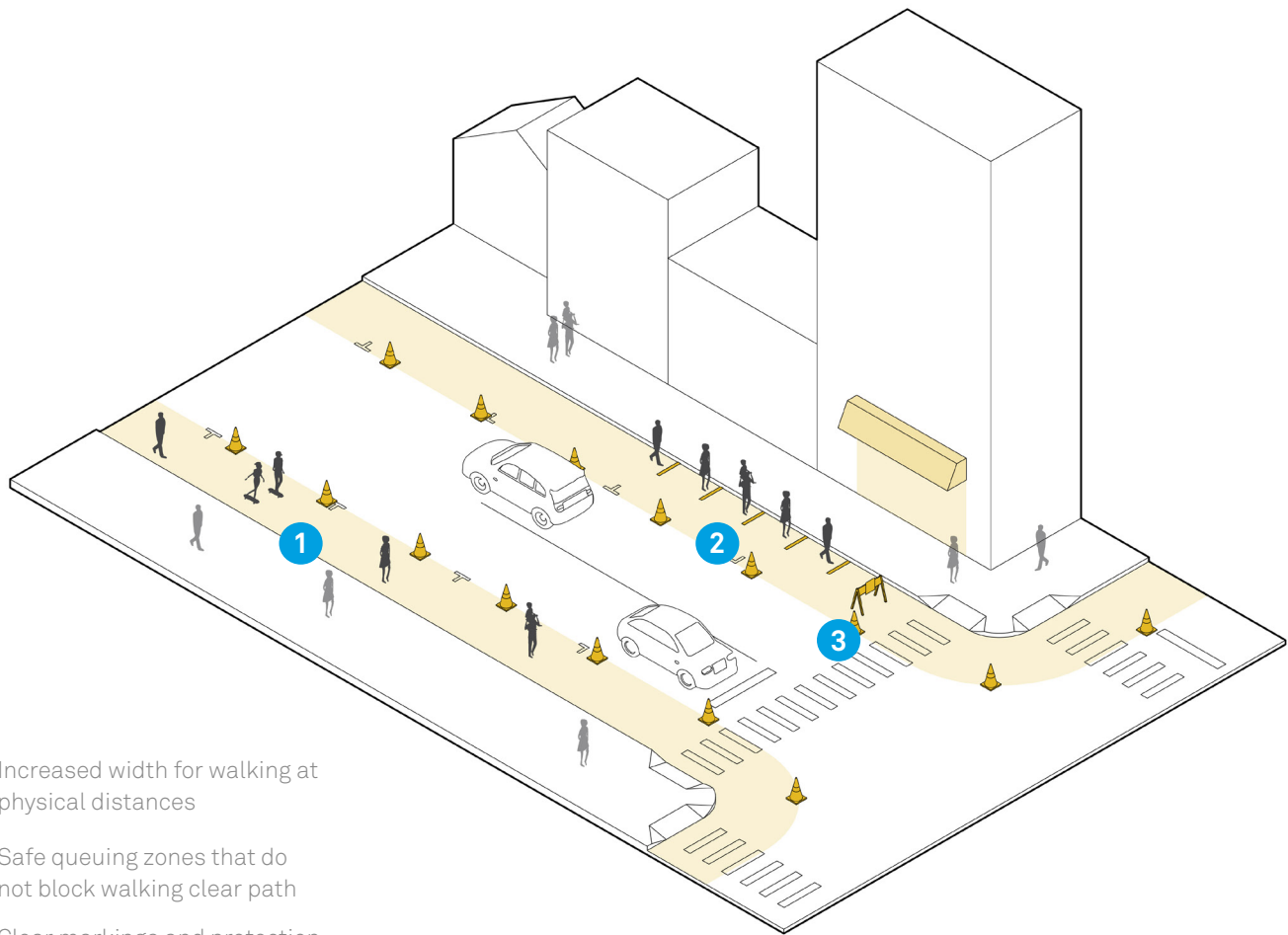


SIDEWALK EXTENSIONS



- 1 Increased width for walking at physical distances
- 2 Safe queuing zones that do not block walking clear path
- 3 Clear markings and protection for pedestrians

Provide space for people to comply with physical distancing guidelines while walking or waiting.

