

BIKEWAY INSTALLATION ORDINANCES

Example A: Tempe, Arizona Subdivision Ordinance

Sec. 30-23. Pedestrian ways and multi-use paths.

Pedestrian ways and multi-use paths may be required where essential for circulation, or access to schools, playgrounds, shopping centers, transportation, and other community facilities. Pedestrian ways and multi-use paths may be used for utility purposes.

Preliminary plat review requirement

Preliminary plat review shall be processed as follows:

On receipt of the preliminary plat, the department shall perform its review for compliance to public objectives, giving special attention to design principles and standards as set forth in Article III of this chapter, streets and thoroughfares, transit, bicycle and pedestrian facilities, neighborhood circulation, utility methods and systems, existing and proposed zoning and land use of the tract and its environs, and land required for schools, parks and other public facilities.

Example B: Town of Los Altos Hills Site Development Ordinance

Article 6. Pathway Dedication, Maintenance, and Improvement

Sec. 10-2.601. Purposes.

The purposes of this article are to insure that provision is made for public pathways to provide pedestrian, equestrian, and bicycle access for Town residents; to implement the Master Pathway Plan of the General Plan of the Town of Los Altos Hills; and to prevent damage to the Town's pathways from activities that occur on private property. (§ 15, Ord. 299, eff. December 11, 1985)

Sec. 10-2.602. General policies.

- (a) Each property shall have direct access to a pathway or indirect access via a vehicular right-of-way.
- (b) Undeveloped properties along designated pathways and bicycle routes may be required to dedicate an easement for the extension of the pathway as a condition of site development approval.
- (c) Pathways shall be sited and improved in a manner that creates minimal disturbance to the natural environment.
- (d) Equestrian and pedestrian paths should generally be separated from roadways.
- (e) Pathways shall be of sufficient width to provide a safe corridor for travel and pathway maintenance.
- (f) Except for designated regional trails and bikeways, paths shall be designed primarily for local use by Town residents.
- (g) Intersections of paths and vehicular rights-of-way shall be kept clear of vegetation which might obscure the view of users.
- (h) Pathways shall be designed and maintained to prevent erosion, to prevent injury from landslides or other soil movements, and to assure proper drainage of the path.
- (i) Pathways shall be designed and maintained to minimize their impact on adjacent properties.

Sec. 10-2.603. Construction activities near pathways.

Construction activities and tilling undertaken near a pathway shall create minimal disturbance to the pathway. Appropriate measures shall be undertaken to assure that landslides or soil movement do not occur on pathways. Temporary drainage facilities or plantings may be required by the City Engineer during construction to insure that pathways are not eroded or damaged from stormwater runoff. Any damage to a pathway resulting from private activities shall be repaired by the responsible party at their expense. In the event damage creates an irreparable break in the pathway, the responsible party may be required by the Town to provide or acquire an alternate easement for the pathway.

Sec. 10-2.606. Dedication of pathway easements.

Whenever a site development permit is requested for a main residence, a secondary dwelling, an addition to a structure of at least nine hundred (900) square feet of "habitable" floor area (including cumulative additions of nine hundred (900) or more square feet of habitable floor area), or a barn or stable of at least nine hundred (900) square feet in floor area, on a property which is designated on the Master Path Plan for an off-road pathway or for a roadside pathway, but where all or a portion of such roadside path cannot feasibly be located within the existing public or private right-of-way, the Site Development Authority may require the dedication of an easement for public use as part of the Town's pathway system according to the guidelines contained in the Pathway Element of the General Plan. Pathway easements shall be required within emergency road easements. In addition, the following guidelines apply:

- (a) An easement should generally be located along the boundary of a property;
- (b) The easement shall be located so as to connect to existing or future pathway segments at the boundaries of a property; and
- (c) The easement shall not be located on terrain that cannot be safely or conveniently traversed by pedestrians or equestrians.

Example C: Martin County, Florida -- Martin County Land Development Regulations, Roadway Design

Bicycle and Pedestrian Access.

1. Opportunities for bicycle/pedestrian mobility should be enhanced through site design strategies and bicycle/pedestrian access ways that seek to shorten walking distances and increase accessibility between neighborhoods, schools, recreation areas, community centers, shopping areas or employment center as follows:

- a. Sidewalks connecting residential developments to the sidewalk system of surrounding roadways.
- b. An accessible route within the boundary of a site shall be provided to meet the requirements of the Americans with Disabilities Act.
- c. Bicycle/pedestrian ways connecting residential developments and or nearby schools, neighborhood community centers, churches, parks, commercial and office developments, or other compatible land uses.

