

STREET INTERSECTIONS

GUIDELINES

General

- Intersections are the primary location for the pedestrian crossing of streets.
- Curb extensions (bulb-outs) shorten crossing distances and provide sidewalk space for curb ramps and landings. (See Images 4 & 6-8)
- Installing curb extensions physically deters parking at intersection corners and improves the visibility of pedestrians.
- Mid-block crossings are pedestrian crossing points not at intersections. (See Image 9)
- A curb ramp needs to be installed at both ends of the crossing in a direct line of travel, consistent with the standards of the Americans With Disabilities Act as well as local and state codes.

Size

- The dimension of the curb radius (See Image 1) affects the pedestrian safety of an intersection. The smaller the radius, the less area required to cross and the slower the speed of a vehicle making a turn.
- Depending on traffic, the curb radius at the end of bulbed-out intersections should be 10 to 25 feet.
- Depending on traffic, the curb radius at a non-bulbed out intersection with parallel parking should be limited to 20 feet as the effective turning radius is 28 feet. (See Image 1)
- Where large vehicles (trucks and buses) will be frequent and streets are narrow, curbs at intersections should be of granite to minimize the damage by trucks. (See Images 3 & 9)
- Where larger radii are required, consideration should be given to alternative paving to "simulate a small turning radius." (See Image 2)

Location

- Bulb-out Intersection corners should be used on all streets that have a parking lane, except when space is limited or where longer turning radii are required for frequent large vehicles. (See Image 1)

Character

- In commercial areas, crosswalks should be marked by a paving design that is clearly different from the street paving through design and texture. (See Images 5,6 & 10)
- In residential areas, crosswalks should be marked clearly for vehicular and pedestrian traffic.
- Mid-block crossings should be required and consideration should be given to the safety with such things as pedestrian activated blinking lights in the street or, on busier streets, mid-block traffic lights. (See Image 9)

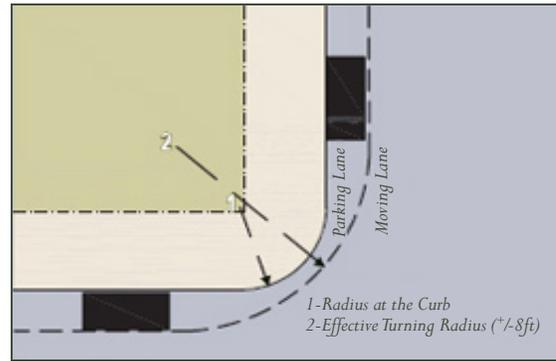


Image 1 - Effective turning radius (from SmartCode v9.0 by Duany Plater-Zyberk and Company)

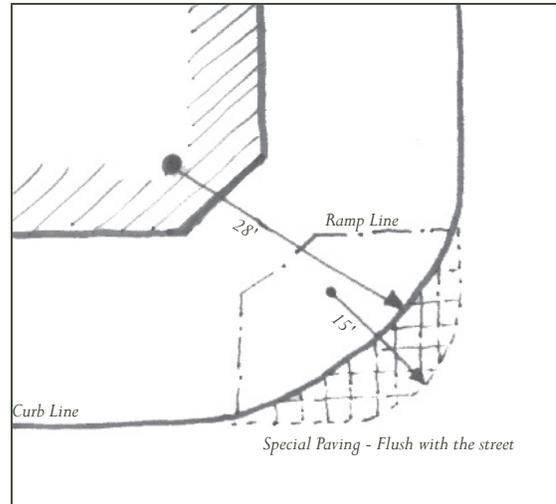


Image 2 - A simulated smaller turning radius.

STREET INTERSECTIONS

ELEMENTS



Image 3 - Intersection utilizing a granite material for the curbs on the corners.



Image 4 - Landscaping integrated into the bulb-out. Notice that there is still a clearly defined visibility of pedestrians allowed.



Image 5 - Special paving in the intersection.



Image 8 - Bulb-out intersection with a clearly defined crosswalk.



Image 9 - Mid block crosswalk with granite used for curb material.



Image 6 - Bulb-out intersection with a continued paving for the crosswalk that is separate from the asphalt paving of the street.



Image 7 - A bulb-out intersection allowing the pedestrian to be clearly seen by oncoming traffic.



Image 10 - Crosswalk that is paved differently than the street.