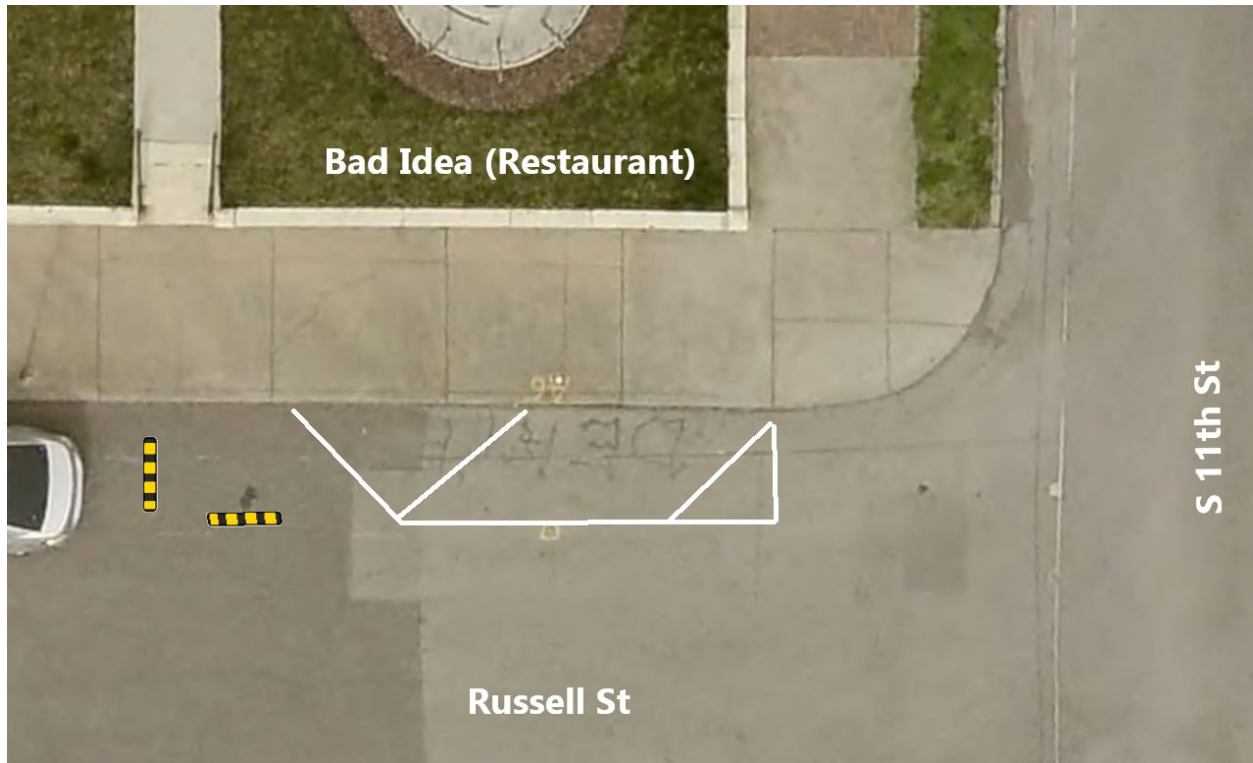
FORM A – Corner of Boscobel St & S 11th St: All four sides



FORM A – SW Corner of Russell St & S 11th St: Both sides



FORM AH – NW Corner of Russell St & S 11th St: Russell St side



Form B

Form B adds a second perpendicular wheelstop to Form A at the intersection-side of the corral. Some of the corners where Form B is proposed have existing striping, some do not.

