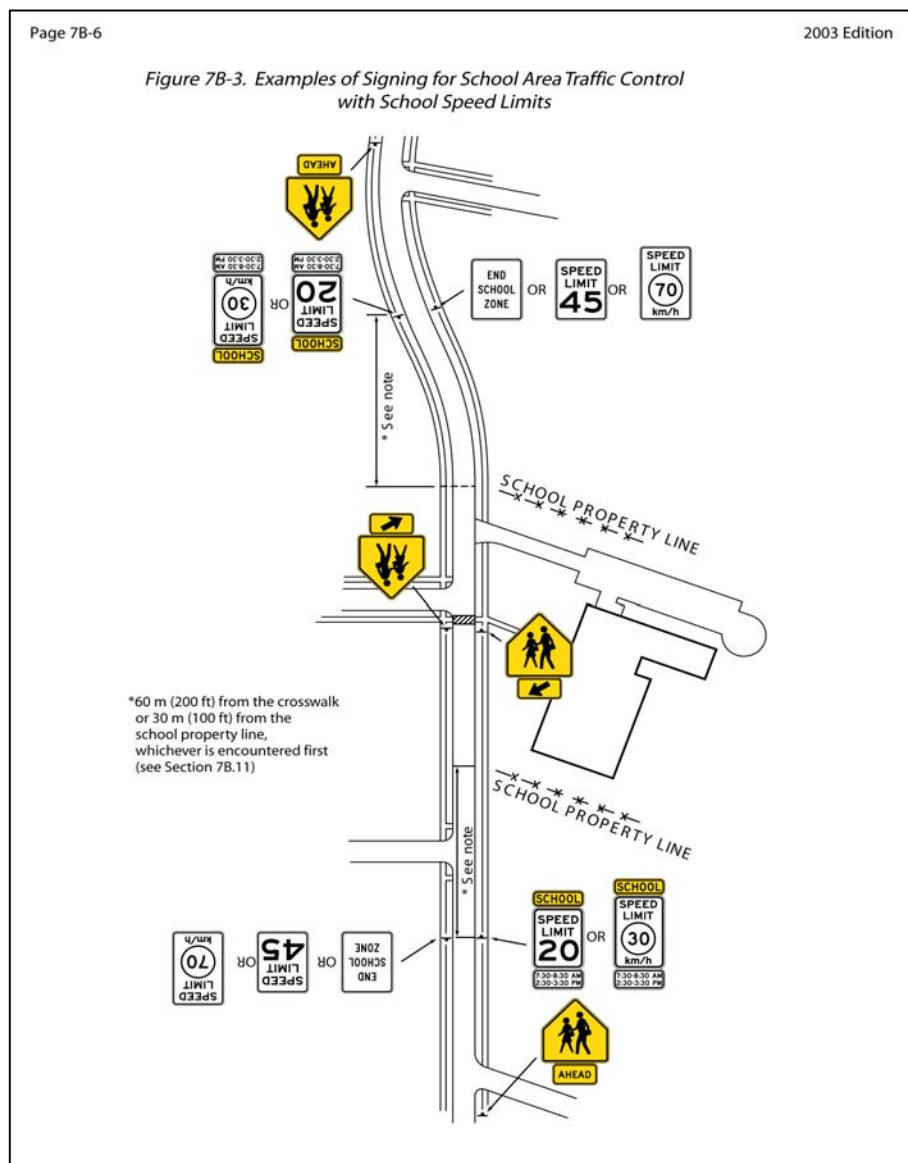




APPENDIX IX: DESIGN REFERENCE INFORMATION

School Zone

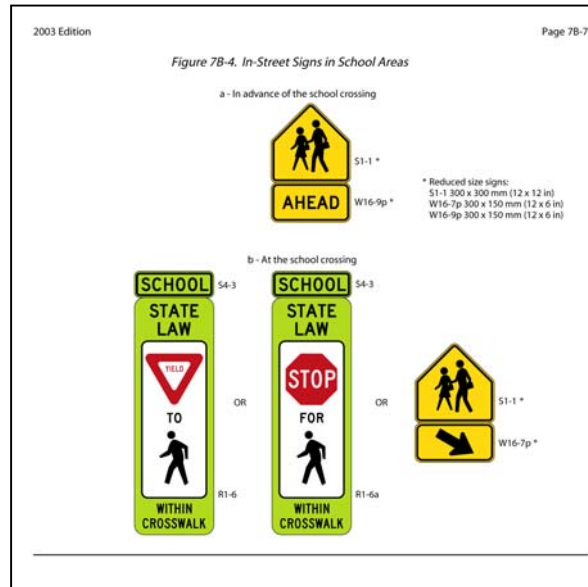
This graphic – reproduced from the 2003 Edition of the Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways – displays the appropriate placement of signs to designate a school zone. Further detail on where, when and how to designate school zones can be found in Chapter 7 of the MUTCD.





School Crossing

This graphic, also reproduced from the 2003 MUTCD, presents the appropriate signs