

Downtown Pedestrian Priority Zone



A.

Create a Clear Pedestrian Path

Provide a minimum six-foot unobstructed pedestrian path at all sidewalks

OTHER CITIES:

Boston, NYC: 8 ft. clear zone or 1/2 the sidewalk width, whichever is greater
Seattle, LA County, Washington DC: 6 ft. clear zone, 10 ft. clear zone with Sidewalk Café.
Philadelphia, Chicago: 6, 8 or 10 ft. clear based on street classification



F.

Extend the Sidewalk at all Intersections

Provide sidewalk bulb-outs extending at least 20 feet from crosswalks in either direction at all street intersections and curb radii not exceeding 15 feet

OTHER CITIES:

Philadelphia, LA County: 15 ft. curb radius per residential street classification.
Seattle: No obstructions within 20 ft. of the legal crosswalk



B.

Align Curb Ramps with Sidewalks

Provide perpendicular curb ramps at all intersections

OTHER CITIES:

California and Virginia: Perpendicular ramps are preferred for new sidewalk construction, and where feasible, for upgrades to existing sidewalks



G.

Enhance Mid-Block Lighting

Provide broad spectrum (white) mid-block street lighting that ensures a consistent and uniform distribution of illumination on all sidewalks

OTHER CITIES:

San Francisco, San Diego, Portland, Seattle and San Jose: LED Mid-Block Lighting



C.

Require Crosswalks at all Intersections

Provide marked crosswalks at all intersections at all four corners and mid-block crosswalks at blocks greater than 400 feet

OTHER CITIES:

Boston, San Diego, Seattle: 10 ft. min., ladder-style design.
NYC, Chicago, Portland, DC: 10 ft local, 15 ft. collector, 20 ft. major streets



H.

Provide Shade at Sidewalks

Provide continuous shade tree canopy on all sidewalks with widths 10 feet or greater; where sidewalks are less than 10 feet wide, require adjacent buildings to have canopies, overhangs and/or other architectural devices that provide shade onto the sidewalk area

OTHER CITIES:

Boston, San Francisco, San Diego, Portland, Seattle, San Jose and Madison: Urban Forestry Plans



D.

Provide Automatic Countdown Timers with More Crossing Time

Provide pre-timed fixed signals at all traffic controlled intersections with a minimum of one second of crossing time for every 2.8 feet of street width

OTHER CITIES:

San Francisco: 2.8 ft./sec.
Code: 3.5 ft./sec.



I.

Designate 25 MPH Speed Limit

To be designed to and posted at a maximum speed limit of 25 miles per hour

OTHER CITIES:

Portland: 20 MPH (Residential) and 25 (Commercial).
Boston, San Diego, San Jose, Sacramento, Salt Lake City: 25 MPH
Madison, Seattle, San Francisco: 25 MPH (majority of streets), 30-35 MPH (Arterials).



E.

Reduce Drive Lane Widths

Provide driving lane widths of no more than 10 feet, turning lanes of no more than 12 feet, and sharrow lanes of no more than 12 feet.

OTHER CITIES:

Portland: 10 ft. drive lanes, 11 ft. turn lanes.
LA County Model Street Manual: 10 ft. drive lanes, 11 ft. heavy service or bus lanes and sharrows are 12 ft.
2012 NACTO Urban Design Guidelines: 10 and 11 ft. lanes



J.

Prohibit Right Turns On Red

Prohibit "right turn on red" at all intersections.

OTHER CITIES:

New York City: NTOR Policy with some exceptions.
Chicago Pedestrian Plan: proposes NTOR in downtown

