

Pedestrian Safety

South Main Street/87 in Boerne

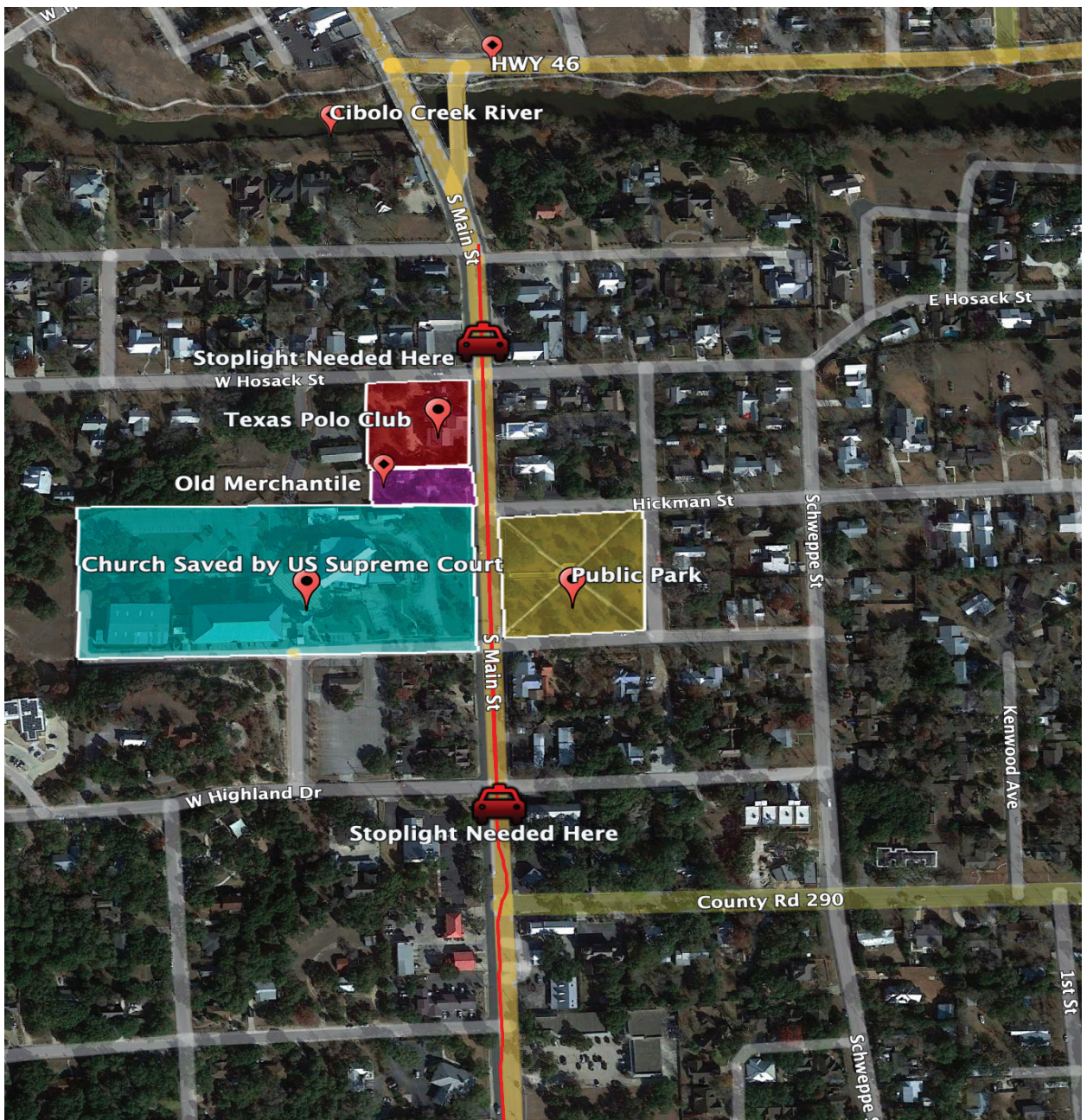
Minimum Width of Sidewalks

Quote from AASHTO

(American Association of State Highway and Transportation Officials)

“Sidewalks have a desired minimum through zone of 6 feet and an absolute minimum of 5 feet where a sidewalk is directly adjacent to moving traffic. Sidewalks should be delineated by a vertical and horizontal separation from moving traffic to provide an adequate buffer space and a sense of safety for pedestrians.”

South Main, south of Cibolo Creek River, has none of the safety buffers listed above



The Texas Polo Club

Boerne pedestrians lost a lot of walkway to the road, and the cost is safety & quality of life.