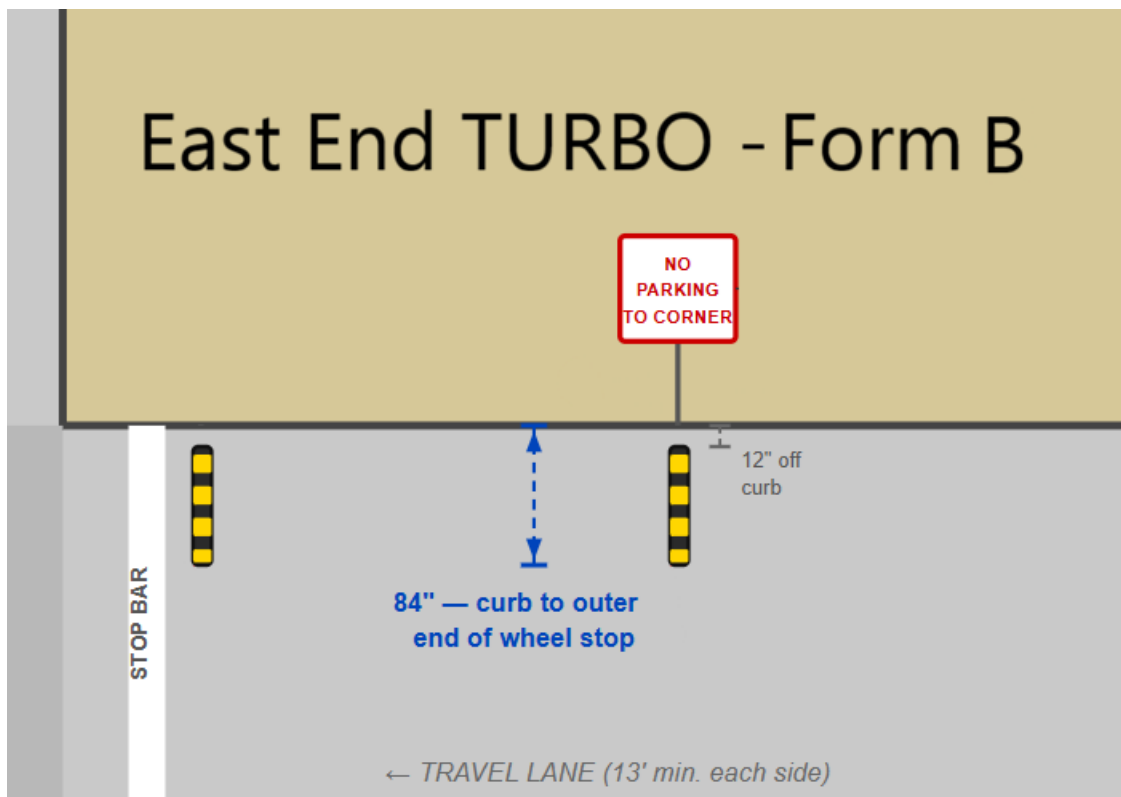
If existing striping is **not** present:

The stop closest to the intersection should be placed as close to the corner as the engineer deems possible.

If existing striping is present:

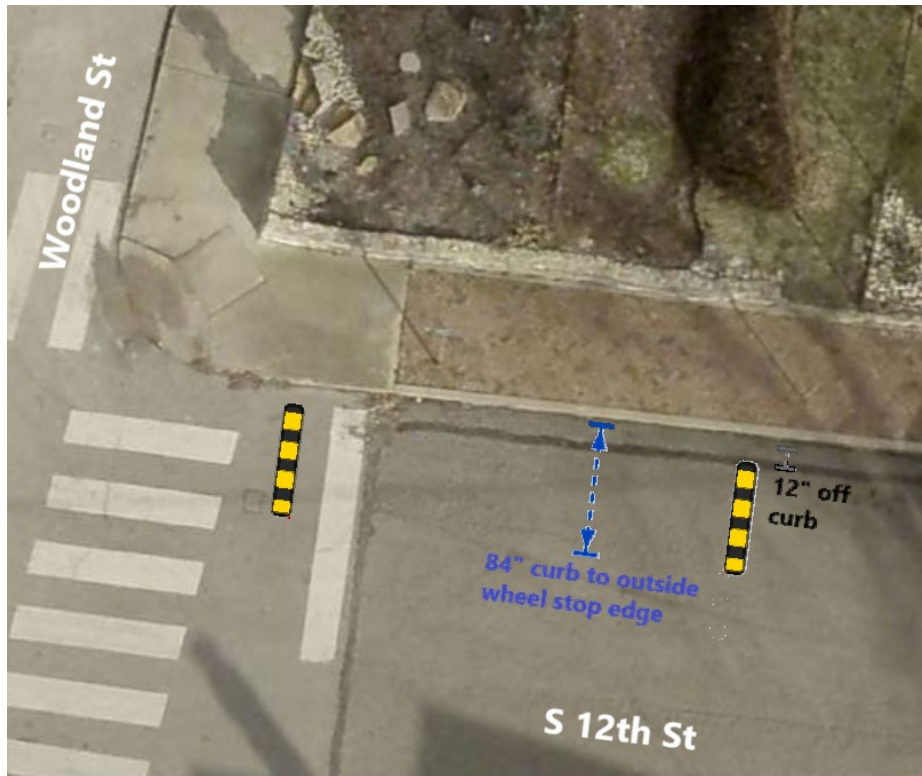
The stop closest to the intersection should be placed just inside the striping closest to the intersection. The placement of stop furthest from the intersection should follow the Common All-Form Design Specifications from Page 2.