CONTEXT

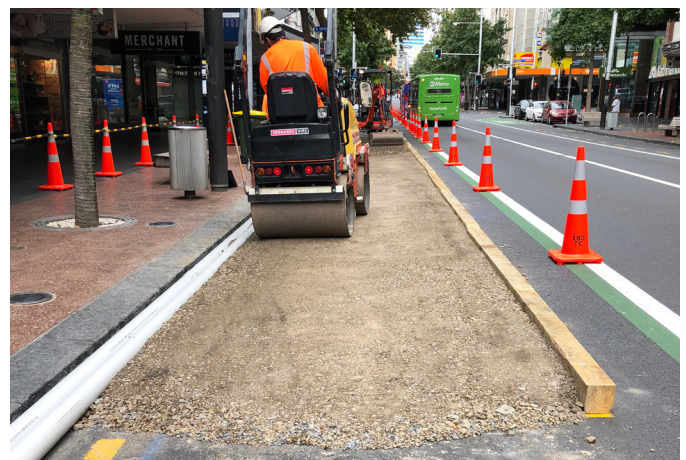
- Along main/high streets and major thoroughfares with essential businesses/services, high transit use, or crowded recreational paths
- On streets with narrow or missing sidewalks that cannot be converted to local traffic only

KEY STEPS

- Convert curbside parking or motor vehicle lane to pedestrian space
- Protect lane with reflective barriers such as freestanding delineators or traffic barrels

TIMELINE: Days to plan, hours to implement

DURATION: Days to months



Credit: Auckland Transport

Auckland, New Zealand

Auckland created more space for physical distancing on Queen Street using asphalt ramps, white safety posts, and paint to delineate extended sidewalks.

Planning

- Prioritize sidewalks where pedestrian queuing or waiting is already a known issue, locations near grocery stores and markets, and on main streets in neighborhoods with high infection rates.
- Convert streets leading to key health destinations or along key transit routes to improve safety, especially for essential workers.
- Consider converting vehicle lanes to pedestrian space adjacent to shared-use paths, parks, or waterfronts to ease overcrowding.
- If local requirements for pedestrian protection in temporary traffic control plans cannot be met within the timeline of pandemic response, document rationale for departing from rules rather than delaying the project.

Engagement

- Use flyers and temporary signs to notify people who use the street.
- Partner with stakeholders and advocates to place flyers or safely contact neighbors about upcoming changes.
- Tap community groups and business associations to identify key obstacles or issues affecting design or segment length.

Design + Implementation

- Use light separation to delineate walking space.
- Use heavy separation at endcap locations and other sensitive points (e.g. major intersections, T-intersections).
- If parking lane exists, move it away from curb or prohibit parking. 'Floating' parking lane can provide additional protection for sidewalk space.
- For pedestrian queuing space, apply temporary markings to roadway with tape or spray chalk.
- Use temporary signs, such as Park Here/Walk Here or Park Here/Queue Here signs.
- Use typical temporary lane control signs (Lane Closed Ahead, Right Lane Ends, or local equivalent) ahead of the vehicle closure.
- Consider a framework for locations and markings with permitting for local organizations, where staff resources are constrained.

Monitoring

- Key criteria: sufficient space for physically distant walking and/or queuing; few or no observations of people waiting in queues walking on sidewalk.
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Credit: AMAT Officina Urbana/Comune di Milano

Milan, Italy

Milan created a citywide plan to implement new pedestrian and bike facilities on 35 km of streets. On this 4.5-km corridor over its busiest subway line, the City used paint and markings to widen sidewalks and add a parking-protected bike lane.



Credit: @BLineTransport

Brookline, MA, USA

Brookline used cones and temporary signs mounted on freestanding delineator posts to extend sidewalks and create bike lanes along four high-volume streets.