The merchantile where the steps are now so close to the road

South Main, looking toward the Cibolo



Old Merchantile

**Cars go
40 - 50 mph
Only 3 feet of sidewalk
NO BUFFER**



Texas Polo Club

**Less than 3 feet of Sidewalk
SLOPED BUFFER**

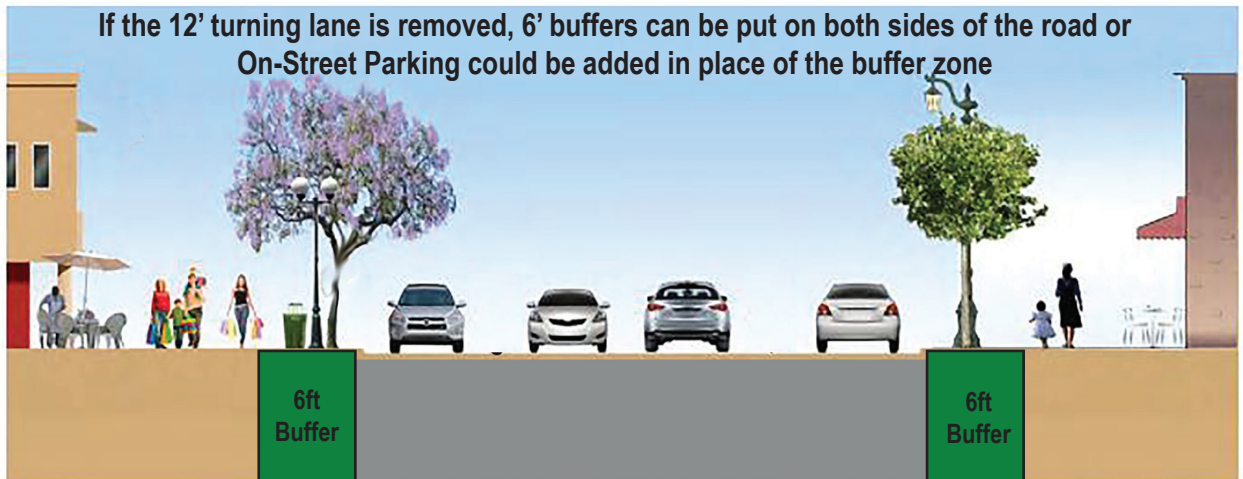


Texas Polo Club

**Merchantile
Truck going
40 - 50 mph**

**Only 3 feet of sidewalk
with no Buffer**

**Currently the road is 38 feet from curb to curb
There are no AASHTO 5 to 7 foot recommended buffer zones Side-
walks are in disrepair & range from under 3' to 5' width**



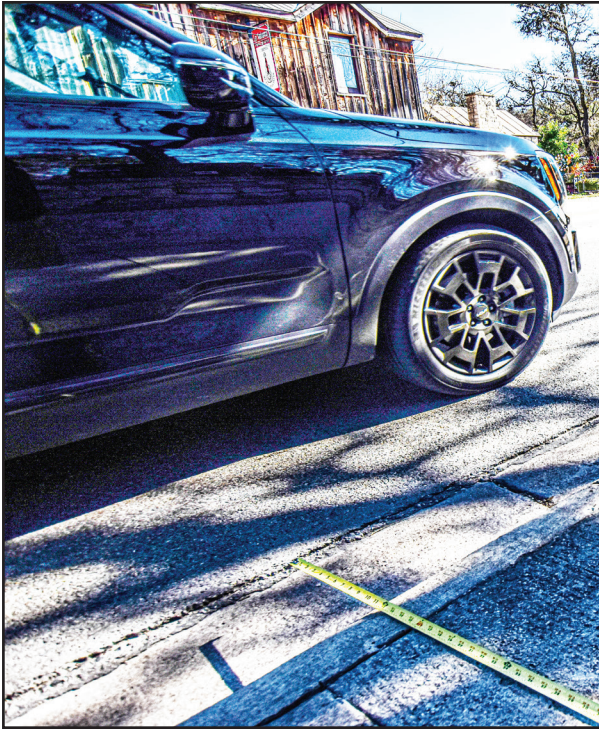
AASHTO says, there is compelling evidence that generous lane width (12- foot) standards applied to downtown and commercial streets are counterproductive and lead to faster traffic.

Also, they say turning lanes should be restricted to 10 feet.

The lanes in the problem area including turn lanes are all 12' wide

AASHTO specifically permits 10- or 11-foot travel lanes on arterials in commercial districts lanes on south main The lanes on South Main/87 are 12 feet wide both ways

- 12 foot turning lane also
- Average width on the sidewalk on South Main is maybe 4 feet.
- There is NO CONTINUITY to the sidewalk, it goes from just under 5 feet to under 3 feet with a mixture of materials of bricks, concrete and limestone cobble.
- Texas Polo Club property has been crashed into 3 times since 2005
- Texas Polo Club has to warn hotel clients about the dangerous sidewalk. Getting clipped by an extended F-250 mirror is a real hazard as there is no buffer space in the thinnest parts of the sidewalk
- The sound level from the road on Texas Polo Club balcony & outside the front door is constantly 70 to 100 decibels. An outdoor rock concert is 90 to 100 decibels
- Water & pollution splashes The Texas Polo Club from traffic in the rain, soaking the front porch and large wood front windows
- Pedestrians cannot cross the street, it's taking ones life in ones hands. It is a 38 foot run across a busy highway with traffic speeding both ways. Walking across is definitely not an option.
- There are no crosswalks
- There are no stoplights
- Baby strollers & wheelchairs are an absolute no go, as there are busted up stairs on the path, the sidewalk is too narrow, the concrete and or bricks in places are in shambles, cracked with pieces missing and it is sloped in areas where a trip means you end up in the highway
- There is little to zero room for pedestrians and bicycles to share the sidewalk, and riding a bike on South Main is very dangerous.