used in advance of or at school crossings. Further detail on where, when and how to designate school crossings can be found in Chapter 7 of the MUTCD.



Sidewalks - Cross Section

This graphic displays a cross section view of a typical sidewalk, buffer area and outside edge of a roadway. Note the separation, street trees and street furniture such as trash barrels. The vertical curb also help to define the edge of the roadway and channelize drainage.

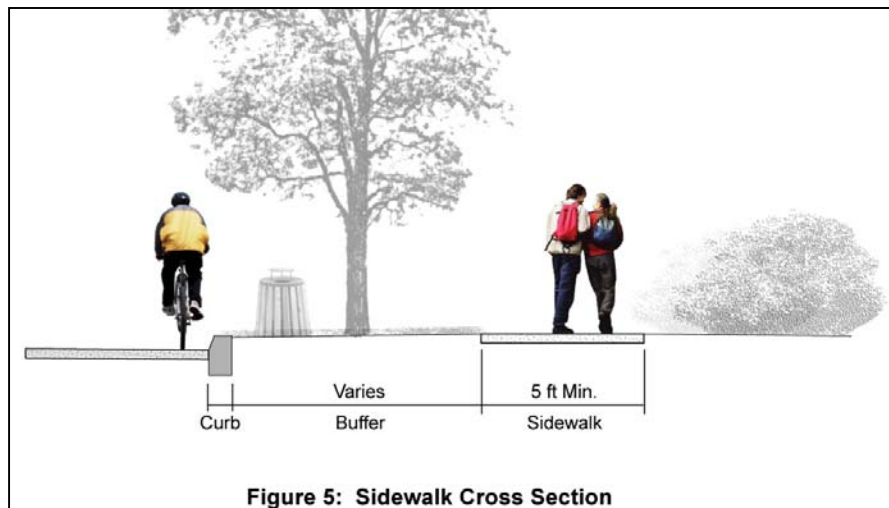
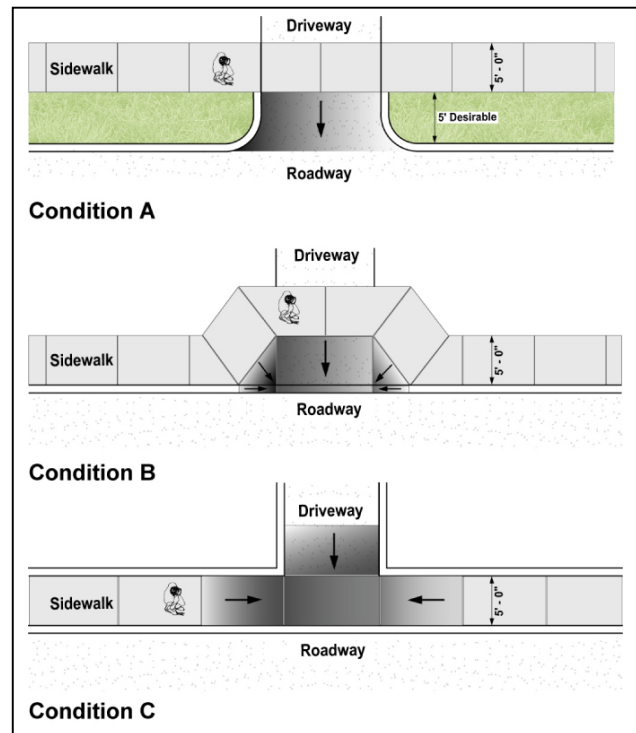