Form B Template:



FORM B - SW corner of Woodland St & S 12th St: Woodland St side

FORM B - SE corner of Woodland St & S 12th St: S 12th St side



FORM B - SE corner of Woodland St & S 12th St: Woodland St side

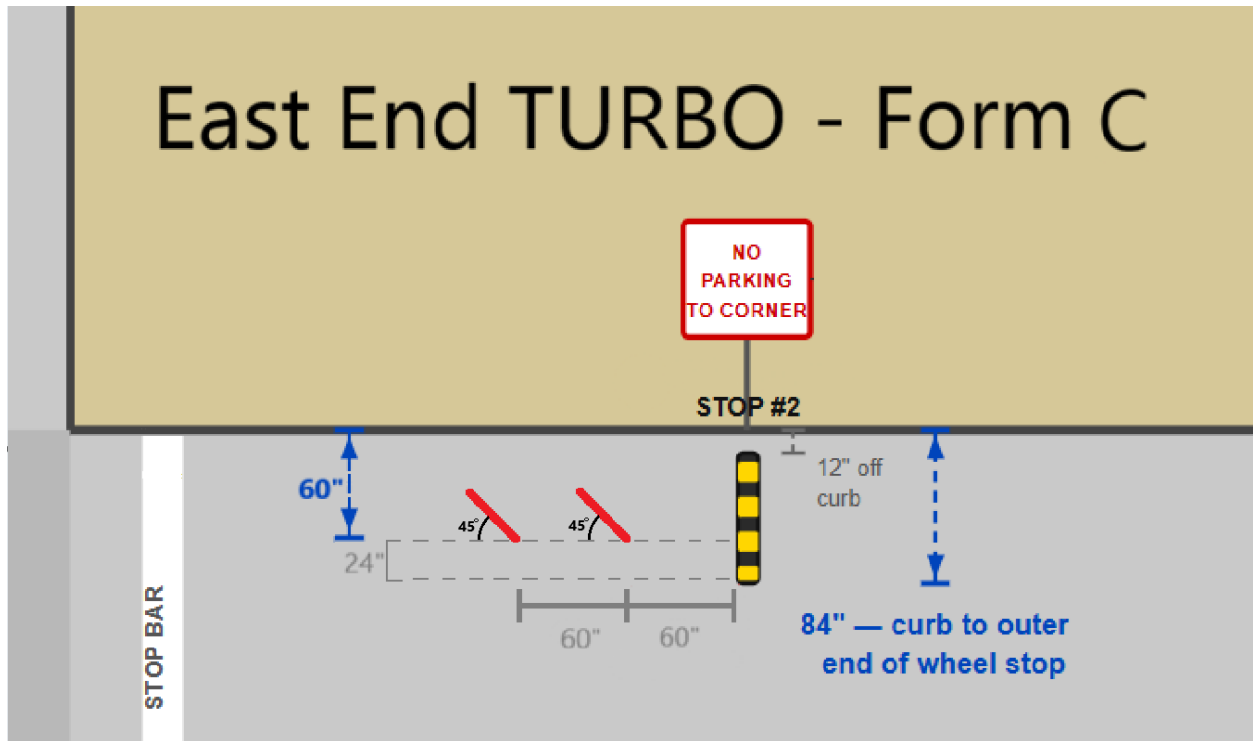


Form C

Form C adds one or more bike racks to Form A. The bike racks are a fixed distance from the parking-side wheelstop (60") and each other (60").

Form C installations are numbered C1, C2, and C3 to indicate how many bike racks to include.

