# **Downtown Pedestrian Priority Zone**



#### **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, 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



### **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

Seattle: No obstructions within 20 ft. of the legal crosswalk



В.

all intersections

## **Align Curb Ramps with Sidewalks**

Provide perpendicular curb ramps at



## **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:

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



## **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



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



OTHER CITIES:

San Francisco, San Diego, Portland, Seattle

and San Jose: LED Mid-Block Lighting

#### **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



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



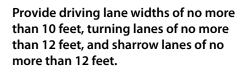
## **Provide Automatic Countdown Timers with More Crossing Time**

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:

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





## **Designate 25 MPH Speed Limit**

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



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).



### **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