2. Where the decision making body (Development Review Committee for minor projects; Board of County Commissioners for major projects) determines that a bicycle/pedestrian connection is desirable from a subdivision to schools, parks, playgrounds, or other roads or facilities and that such access is not conveniently provided by sidewalks adjacent to the streets, the developer may be required to reserve an unobstructed easement to provide such access.

3. Commercial development should be designed to support bicycle and pedestrian mobility in accordance with the following:

- a. Safe and convenient pedestrian ways should be provided between parking areas and from the building entrance to surrounding streets, external sidewalks and development out parcels. Pedestrian ways may be constructed of paver blocks, concrete, or other suitable materials. Pedestrian ways that traverse parking areas should include reflective striping.
- b. Pedestrian circulation should be provided between abutting commercial properties through the use of walkways and similar pedestrian-oriented facilities.
- c. Pedestrian facilities may be incorporated into the required landscape buffer.

4. Bicycle and pedestrian amenities, such as benches, water fountains, or bicycle racks, should be provided for commercial developments of 10,000 square feet or more of gross floor area in accordance with the following schedule:

- a. Bicycle racks should be of the inverted "u" type.
- b. Bicycle racks should be located within fifty (50) feet of the main entrance of the primary building.

SIDEWALK INSTALLATION ORDINANCE EXAMPLES

Example A: Sidewalk Installation for Southlake, Texas

ORDINANCE NO. 683

AN ORDINANCE AMENDING THE SUBDIVISION ORDINANCE OF THE CITY OF SOUTHLAKE, TEXAS BY ADOPTING REQUIREMENTS FOR THE INSTALLATION OF SIDEWALKS; PROVIDING FOR THE DESIGN, CONSTRUCTION, AND MAINTENANCE OF SIDEWALKS; PROVIDING THAT THIS ORDINANCE SHALL BE CUMULATIVE OF ALL ORDINANCES; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A PENALTY FOR VIOLATIONS HEREOF; PROVIDING FOR PUBLICATION IN THE OFFICIAL NEWSPAPER; PROVIDING A SAVINGS CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Southlake, Texas is a home rule city acting under its charter adopted by the electorate pursuant to Article XI, Section 5 of the Texas Constitution and Chapter 9 of the Local Government Code; and

WHEREAS, the City Council deems that it is necessary to adopt a sidewalk ordinance to require the construction of sidewalks under certain design and construction standards in order to promote the health, safety and welfare of the citizens of the City and the public in general.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SOUTHLAKE, TEXAS:

SECTION 1.

Section 1.04 of the Subdivision Ordinance of the City of Southlake is amended by adding the following definition:

SIDEWALK: A paved area intended for the use of pedestrians and located in a street right-of-way between the curb lines or the edge of pavement of the roadway or within a public access easement and the adjacent property lines.

SECTION 2.

The Subdivision Ordinance of the City of Southlake is hereby amended by adding a new Section 5.06 to read as follows:

A. GENERAL PROVISIONS.

The purpose of this section is to provide for the orderly, safe and healthful construction of sidewalks within the City and to promote the health, safety and general welfare of the community. In order to carry out these purposes, it is hereby declared to be the policy of the City to guide and regulate sidewalk construction within the City.

B. REQUIREMENTS

1. General Requirements. Any new development in the city shall provide for the location and construction of sidewalks as provided in this section. This shall include the dedication of necessary right-of-way or public access easement and the construction of sidewalks according to the specifications provided herein.

