

PEDESTRIAN FACILITY TYPES AND TREATMENTS

SIDEWALK



- The pedestrian facility adjacent to most streets
- May be used by bicyclists in Madison when buildings are not immediately adjacent to the sidewalk
- Typically concrete and 5 feet wide, although wider sidewalks are desirable in areas with heavy pedestrian usage such as downtown

PEDESTRIAN HYBRID BEACON



- Pedestrian-activated warning device located at mid-block pedestrian crossings
- Beacon is dark until activated by a pedestrian; when activated the beacon displays a yellow signal followed by a red signal to drivers and a "walk" signal to pedestrians
- Image courtesy FHWA

SHARED USE PATH



- Path fully separated from a street or road
- Typically paved and 10 - 12 feet wide
- Open to most non-motorized uses
- Often installed in urban areas in rail corridors, utility corridors or along streams, rivers or other linear features

RECTANGULAR RAPID FLASHING BEACON



- Pedestrian-activated warning device located at pedestrian crossings
- Beacon is dark until activated by a pedestrian; when activated the beacon flashes yellow strobe lights to indicate to drivers that a pedestrian is present

CROSSWALK - MARKED



- A marked portion of a street for pedestrian use
- Connect pedestrian facilities on one side of a street to facilities on the other side of the street
- Pedestrians always have right-of-way in a crosswalk except at a signalized intersection where they must follow the appropriate signal

MEDIAN REFUGE ISLAND



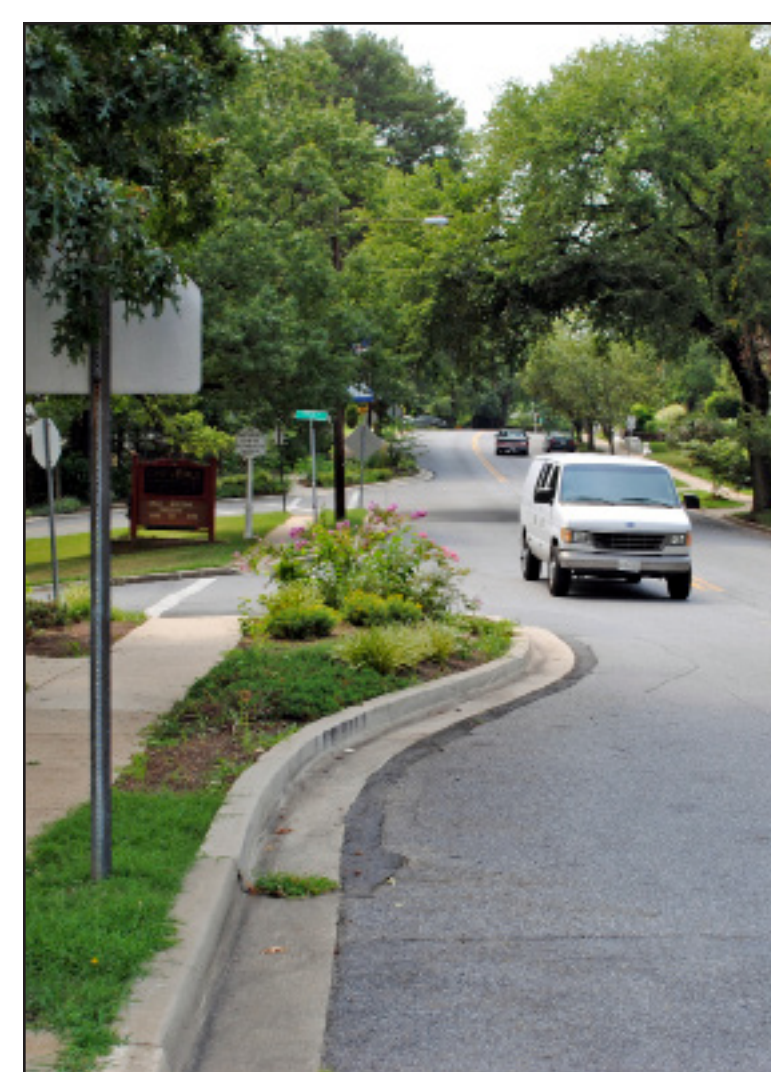
- Median in the center of a street that provides space for pedestrians crossing the street
- Allows pedestrians to cross one direction of traffic at a time
- Makes it easier to cross busier streets where traffic may not yield to pedestrians

CROSSWALK - UNMARKED



- The unmarked connection between a pedestrian facility on one side of a street to a pedestrian facility on the other side of the street
- Pedestrians always have right-of-way in a crosswalk, marked or unmarked, except at a signalized intersection where they must follow the appropriate signal indication

PEDESTRIAN BUMPOUT / CURB EXTENSION



- Area where a curb is extended into the street
- Shortens the street crossing distance for pedestrians
- May reduce traffic speeds by narrowing the usable roadway

WOONERF / PLAY STREET



- Street designed primarily for use by pedestrians and bicyclists with limited motor vehicle use
- Encourage social interactions and allow place for children to play and people to congregate
- Generally at sidewalk level without curbs
- Motor vehicles are allowed to use street, but at very low speeds that are compatible with the other uses
- Photo courtesy John Greenfield / Streetsblog

WAYFINDING SIGNAGE



- Signage to indicate to users the direction to specific locations
- May include distance and approximate travel time
- Placed at key intersections and decision points