

6. Pedestrian Projects and Policies

Objective: <i>Encourage and facilitate pedestrian activity.</i>
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To accomplish the objective of facilitating pedestrian activity, this chapter will discuss an approach to furthering pedestrian development (*projects*) as well as how best to implement this development (*policies*).

A. PEDESTRIAN PROJECTS

Two types of pedestrian analysis were conducted to establish pedestrian facilities. First, an analysis of the most heavily traveled areas was completed to determine areas that should be considered first in development efforts. A second analysis looked at ‘hot spots’ or areas that pose current problems for pedestrians.

Pedestrian Development Zones

Areas with high observed pedestrian activity should be given priority for pedestrian facility development. Pedestrian facilities should include both sidewalks as well as crosswalks. Additional amenities should be added to enhance pedestrian areas and should include resting places, the development of landscaping concepts and maintenance plans, and should incorporate a plan for street lighting. Cities should evaluate the areas that receive the heaviest foot traffic, and prioritize their pedestrian development zones accordingly. Some obvious areas for immediate attention include; the Logan CBD, the area around Utah State University, and downtown Smithfield.

In addition to the specified development zones, the CMPO should work closely with individual schools and the school districts to ensure safe pedestrian routes on known school routes. A common approach in many communities is to establish a relationship between the PTA of the school, and take recommendations from that group for safe routes and necessary pedestrian and bicycle improvements.

Areas of Critical Concern

As a part of the planning process the public was asked to identify critical pedestrian areas. They are discussed below.

Problem: Main Street between Center and 100 North is difficult to cross.

Potential Solutions: Because of high volume and speed along Main Street, the mid-block crossing is difficult to use. One solution may be to install a yellow flashing light to slow autos and alert them to the presence of pedestrians. A second option is to make crossing easier at the intersections of 100 North and Center Street with longer signal lengths and curb bulb-outs, which extend the sidewalk at the intersection to shorten the time it takes to cross the street. A third option is to increase traffic enforcement at crosswalks along Main Street.

Problem: The dugway to Utah State University is a hazard to pedestrians.

Potential Solutions: The City of Logan currently has a plan to rebuild the dugway. The CMPO should be involved planning and design to ensure that the dugway is built to suit pedestrian and bicycle travel. In addition, it may be possible to build a multi-use trail, following ADA requirements, with the old dugway.

Problem: Where Highway 91 and SR-91 meet at approximately 1000 South in Logan is difficult for pedestrians to cross, is not conducive to circulation and is experiencing economic growth that will compound current problems.