Figure 5: Sidewalk Cross Section



Sidewalk - Plan Views

A minimum width of 5 feet is recommended to separate a sidewalk and traveled way. This keeps pedestrians out of the “splash zone” and provides a more comfortable walking environment. Cross-slopes from driveways should be minimized; this may require additional separation from the roadway. To maintain a relatively level walking area, the sidewalk and driveway slopes should be coordinated, longitudinal sidewalk ramps may also be used if right of way is limited.



Lighting

Pedestrian scale lighting focuses light on the sidewalk, rather than traditional roadway lighting that focuses on the roadway. This smaller scale lighting can help create friendly walking environments.

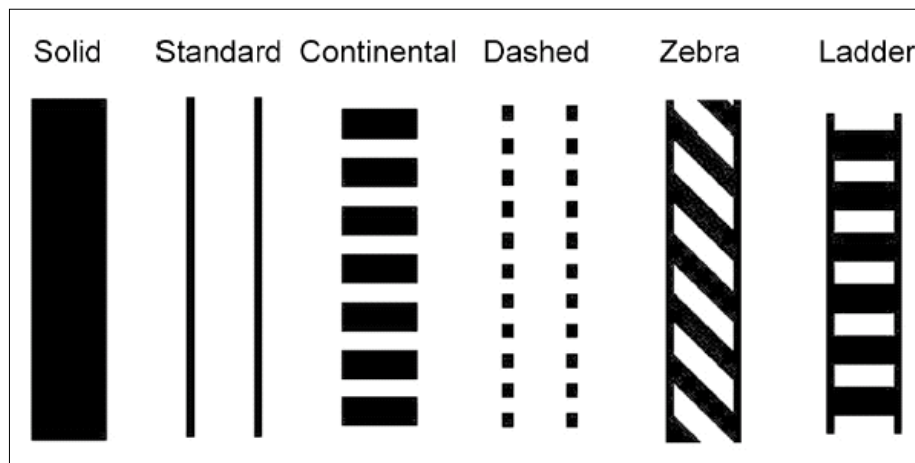




High Visibility Crosswalks

The striping patterns and materials used for constructing crosswalks can vary greatly, but, if done properly, can also be a cost effective method of enhancing the pedestrian route to school. Drivers recognize the high-visibility crosswalks (ladder or continental striped) much better than standard style crosswalks (two parallel lines only). This reinforces that motorists should expect to see people attempting to cross the street where these crosswalks are striped. New York City differentiates school crosswalks from standard crosswalks by adding the ladder-style, high-visibility striping to all school crosswalks.

Below you will find the various crosswalk styles (as depicted in FHWA's January 2004 report "A Review of Pedestrian Safety Research in the United States and Abroad") and an photo example of a high-visibility crosswalk.





Speed Trailer and Driver Speed Feedback Signs

Speed trailers and driver speed feedback signs can be extremely effective at getting drivers to travel an intended speed through a school zone. Trailers can be located at various points throughout the school neighborhood to expand their effective range. Sign mounted units can be installed where an ongoing speed issue exists.



Fatalities Based on Speed of Vehicle

A pedestrian's chance of death if hit by a motor vehicle varies by the speed of that vehicle. The following graphic depicts the differences. (Source: *Killing Speed and Saving Lives*. UK Department of Transportation. London: 1979)