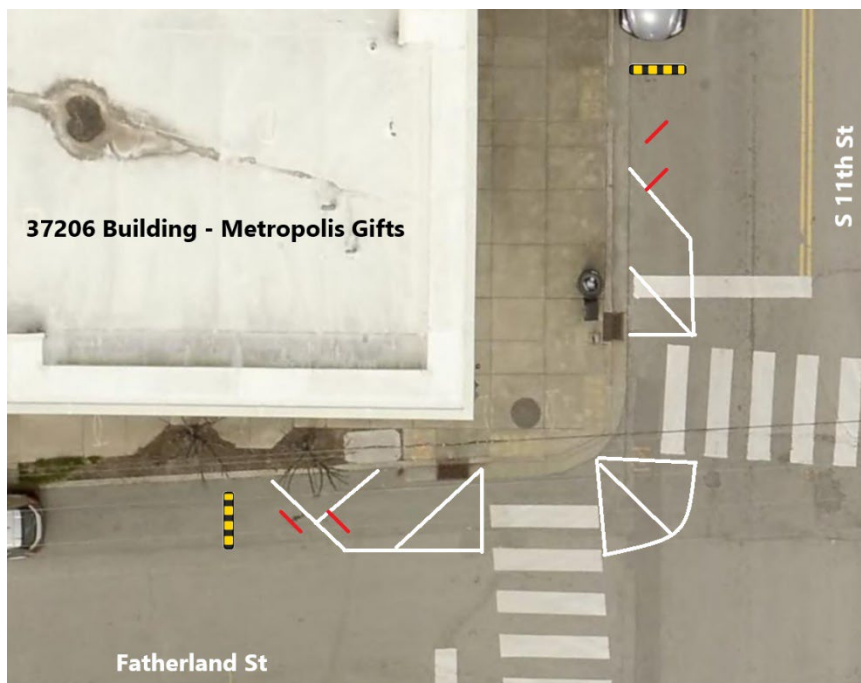
Form C Template:

