

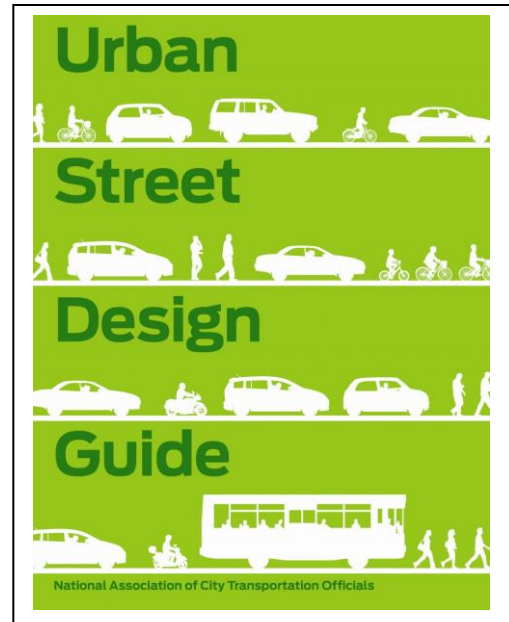
From... National Association of City Transportation Officials

Urban Street Design Guide

LINK: <https://nacto.org/publication/urban-street-design-guide/street-design-elements/sidewalks/>

Sidewalks

Sidewalks play a vital role in city life. As conduits for pedestrian movement and access, they enhance connectivity and promote walking. As public spaces, sidewalks serve as the front steps to the city, activating streets socially and economically. Safe, accessible, and well-maintained sidewalks are a fundamental and necessary investment for cities, and have been found to enhance general public health and maximize social capital.



Just as roadway expansions and improvements have historically enhanced travel for motorists, superior sidewalk design can encourage walking by making it more attractive.

CT.org... This is an incredibly rich site with links to even more ideas and information about sidewalk zones [excerpted below] to design, to recommended strategies, to street trees [excerpted below] to clear zones and more. The discussion covers street widths, street lights and other details that enhance the complete street. A great resource.

Sidewalk Zones, excerpt from NACTO Urban Street Design Guide.

FRONTAGE ZONE

1. The frontage zone describes the section of the sidewalk that functions as an extension of the building, whether through entryways and doors or sidewalk cafes and sandwich boards. The frontage zone consists of both the structure and the facade of the building fronting the street, as well as the space immediately adjacent to the building.

PEDESTRIAN THROUGH ZONE

2. The pedestrian through zone is the primary, accessible pathway that runs parallel to the street. The through zone ensures that pedestrians have a safe and adequate place to walk and should be 5–7 feet wide in residential settings and 8–12 feet wide in downtown or commercial areas.

STREET FURNITURE/CURB ZONE

3. The street furniture zone is defined as the section of the sidewalk between the curb and the through zone in which street furniture and amenities, such as lighting, benches, newspaper kiosks, utility poles, tree pits, and bicycle parking are provided. The street furniture zone may also consist of green infrastructure elements, such as rain gardens or flow-through planters.

ENHANCEMENT/BUFFER ZONE

4. The enhancement/buffer zone is the space immediately next to the sidewalk that may consist of a variety of different elements. These include curb extensions, parklets, stormwater management features, parking, bike racks, bike share stations, and curbside bike lanes or cycle tracks. [Sketch cropped by CT.org for spacing; zones reflected are the frontage, pedestrian, furniture and enhancements zones running left to right on the graphic below.]

CITYLAB

The Race to Code the Curb

ANDREW SMALL, LAURA BLISS
APR 2, 2019

Everyone—from ride-hailing cars to delivery trucks to bikes and scooters—wants a piece of the curb. How can smart cities map and manage this precious resource?

LINK: <https://www.citylab.com/transportation/2019/04/smart-cities-maps-curb-data-coord-sidewalk-tech-street-design/586177/>



STREET TREES, excerpt from NACTO Urban Street Design Guide.

Street trees enhance city streets both functionally and aesthetically. Trees provide shade to homes, businesses, and pedestrians. Street trees also have the potential to slow traffic speeds, especially when placed on a curb extension in line with on-street parking, and may increase pavement life by avoiding extreme heat. Aesthetically, street trees frame the street and the sidewalk as discrete public realms, enriching each with a sense of rhythm and human scale.

Requirements for tree spacing depend upon a number of key factors and should be tailored to the chosen species, standard (or desired) tree pit size, fixed property lines, setback from curb, and integration with street lights and other furniture.

Street trees may be removed to satisfy sight distance or clear zone requirements only in extreme cases, where the installation of traffic control devices has been precluded. Larger trees protect pedestrians from errant vehicles.

[+ More Info](#)