2. Residential Requirements:

a. Applicability: Sidewalks shall be required in all residential subdivisions with average lot sizes of less than one acre platted or replatted after the effective date of this ordinance. A proposed Pedestrian Access Plan must be included as an element of any Concept Plan application, or in the case where no Concept Plan is required, with the Preliminary Plat application and shall be processed concurrently with these applications. The Pedestrian Access Plan shall demonstrate a method for the safe and effective movement of pedestrians both within the subdivision and to and from Trail System connections, where applicable.

b. Trail Master Plan: Regardless of average lot size, the developer or builder of a residential subdivision platted or replatted after the effective date of this ordinance shall install sidewalks in accordance with the Trail System Master Plan along the tract being developed adjacent to all arterial and collector streets (as defined by the Master Thoroughfare Plan).

c. Time of Construction:

i. Owners/homebuilders: Each owner/home builder within a residential subdivision platted after the effective date of this ordinance shall construct sidewalks at the time of construction of the house. In those circumstances where a sidewalk would impact the construction of driveways and access walks, the sidewalks shall be constructed before the City's final building inspection. A certificate of occupancy will not be issued until required sidewalks are in place.

ii. Developers: Sidewalks shown in the Pedestrian Access Plan to be constructed within common areas shall be constructed by the developer during the development of the subdivision.

d. Exemptions: A residential lot that is platted as a single lot of record is exempt from this requirement unless:

i. Sidewalks are existing on both sides of the lot; or

ii. The lot is located within 1,500 feet of a public or private school and is on the same side of the street.

3. Non-residential Requirements:

a. Applicability: Sidewalks and/or trails, where required by the Trail System Master Plan, shall be required on all non-residential properties platted or replatted after the effective date of this ordinance. A proposed Pedestrian Access Plan must be included as an element of any Concept Plan or Site Plan application and shall be processed concurrently with these applications, or in the case where no Concept Plan is required, with the Preliminary Plat application. The Pedestrian Access Plan shall demonstrate a method for the safe and effective movement of pedestrians both within the subdivision and to and from Trail System connections, where applicable.

b. Trail Master Plan: The developer or builder of a non-residential subdivision platted or replatted after the effective date of this ordinance shall install sidewalks along the tract being developed

adjacent to all arterial and collector streets (as defined by the Master Thoroughfare Plan), where applicable according to the Trail System Master Plan.

c. Time of Construction: Each developer and/or builder of a non-residential subdivision platted after the effective date of this ordinance shall construct sidewalks at the time of construction of the development. In those circumstances where a sidewalk would impact the construction of driveways and access walks, the sidewalks shall be constructed before the City's final building inspection. A certificate of occupancy will not be issued until required sidewalks are in place.

C. SIDEWALK SPECIFICATIONS

1. Sidewalk Size and Locations: All sidewalks shall be at least four feet wide or in conformance with the Trail System Master Plan, whichever is greater, and shall be located between the curb or grade line of the public street and the ROW line or public access easement if approved by the city, no closer than two (2) feet to the curb or grade line. The City Engineer or Building Official may alter alignment so that the sidewalk meanders within the area between the curb and right-of-way line.

2. Construction Specifications:

a. Concrete Requirements: Concrete for sidewalks shall have a minimum compressive strength of three thousand (3,000) psi at twenty-eight (28) days. The quantity of mixing water shall not exceed six and one-half (6 ½) U.S. gallons per sack (ninety-four (94) lbs.) of Portland cement. The slump of the concrete shall not exceed four (4) inches. A minimum content of five (5) sacks of cement per cubic yard of concrete is required. Sidewalks shall be at least four (4) inches thick.

b. Reinforcement: Sidewalks shall be reinforced with 3/8 inch No. 3 bars set on 24-inch centers.

c. Expansion and Control Joints: One-half-inch premolded bituminous expansion joints with No. 4 (½-inch nominal diameter) smooth dowels shall be spaced at twenty-foot intervals. Where new work abuts driveways, pavement, curbs or any other work, expansion joints shall be filled with premolded bituminous expansion joint filler or redwood at least one-inch nominal thickness and shall extend six (6) inches deep and the entire width of the concrete sections. Bars used in this joint shall be sleeved to allow for the movement of concrete on the bars. The bars shall be smooth three-eighth (3/8) inch No. 3 bars minimum. No deformed bars shall be allowed. Sidewalk control joints shall be grooved three-eighths (3/8) inch deep on four-foot centers.

d. Sidewalk Finish: The surface of the sidewalk shall have a monolithic broom finish. In no case shall the surface be left slick or with a glossy finish. The edges of the sidewalk control joints and expansion joints shall be tooled to a smooth finish not less than two (2) inches in width. Exposed edges of the sidewalk shall be rounded with an edger to a radius of one-half (½) inch.

e. Fire Hydrant Locations: Where a sidewalk is to be constructed and a fire hydrant would be within the forms, the forms shall curve around the fire hydrant such that the walk misses the fire hydrant by a minimum distance of one (1) foot. A transition of 10 feet is required in and out of curved areas.

f. Service and Meter Boxes: Where a sidewalk is to be built and a water meter box would be within the forms, a precast, concrete box shall replace the plastic box. This box shall have a hinged metal lid and be set at an elevation that will be equal to the finish grade of the sidewalk. If the builder so chooses, the builder may move the water meter box outside the forms at the builders expense.

g. Drainage: All sidewalks shall be built at an elevation that will not impede or be otherwise detrimental to proper lot drainage, with natural grade preferred.