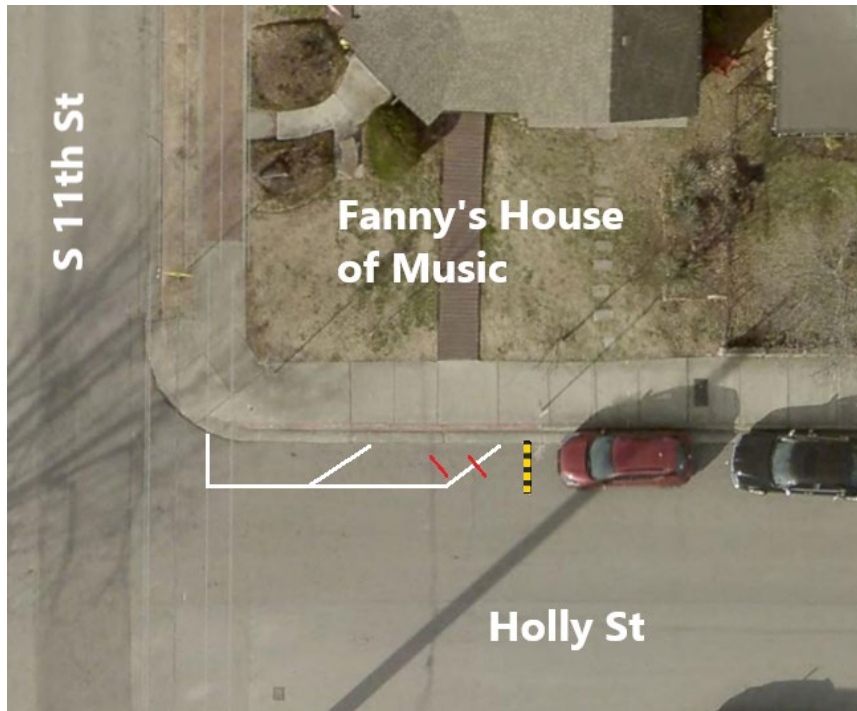


FORM C1 – NW corner of Russell St & S 11th St: 11th St side



FORM C2 – NW corner of Fatherland St & S 11th St: Both sides



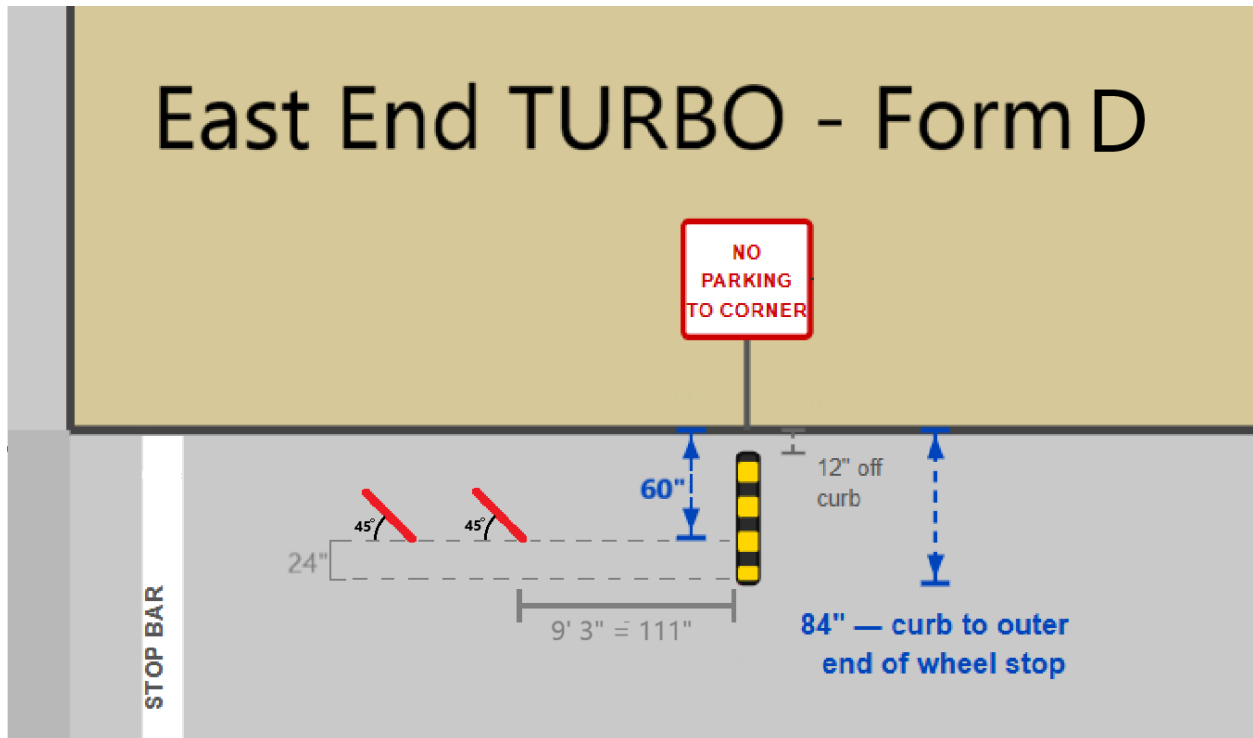
FORM C2 – NE corner of Holly & S 11th St: Holly St side**FORM C3 – NE corner of Holly St & S 11th St: S 11th St side**

FORM D

Form D also has bike racks a fixed distance from a single parking-side perpendicular wheelstop, but the fixed distance is 111" (9' 3"). This distance only applies to the first bike rack closest to the wheelstop; any additional bike racks should be spaced 60" apart, as in Form C.

Form D installations are numbered D1, D2, and D3 to indicate how many bike racks to include.

Form D Template:



