



Pedestrian facilities

Sidewalks and crosswalks are the most basic of pedestrian facilities. Selection of pedestrian facilities should be based on the surrounding land use context and traffic conditions. Please see the “Select Treatments” section of this toolkit for more detailed discussion of crossing treatments.

Sidewalk zone system

The Sidewalk Zone System is a tool that planners use to ensure that pedestrian ways provide safety, comfort, and convenience and meet basic ADA requirements for a continuous, smooth, and level sidewalk, free of obstructions. The Sidewalk Zone System consists of four distinct zones:

- **Curb zone:** Curbed area between the sidewalk and the vehicle ways; usually includes drain inlets.
- **Furniture zone:** Area of the sidewalk where refuse receptacles, benches, utilities, and other objects are best placed. Also can include a narrow parkway providing access to/from cars parked along the curb.
- **Pedestrian zone:** Area of the sidewalk that should be clear for walking. The minimum continuous and unobstructed clear width of a pedestrian access route is 4 feet, exclusive of the width of the curb,² though additional width may be needed in specific contexts.
- **Frontage zone:** Area of the sidewalk that transitions to adjacent buildings and land uses; commonly used for quasi-public activities, such as outdoor cafes and sidewalk sales. The frontage zone also provides room for building access (opening doors) and window shopping, etc.

Dimensions and geometrics for each zone will look different in residential areas versus commercial districts. Like Complete Streets in general, pedestrian zones are designed in conjunction with and in response to surrounding land use and in order to meet the needs of all anticipated users and activities. Guidance on space allocations can be found in Chapter 3 of the Active Transportation Alliance’s *Complete Streets Complete Networks* design manual: <http://atpolicy.org/Design>.

The *Public Rights-of Way Accessibility Guidelines* (PROWAG), proposed by the U.S. Access Board for adoption by the Department of Justice, and recommended by U.S. DOT and FHWA, offers guidance on selecting the practices for accessibility.³

- 2 See PROWAG, Chapter R3 at <http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/background/revised-draft-guidelines/chapter-3>.
- 3 See <http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way>.

Images (clockwise from main image):
Residential sidewalks in Berwyn, IL.
Source: Active Transportation Alliance.

Additional images:
Sources: Laura Sandt, Pedsafe; Los Angeles County Model Design Manual for Living Streets; Eric Lowry, pedbikeimages.org; Dan Burden, pedbikeimages.org; Kaizer Rangwala, PedSafe, Flickr. .