3. Wheel-Chair Access Ramps

a. Location: A wheel-chair access ramp must be constructed at any point a proposed sidewalk intersects a city street with the exception of walks leading from the street to the door of a residence. Access ramps must be constructed with a maximum 1" wide expansion material between the street and ramp flush with the finish grade.

b. Grade: Care shall be taken to ensure a uniform grade meeting ADA requirements on the ramp, free of sags and short grades. Access ramps shall be built to grades no greater than 1 ft. of fall per 12 feet in length.

c. Surface Finish: Surface texture of the ramp shall be obtained by coarse brooming, perpendicular to the slope of the ramp.

d. Curb and Gutter: The normal gutter line shall be maintained through the area of the ramp. Curb cuts for ramps shall be located as shown on street plans or as approved by the City Engineer.

D. MAINTENANCE

1. Responsibility for Maintenance:

a. It shall be the duty and obligation of all owners and occupants of real property abutting upon sidewalks in the city, at their own cost and expense, to maintain and keep the sidewalks bordering their property level and free of depressions, excavations, elevations, inconsistencies, obstacles, obstructions or encroachments, natural or artificial, above or below ground level, or which overlap, impinge upon, or appropriate any part of the sidewalk area or the space eight (8) feet above it.

b. Any damage done to a sidewalk by the City or a City hired contractor shall be repaired by the City or contractor.

c. Any damage done to a sidewalk by a franchised utility shall be repaired by the franchised utility.

2. Provisions for Adequate Maintenance:

a. Inspection and Notification: When the city determines that any section of sidewalk requires repairs or maintenance, a letter describing the necessary repairs will be sent to the adjacent property owner. The letter shall be given:

- i. Personally to the owner in writing; or
- ii. By regular or certified mail to the owner's post office address; or
- iii. If the letter cannot be delivered by personal service or by regular or certified mail, by publication in the official newspaper at least twice within ten (10) consecutive days.

b. Time of Response: The property owner shall have 30 days from receipt of the letter described in Subsection D.2.a above to make the necessary repairs. If weather conditions or other extenuating circumstances dictate, this 30 day period may be extended by the Director of Public Works,

provided that the property owner has contacted the Public Works Department with a plan for repairs prior to the expiration of the 30 days .

c. Failure to Repair: Any repairs that are not performed by the property owner, and which are determined to be hazardous to pedestrians or other users of the sidewalk, may be performed by the city or a city hired contractor.

SECTION 3.

This ordinance shall be cumulative of all provisions of ordinances of the City of Southlake, Texas, except where the provisions of this ordinance are in direct conflict with the provisions of such ordinances, in which event the conflicting provisions of such ordinances are hereby repealed.

SECTION 4.

It is hereby declared to be the intention of the City Council that the phrases, clauses, sentences, paragraphs and sections of this ordinance are severable, and if any phrase, clause, sentence, paragraph or section of this ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this ordinance, since the same would have been enacted by the City Council without the incorporation in this ordinance of any such unconstitutional phrase, clause, sentence, paragraph or section.

SECTION 5.

Any person, firm or corporation who violates, disobeys, omits, neglects or refuses to comply with or who resists the enforcement of any of the provisions of this ordinance or the Subdivision Ordinance shall be fined not more than Five Hundred Dollars (\$500.00) for each offense. Each day that a violation is permitted to exist shall constitute a separate offense.

SECTION 6.

All rights and remedies of the City of Southlake are expressly saved as to any and all violations of the provisions of Ordinance No. 483, as amended, or any other ordinances governing the installation of sidewalks which have accrued at the time of the effective date of this ordinance; and, as to such accrued ordinances, same shall not be affected by this ordinance but may be prosecuted until final disposition by the courts.

