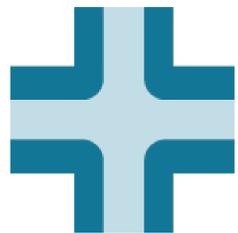


SOLUTIONS TOOLBOX - PEDESTRIAN

Sidewalks

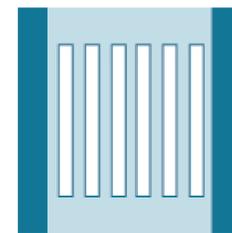


Sidewalks should be continuous and provide a clear path consistent with pedestrian volumes, but always wide enough to allow two people using wheelchairs to pass one another. Space can be allocated for building entrances and commercial activity outside the clear path. Street furniture, trees, and utilities should serve as a buffer between the clear path and moving traffic.

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Pedestrian Crosswalks

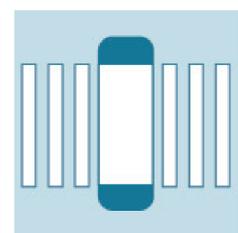
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Pedestrian high-visibility crosswalks are clear, reflective roadway markings and accompanying devices at intersections and priority pedestrian links. They are located where motorists should expect pedestrians with sufficient sight distance and reaction time.

Pedestrian Refuges

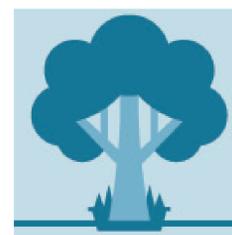
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Pedestrian refuges are small islands installed to reduce crossing distances and provide waiting areas for people who cannot cross the full width of the street in the pedestrian interval. Use pedestrian refuge islands whenever speeds and vehicle volumes make single-stage crossings dangerous for some users and in most streets of three or more lanes of traffic.

Trees & Landscaping

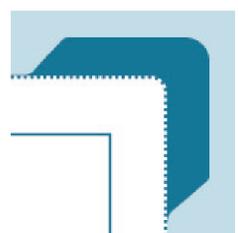
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Trees and landscaping are used to create a pleasant environment, contribute to the character of a neighborhood, and encourage active transportation choices. Landscaping treatments improve micro-climate conditions, cleans the air, filters water, and increases the biodiversity of a city, offering physical and mental health benefits.

Sidewalk Extensions

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Sidewalk extensions are typically installed at the point of the intersection to visually and physically narrow the roadway and shorten crossing distances. They make pedestrians more visible to drivers, calm traffic speeds, and increase the available curb space for people waiting to cross. Large extensions can accommodate street furniture, benches, vendors, transit stops, planters, and trees.

Pedestrian Signals

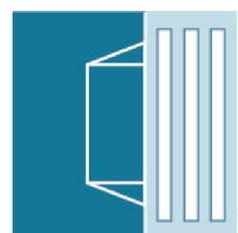
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Pedestrian signals are installed at intersections to allow pedestrians to cross the street safely. Crossing times should be displayed with a numerical timer. Pedestrian Hybrid Signals (HAWK) begin with a yellow light and then a solid red light requiring drivers to stop while pedestrians have the right-of-way to cross the street. Rectangular rapid flash beacons use a "strobe-light" flashing pattern to notify motorists that pedestrians are crossing.

Accessible Facilities

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Accessible facilities, including pedestrian ramps, guidance for the visually impaired, audible signals, and signage/wayfinding are treatments that assist physically, visually, and hearing impaired people in navigating the environment. DDOT requires full ADA compliance when paving, repaving, resurfacing, or engaging in new construction of roadways and intersections.

Lighting

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Well-lit spaces are critical to pedestrian safety, creating lively, inviting spaces at night, and discouraging crime. Pedestrian-scaled lighting should have appropriate illumination levels and spacing to avoid dark spots between light sources. Brightness levels should be greater along commercial streets and softer in residential areas. Poles and fixtures should not obstruct walking paths.