

Walkway Treatments

Changes can be made, within the public right-of-way, to increase the connectivity and mobility for pedestrians and cyclists. Sidewalks, while available in this program, are an expensive tool. There may be interim steps and other tools that can provide the necessary connections and safety improvements with a fraction of the cost.

Gravel Walkways

Gravel walkways through public right of way could be used to connect cul-de-sac or other dead end streets for pedestrians and cyclists while continuing to restrict vehicle access. This can open up new walking paths and increase neighborhood connectivity.



Roadway Markings, Delineators and Signage

Addition of white fog lines at the outside edge of the roadway, thickening of existing fog lines, addition of reflective raised pavement markers and pedestrian symbols can all be used to increase the visibility of roadside walkways and alert drivers to the presence of pedestrians. Each of these treatments is most effective in different situations. The use of these tools will need to be evaluated on a case-by-case basis. Additional signage can be effective on a case-by-case basis when avoiding “over signing” and desensitizing drivers.



Roadside Lighting

Improvements to roadside lighting, including new poles and replacement LED fixtures which provide greater visibility are available as tools in the NTPP. Lighting improvements can address visibility issues on walkways and at crossings. Lighting improvements can even provide a benefit for vehicles on adjacent roadways.

Sidewalk

Sidewalks are an available tool for the NTPP, but they carry a high cost. Sidewalk segments would need to be evaluated for impact to the neighborhood mobility, as opposed to serving only a few residents. The City's Sidewalk Improvement Program cites cost estimates of \$400-700 per linear foot, depending on site complexity, for adding sidewalks. The Sidewalk Plan notes a number of areas where sidewalks are already proposed as funding becomes available. The use of sidewalks to fill short gaps and connect existing sidewalk improvements would be an effective use of NTPP funds for sidewalks that can increase neighborhood mobility.