SECTION 7.

The City Secretary of the City of Southlake is hereby directed to publish the proposed ordinance or its caption and penalty together with a notice setting out the time and place for a public hearing thereon at least ten (10) days before the second reading of this ordinance, and if this ordinance provides for the imposition of any penalty, fine or forfeiture for any violation of any of its provisions, then the City Secretary shall additionally publish this ordinance or its caption and penalty in the official City newspaper one time within ten days after final passage of this ordinance, as required by Section 3.13 of the Charter of the City of Southlake.

SECTION 8.

This ordinance shall be in full force and effect from and after its passage and publication as required by law, and it is so ordained.

Example B: Pedestrian Accommodations for the State of New Jersey

1. PEDESTRIAN ACCOMMODATIONS

A. General

Pedestrian accommodations are an integral part of urban and suburban transportation corridors. They facilitate pedestrian travel and access to public transportation, thereby contributing to alleviation of urban traffic congestion. The most pressing need for accommodation is at points of community development that result in pedestrian concentrations near or along the highway, such as at schools, public transportation stations and stops, local businesses, industrial plants, hospitals, churches, shopping centers, parking lanes, etc. Accommodations can include sidewalks, elevated walkways, grade-separated structures, stairs, curb ramps, and traffic signal devices.

B. Policies

Consider the travel needs of all users of a transportation corridor when planning transportation improvements. If during the planning phase of a project, pedestrian travel in the vicinity of the project is determined to be sufficient to warrant consideration, provide appropriate accommodations.

C. Warrants

Pedestrian accommodations will be considered appropriate if they are not already available and any of the following conditions exist:

- there is current evidence of frequent pedestrian activity;
- there is a history of pedestrian-related accidents;
- the roadway improvement will create a safety impediment to existing or anticipated pedestrian travel;
- there is urban or suburban development that would attract pedestrian travel along the route to be improved;
- pedestrian-attracting development is expected along the route within five years of project completion, either as documented in a local plan or anticipated as a factor of similar development history; and/or
- the roadway provides primary access to a park, recreation area or other significant destination, or across a natural or man-made barrier.

D. Design

Sidewalks normally are 1.5 m wide. When obstructions do not allow a width of 1.5 m for a short distance, provide a clear sidewalk width of at least 1 m for adequate passage of pedestrians and the disabled. Sidewalks wider than 1.5 m may be allowable if compatible with the local sidewalk network or if intended to accommodate a wider range of users, such as bicyclists. Facilities intended to also accommodate bicycle travel should follow the guidance in Section 17-2.

Project limits may be extended beyond highway improvements for reasonable distances to include necessary pedestrian facilities at nearby intersections, to provide access to public transportation facilities, or to avoid short sidewalk gaps. Any such extensions should be reflected in the Phase I Report.

E. Documentation

Document in the Phase I Report the reasons for providing or not providing pedestrian accommodations. The Report also shall contain a discussion of the coordination with local officials concerning, at a minimum, the selection of access routes for the disabled. Intersection Design Studies should indicate the location of the ramps to be provided. The impact of access routes for the disabled should be assessed in any request for a design exception.

F. Maintenance and Jurisdiction

Jurisdiction and maintenance of pedestrian walkways are considered a local responsibility and should be coordinated with Local Agencies early in the planning process.

Example C: Required Improvements for Subdivisions, Montrose, Colorado

Ordinance 4-7-6: REQUIRED IMPROVEMENTS

(A) All subdivisions and improvements shall be in substantial compliance with the City Comprehensive Plan.

(B) All subdivisions shall be provided, at the expense of the subdivider, and subject to applicable zoning criteria, with the following public improvements as required to serve the subdivision and to mitigate its impacts.

- (1) Street improvements:
 - (a) Paved Streets;
 - (b) Paved alleys, if required by the City;
 - (c) Street signs;
 - (d) Street lights;
 - (e) On and off-site traffic mitigation improvements.

- (2) Curbs, gutters, sidewalks and accessibility ramps.**
- (3) Blocks and Lots.
- (4) Parks, open space and recreation trails.
- (5) Public utilities:
 - (a) A water system including fire hydrants and fire mains;
 - (b) A sanitary sewer system;
 - (c) A stormwater system;
 - (d) Other public utilities, including if available, gas, electricity, telephone, and CATV;
- (6) Piped drainage facilities and waterways.
- (7) School land dedication.
- (8) Survey monuments.
- (9) Berms, screening and buffers, if applicable.
- (10) Off-street parking, mailbox location areas and school bus stops, if applicable.