Car going 40 to 50 mph

Tape set to 5 feet
You can see it extended into the road

Less than 3 feet between pole and road



Curb

Telephone pole blocking sidewalk.
One of many

Less than 3 feet to pass

Tape set to 5 feet



Speeding cars less than 4 feet away

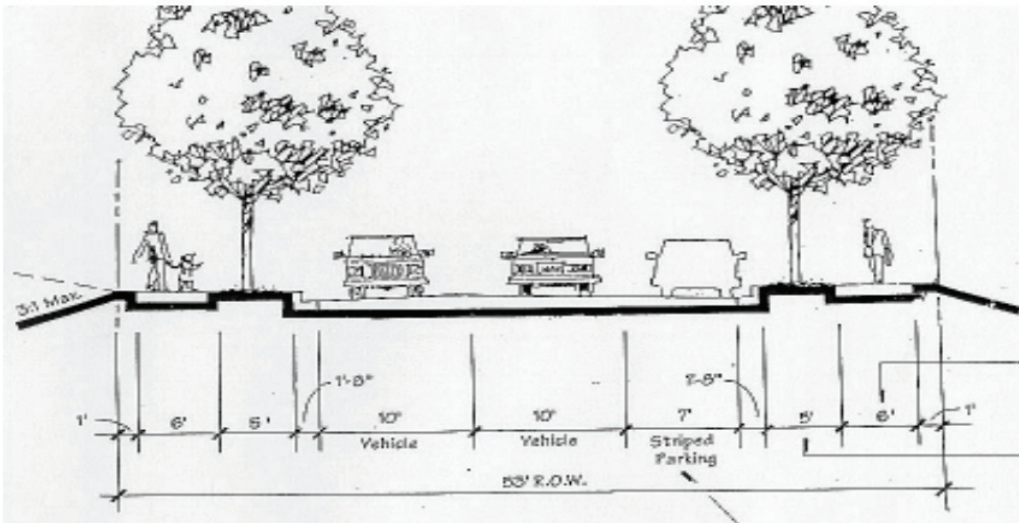
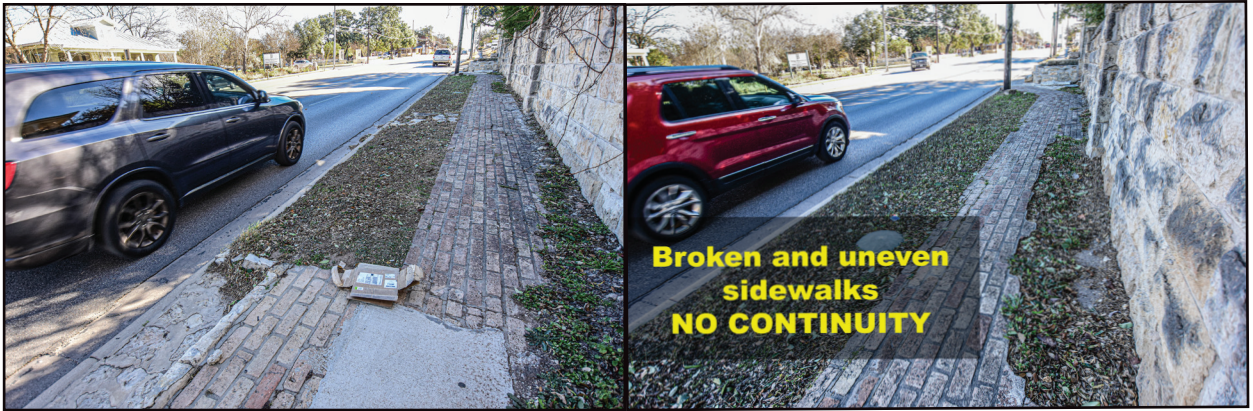
4 foot wide sidewalk



Only 3 feet & cars go 40 - 50 mph

3 feet

Tape set to 5 feet the AASHTO minimum



The width of a natural buffer provides the essential space needed for situations such as protecting pedestrians from out-of-control vehicles.

The width of the sidewalk provides:

- An essential buffer between an out-of-control motorist and a pedestrian.
- Improved sight distances at driveways.

Sidewalks are recommended on both sides of all urban arterial, collector, and most local roadways. Although local codes vary, AASHTO and other national publications insist that separation of the pedestrian from motorized traffic is an essential design feature of a safe and functional roadway.

Relocation of fixed objects, such as utility poles, light fixtures, and other street furniture should not impinge on or restrict the adjacent walkway. Walkways must be clear of fixed objects in coordination with ADA accessibility guidelines. (There are several utility polls in the sidewalk)

Border Areas and Buffers

A border area should be provided along streets for the safety of motorists and pedestrians. The border area between the roadway and the right-of-way line should be wide enough to serve several purposes, including provision of a buffer space between pedestrians and vehicular traffic. The border width may be a minimum of 5 feet, but desirably, it should be 10 feet or wider.