FORM D1 – SW corner of Fatherland St & S 11th St : Fatherland side



FORM D2 – NW corner of Russell St & S 13th St: Russell St side



FORM D2 - SW corner of Russell St & S 13th St: Russell St side

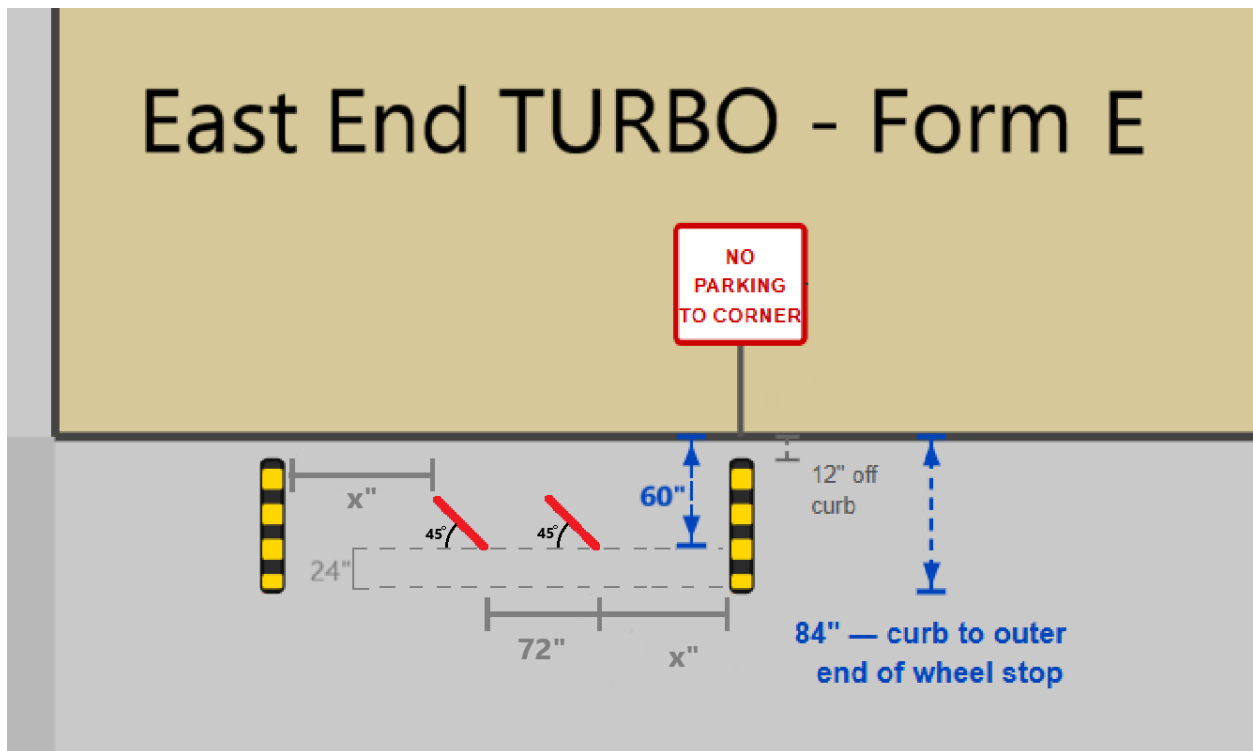


FORM E

Form E has two perpendicular wheelstops and one or more bike racks which are centered within the corral and spaced 72" from each other. The bike racks are centered by making the distance from each wheelstop to the nearest part of the nearest bike rack equal (x in the diagram below).

This distance can be set by the number of bike racks (N):

$$x \text{ inches} = \frac{(\text{Total Corral Width}) - (72 * (N-1) + 25)}{2}$$



FORM E2 – South alley exit, 1000 block of Fatherland St: both sides



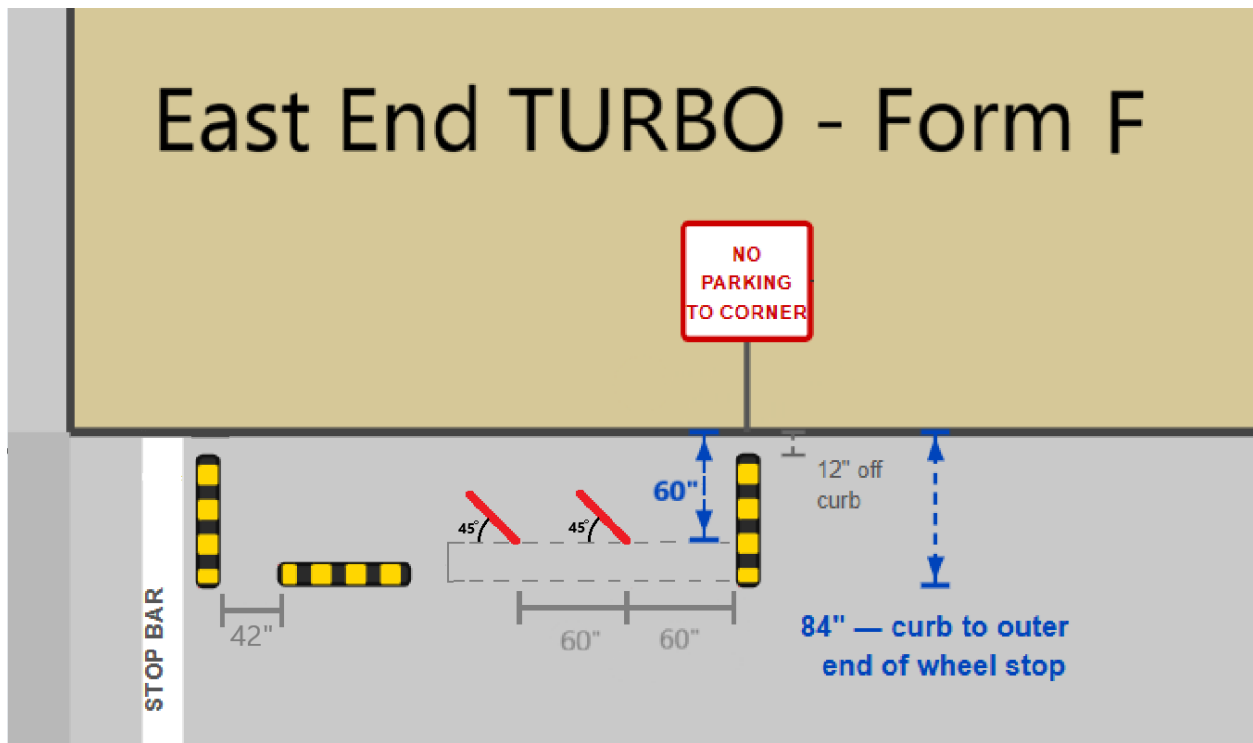
FORM E3 – NE corner of Holly St & S 12th St: Holly St side