(C) Other improvements required as a condition of approval and found to be roughly proportional to the impacts being mitigated. All public improvements shall be subject to applicable City Minimum Design Standards, Regulations and Specifications.

(D) Following the completion of any required improvements and submission of the as-built plans, the City Engineer shall conduct an inspection and if the improvements are in accordance with the requirements of these and other applicable regulations and good engineering and construction standards, shall issue a certificate of completion. For a period of one year thereafter, the subdivider shall be responsible to correct all defects or failures which appear in such improvements. At the end of said one-year warranty period, the developer shall request of the City Engineer final inspection of the improvements, which inspection shall be conducted by the City Engineer, and upon final approval, the improvements shall be accepted by the City. The warranty shall continue, however, until such acceptance is provided in writing to the developer.

(E) All property, improvements and easements dedicated to the City on any plat shall become property of the City upon execution of the plat, free and clear of all mortgages, liens and encumbrances. All dedicated improvements shall be subject to the one-year warranty as provided above.

(F) The subdivider may provide, at his or her expense, certain private improvements as specifically referenced below, to serve the subdivision and to mitigate its impacts, and in accordance with duly adopted City standards, if applicable.

- (1) Recreational facilities, parks, open space and trails;
- (2) Piped drainage facilities and waterways;
- (3) Mail box location areas;
- (4) Berms, screening and buffers;
- (5) Other private improvements required as a condition of approval. Such improvements shall be privately owned and/or maintained, and the plat shall contain appropriate restrictions on the use and covenants for ownership and maintenance in perpetuity enforceable by the City, providing for recovery of the City's costs by liens or assessment against the property in the subdivision. Such improvements shall be completed or secured similar to public improvements prior to final plat approval.

Example D: Sidewalk Standards, Durham City / County, North Carolina

Standards for Parking, Loading, Sidewalk, and Trash Handling Facilities

Ordinance 9.8 Sidewalk Requirements

9.8.1 Sidewalks and Trails

Sidewalk, walkway, on-road improvements, and trail systems sufficient to serve both existing and projected pedestrian and bicyclists needs shall be reflected in all site and subdivision plans. Such systems may include either conventional sidewalks along street rights-of-way, wide outside travel lanes or bike lanes on roadways, or walkways and trails in alternative locations as appropriate. Design, location, dimensions, dedications, easements, and reservations, shall conform to applicable City and/or County Urban Growth Area policies and plans for sidewalks, bicycle routes, and trails.

1. Location: Unless an alternate walkway is approved, conventional sidewalks within the Urban Growth Area shall be located as follows:

- a. On both sides of major and minor thoroughfares (as defined by the adopted Thoroughfare Plan) except on freeways;
- b. On one side of collector streets and nonresidential streets with existing or projected traffic of 2,000 or more vehicles per day;
- c. On one side of residential streets of all types that are not cul-de-sacs.
- d. On one or both sides of local streets in nonresidential areas where review indicates that sidewalks are, or will be, needed to accommodate pedestrian traffic.

2. If a conflict exists between these standards and the provisions of the Subdivision Ordinance, than the stricter requirements shall apply.

When the approving body determines that the construction of a conventional sidewalk or alternative walkway is unfeasible due to special circumstances, including but not limited to: impending road widening, significant street trees, severe roadside conditions, or limited pedestrian volumes; the approving body may require either: (1) payment in lieu of sidewalk construction; or (2) a combination of sidewalk and/or alternative walkways and/or payment in lieu funds.

Kane County Bicycle and Pedestrian Plan
Appendix H: Sidewalk & Bikeway Development Ordinances

In general, sidewalks shall be 5 feet in width and shall be constructed of concrete. Alternate dimensions and materials may be approved by the City Engineering Department.

3. Either wide outside travel lanes or bicycle lanes, as determined by the City Public Works Department or the North Carolina Department of Transportation, shall be a part of any road improvements made on roadways which are indicated as bicycle routes on either the City's Durham Urban Trails and Greenways Master Plan or the Metropolitan Planning Organization's Regional Bicycle Plan.