

ZONING

16 Attachment 12

Figure 2 Pedestrian Way Lighting Standards⁵

Walkway Classification	Minimum Average Level¹ Footcandles	Minimum Maintained Levels for Special Pedestrian Security² Footcandles
Sidewalks (roadside and Type A bikeways ³)		
Commercial areas	1.0	2.0
Intermediate areas	0.6	1.0
Residential areas	0.2	0.5
Walkways distant from roadways and Type B bikeways ⁴		
Park walkways, bikeways and stairways	0.5	0.5
Pedestrian tunnels	4.0	5.0
Pedestrian overpasses	0.3	0.4

NOTES:

Crosswalks traversing roadways in the middle of long blocks and at street intersections should be provided with additional illumination.

¹Average to minimum uniformity ratios where special security is not essential should not exceed four to one except for residential sidewalks and Type A bikeways in residential areas, where a ratio of 10 to one is acceptable.

²Where increased pedestrian security is desirable, the uniformity ratio should not exceed five to one for any walkway or bikeway.

³Type A: Designated Bicycle Lane. A portion of roadway or shoulder that has been designated for use by bicyclists. It is distinguished from the portion of the roadway for motor vehicle traffic by a paint stripe, curb or other similar device.

⁴Type B: Bicycle Trail. A separate trail or path from which motor vehicles are prohibited and which is for the exclusive use of bicyclists or the shared use of bicyclists and pedestrians. Where such a trail or path forms part of a highway, it is separated from the roadways for the motor vehicle traffic by an open space or barrier.

⁵Intersections and other areas not specifically identified shall be governed by the IES Lighting Handbook for standards.

(IES) - Illumination Engineering Society of North America, Lighting Handbook: Reference and Application, 8th edition.

(New York: IES, 1993 or most current edition)