FORM F

Form F has two perpendicular wheelstops and one or more bike racks that are a set distance (60") from the parking-side wheelstop. Multiple bike racks are spaced 60" apart.

Every corner where Form F is proposed includes at least on parallel wheelstop spaced 84" off the curb and 42" from the intersection-side perpendicular wheelstop.



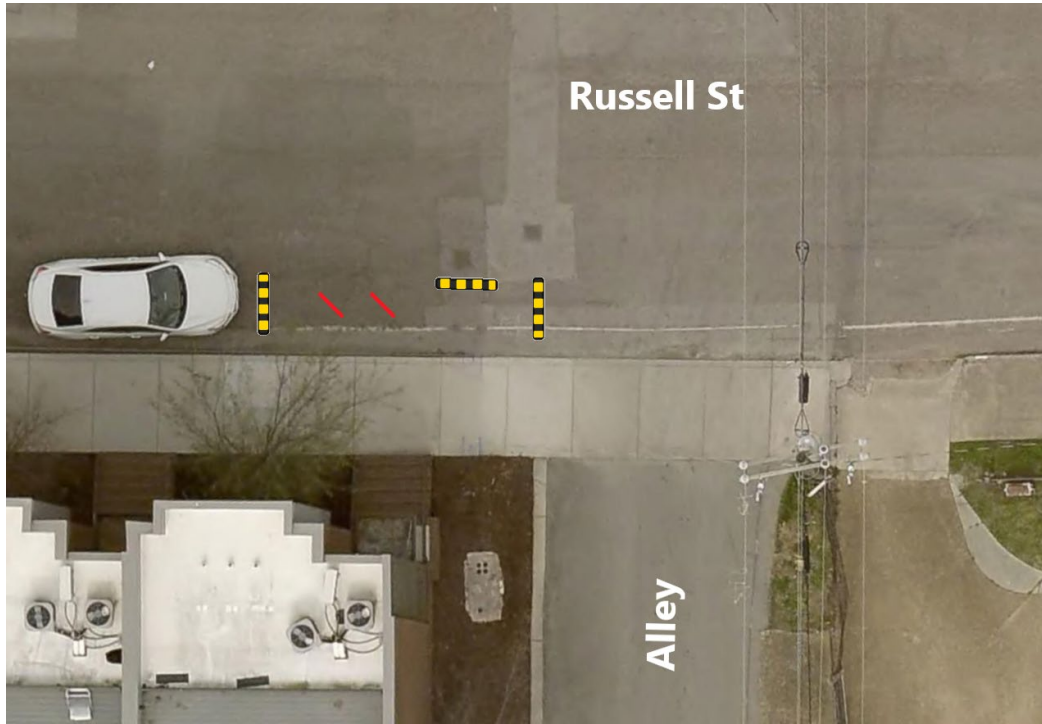
FORM F1 – NE corner of Fatherland St & S 10th St: S 10th St side



FORM F1 – NE corner of Fatherland St & S 10th St: Fatherland St side



FORM F2 – SW corner of Russell St & alley on 1000 block of Russell St



FORM F2 – SE corner of Fatherland St & S 10th St: S 10th St side



FORM F2 – SE corner of Fatherland St & S 10th St: Fatherland St side