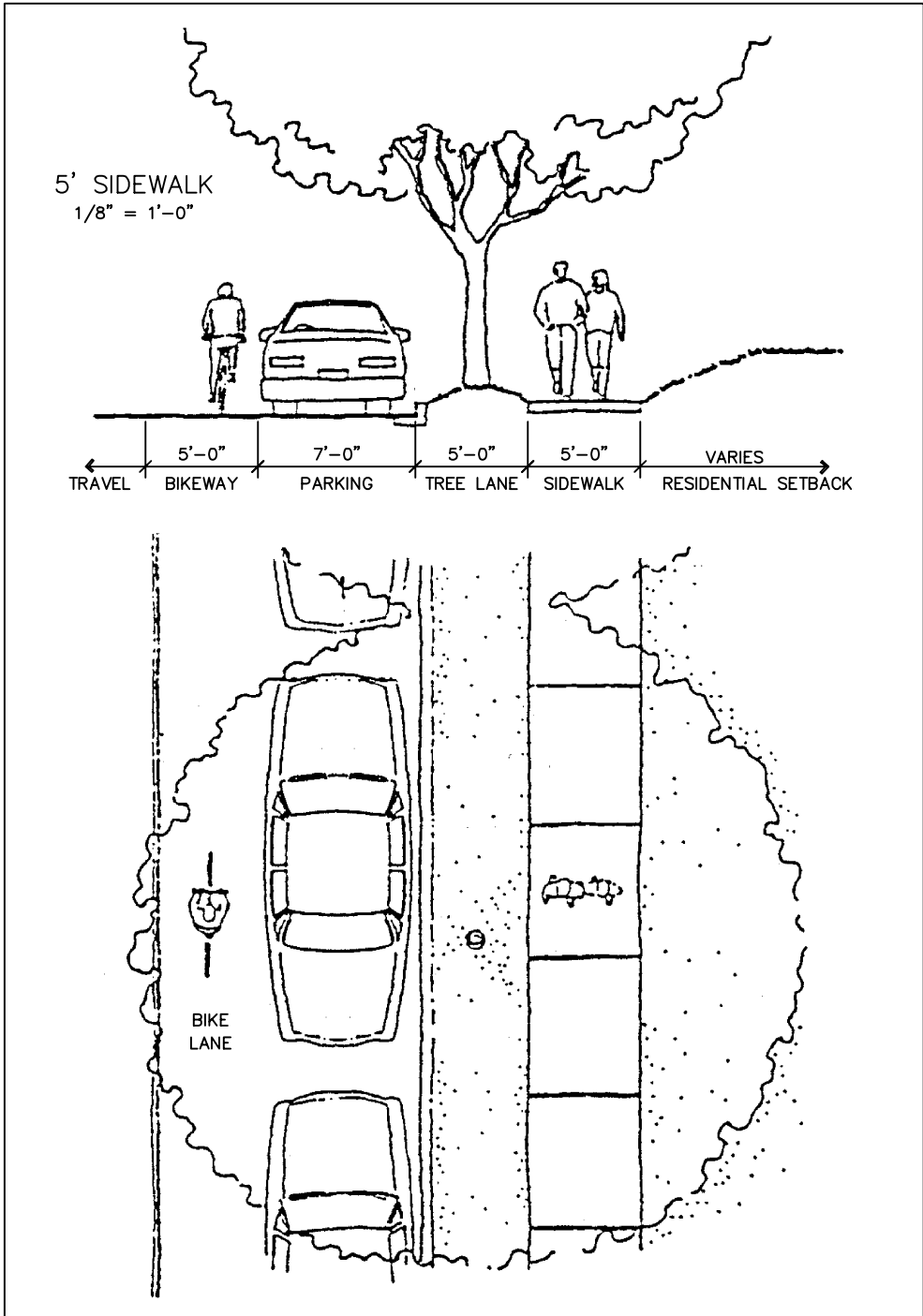
Potential Solutions: As the area grows, the City of Logan should continue to plan for pedestrian circulation. For instance, a comprehensive circulation plan to address the interaction between vehicles, pedestrians and bicycles should be developed.

B. PEDESTRIAN POLICIES

The following guidelines should help the development of pedestrian areas by giving standards for design and implementation. These guidelines were adapted from the *Guidelines for Livable Streets* (Fehr & Peers Associates, Inc., 1998) to specifically address prominent issues in Logan.

