City of Alameda Guidelines
For Pedestrian Paddle Installation
On City Streets

Background
Pedestrian Paddles can be effective in increasing the proportion of motor vehicles yielding to pedestrians waiting to cross at uncontrolled crosswalks. Pedestrian Paddles increase the motorists’ awareness that pedestrians are waiting to cross – similar to bulb-outs, but much more cost-effective. Although Pedestrian Paddles are not that expensive, they should not be installed at every uncontrolled crosswalk. And these guidelines have been developed to ensure that the Pedestrian Paddles are installed where they are most needed in the City.

Warrants
Pedestrian Paddles may be installed at crosswalk locations in the City where (A) the crosswalk is marked and (B) applicable warning signs (W11-2 & W16-7p or S1-1 & W16-7p) have already been installed. A crosswalk that meets the above characteristics is considered a candidate for the installation of a Pedestrian Paddle if the conditions described in Section 1 and Section 2 are met.

Section 1. Condition - the crosswalk must meet all of the following criteria:

1. The crosswalk is not controlled by a Yield sign, Stop sign, or traffic signal
2. Average Daily Traffic (ADT) is ≥ 2000
3. Minimum Pedestrian volume of 20 per peak hour or 200 per day
4. Minimum lane widths as shown in the table below.

<table>
<thead>
<tr>
<th>Speed limit</th>
<th>Parking prohibited (both sides)</th>
<th>Parking permitted (both sides)</th>
</tr>
</thead>
<tbody>
<tr>
<td>25 mph - not a bus or truck route</td>
<td>11 ft (22 ft two-way street)</td>
<td>19 ft (38 ft two-way street)</td>
</tr>
<tr>
<td>35 mph or 25 mph and bus or truck route</td>
<td>12 ft (24 ft two-way street)</td>
<td>20 ft (40 ft two-way street)</td>
</tr>
</tbody>
</table>

Section 2. Condition - the crosswalk must meet one of the following five criteria:

1. Crosswalk is immediately adjacent to a school (grades K-12), park, government building, or major pedestrian attractor (e.g. grocery store)
2. Street at crosswalk has three or more traffic lanes
3. Auto-pedestrian injury at crosswalk within the last five years
4. Clear unrestricted sight distance to the crosswalk is not possible due to uncorrectable conditions
5. If the street at the crosswalk has two traffic lanes, ADT ≥ 9000

CITY OF ALAMEDA
GUIDELINES FOR PEDESTRIAN
PADDLE INSTALLATIONS
ON CITY STREETS

RECOMMENDED BY
SUPERVISING HIGHWAY ENGINEER
DATE

APPROVED BY
PUBLIC WORKS DIRECTOR
DATE

July 1, 2010