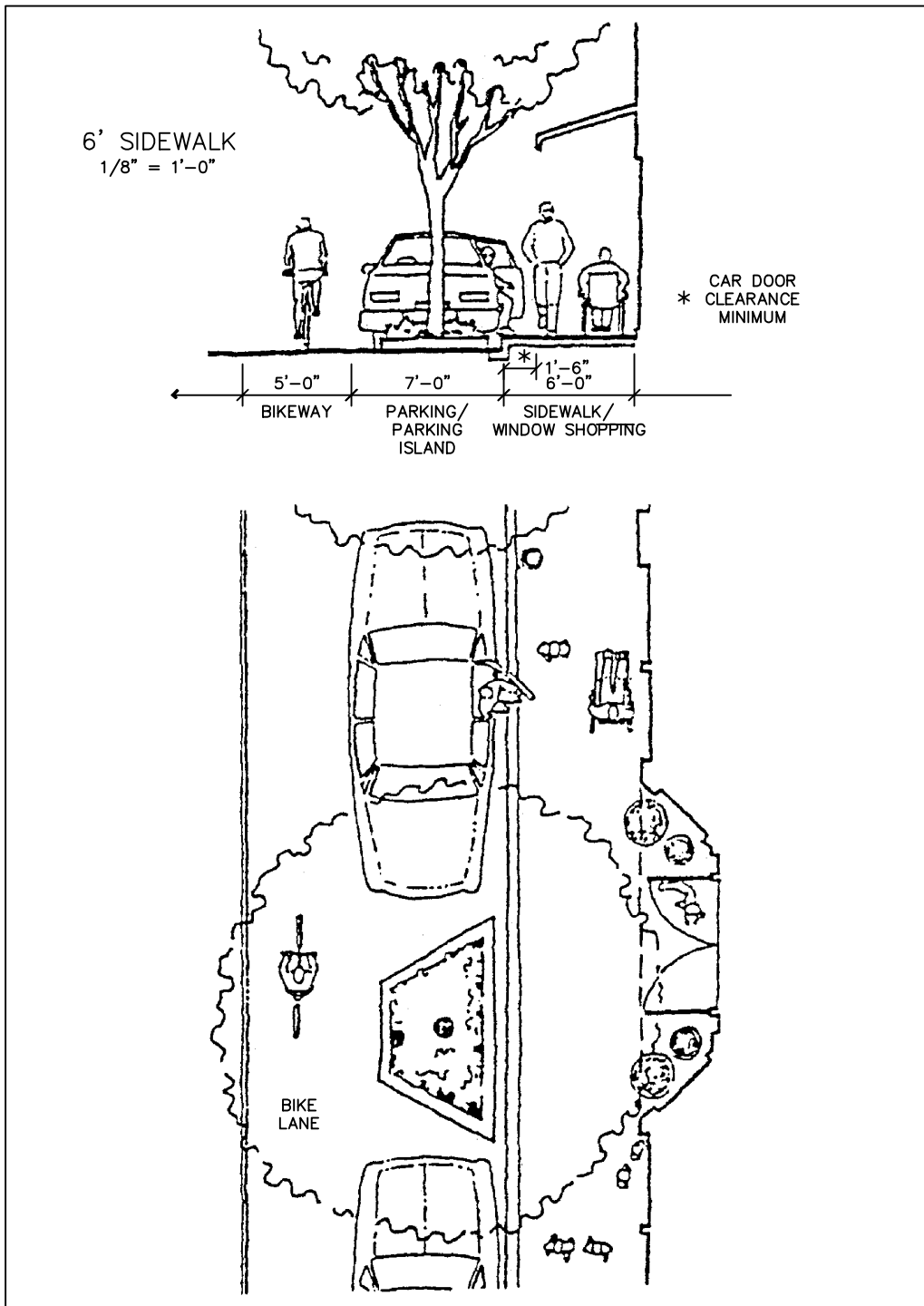
- Provide continuous sidewalk improvements along major arterial streets. Close gaps between pedestrian connections.
- Provide pedestrian and sidewalk improvements on all new redevelopment street projects.
- Provide a minimum 5-foot clear zone along sidewalks conforming to the ADA minimum passing space for a wheelchair. ADA requires a wheelchair passing space every 200 feet on a walkway.
- On rural roads, at a minimum use UDOT standards for paved shoulders used by pedestrians. This should be done where possible. Preferred width is 6 feet or greater. Minimum widths are 4 feet on an open shoulder and 5 feet against a curb or guardrail.
- Avoid combining sidewalks and bikeways, unless designed as a specific multi-use path separated from the street with a preferred 12-foot width (10 feet minimum).

Figures 6 and 7 show pedestrian development examples.



* Source :
*Guidelines for
livable streets,*
Fehr & Peers
Associates Inc.,
1998

A Five foot sidewalk provides two-way pedestrian traffic and ADA minimum clearance. This applies to residential and non-commercial land-uses.



* Source :
Guidelines for livable streets,
Fehr & Peers
Associates Inc.,
1998

A six foot sidewalk combines two-way pedestrian traffic, window shopping, and streetscape elements. This applies to lower-intensity commercial areas.