

*CMCOG Model Policy Guidelines
for Bicycle - Pedestrian Circulation*

Adopted by the CMCOG Bicycle & Pedestrian Committee

December 8, 2006

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**Italics used for subject matter needing special attention.*

Below is a set of model development policy guidelines that encourage the establishment of safe bicycle and pedestrian facilities. The model that follows establishes standards for on-site pedestrian access. It is intended to integrate with a local government's existing procedures for reviewing a variety of development types. It emphasizes site design and the linkage of pedestrian and bicycle systems on the site to ensure that bicyclists and pedestrians are able to cross the site safely. The following pages provide the details on the tools recommended for adoption and the steps necessary for their successful application.

Purpose

The purposes of this ordinance are to:

- (a) implement the *CMCOG Bike and Pedestrian Pathways Plan* [or applicable plan name];
- (b) ensure that each development accommodates the safe and convenient movement of vehicles, bicycles, pedestrians, and transit throughout the proposed development and to and from surrounding areas; create a healthful built environment in which individuals have opportunities to incorporate physical activity, such as walking, into their daily routine;
- (c) create a safe, attractive, pedestrian-friendly environment where the risk of pedestrian injuries or fatalities is minimized through the application of appropriate development standards; where residents have increased opportunities to interact with neighbors; and where the elderly have a safe convenient pedestrian routes;
- (d) create a circulation system that contributes to the attractiveness of the development and the community as a whole; and
- (e) establish standards for the review of development plans.

Section 1: Pedestrian Circulation

New Building Entrances

New development shall provide safe and convenient facilities for pedestrians that are reasonably free from hazards and high levels of automobile traffic and provide a reasonable and direct route of travel between destinations. This section shall apply to any new development that creates a new building entrance(s) and/or if there is a change in the site's land use. Alteration or changes in use that do not involve any creation of a new building entrance are not subject to the provisions of this section.

1. Pedestrian facilities shall be provided on any new or reconstructed streets in accordance with the American Association of State Highway and Transportation Officials (AASHTO) guidelines.
2. Pedestrian facilities shall be designed with security considerations including street lighting, bushes no greater than two (2) feet in height, and tree branches no lower than six (6) feet in height. To provide clear visibility of pedestrians approaching intersection crosswalks at night, the approaches to and all street corners should be well-illuminated. All intersection lighting should illuminate the crossing and waiting areas and/or create backlighting to make the pedestrian silhouette clearly visible on the approach.
3. Pedestrian facilities shall include shade trees where possible.

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4. To the maximum extent feasible, site plans for proposed developments shall separate movement of pedestrians from movement of vehicles and bicycles, and protect bicyclists from conflicts with vehicles.
5. Where complete separation of movement of pedestrians from movement of vehicles and bicycles is not possible, the site plan shall minimize potential hazards by using special paving, grade separations, pavement marking, signs, striping, bollards, median refuge areas, traffic calming features, landscaping, lighting, or other means to clearly delineate pedestrian areas for both day and night use.
6. Where pedestrians and bicyclists share walkways, the pedestrian/bicycle system shall be designed to be wide enough to accommodate anticipated pedestrian and bicycle traffic volumes as well as provide sufficient space for those with physical disabilities. A shared walkway shall have a minimum width of [eight] feet and shall comply with the American Association of State Highway and Transportation Officials (AASHTO) guidelines, as contained in AASHTO's Guide for Development of Bicycle Facilities (August 1999), which are adopted by reference and which shall be on permanent file in the [planning department]. The design of the walkway/sidewalk shall meet the requirements of the Americans With Disabilities Act standards.
7. Curb cuts and ramps shall be located at convenient, safe locations for the physically disabled, bicyclists, and people pushing strollers or carts. The location and design of curb cuts and ramps shall meet the requirements of the [*applicable building code*] and the [*local government*] Americans With Disabilities Act ramp standards, and shall avoid crossing or directing traffic through loading areas, drive-in lanes, and solid waste storage and collection areas.

Walkways and Pedestrian Access

1. Walkways shall provide pedestrian access through parking lots from street sidewalks to building entries. Walkways shall be located and aligned to directly and continuously connect areas or points of pedestrian origin and destination, and shall not be located and aligned solely based on the outline of a parking lot configuration unless such a configuration allows for direct pedestrian access.
2. A walkway shall be provided between all new building entrances and all streets adjacent to the development site. The walkway shall provide a direct connection to existing public right-of-way and public walkways or transit stops.
3. Such walkways shall have a paved surface not less than [five] feet in width and shall be grade separated from the parking lot or otherwise delineated with pavement markings, planters, or alternate paving material.
4. A walkway shall be provided between any new building entrance and all other new or existing building entrances on the same development site. Entrances used for loading and unloading freight are not subject to this standard. Internal pedestrian paths provided in conformance with this subsection shall provide weather protection features such as awnings or arcades within 30 feet of all customer entrances.
5. A walkway shall be provided immediately adjacent to the exterior wall of a new building greater than 100 feet in length when the wall is located next to a street or parking lot. A pedestrian path shall also be provided along the entire length of the wall when the public entrance is located in that area. Exceptions to this standard include:

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6. If the edge of the building is within 20 feet of a public walkway and the building entrance is connected to the public walkway by an on-site pedestrian facility.
7. If the edge of the building is bordered by a perimeter of landscaping that does not exceed 30 feet in width and an on-site pedestrian facility is constructed at the edge of the landscaped area.
8. Where the primary pedestrian access to the site crosses drive aisles or internal roadways, the pedestrian crossing shall emphasize and place priority on pedestrian access and safety. The material and layout shall be continuous as the pedestrian access crosses the driveway, with a break in continuity of the driveway paving and not in the pedestrian access way.
9. The entirety of the on-site pedestrian walkway system shall be marked and defined using pavement treatments, signs, striping, lighting, median refuge areas, and landscaping, as appropriate, and in consideration of those with physical disabilities.
10. A 20-foot wide bicycle/pedestrian easement shall be provided to connect cul-de-sacs, or to pass through blocks in excess of 660 feet.

11. Where needed for purposes of traffic safety or access to nearby schools, playgrounds, public parks, trails, shopping facilities, or other community facilities, new developments may be required to dedicate a public right of way for bicycles and pedestrians, not less than 20 feet in width.

Commentary: "Nearby" means uses within 1/4 mile that can reasonably be expected to be used by pedestrians and bicyclists. A local government can also go further and require improvements to existing unimproved public accessways on properties adjacent to the development, provided the local government makes findings to demonstrate consistency with constitutional requirements. Said improvements to unimproved public accessways shall connect to the closest public street or developed accessway.

12. Pedestrian access points at property edges and to adjacent lots shall be coordinated with existing development to provide pedestrian circulation between developments.
13. All on-site pedestrian walkways located in vehicle use areas shall be distinguished from driving surfaces through the use of durable, low maintenance smooth surface materials to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.
14. All non-residential buildings set back *[fill in number]* feet or more from the public right-of-way shall provide for direct pedestrian access from the building to buildings on adjacent lots.

Commentary: This code language was adapted from "Wilmapco Mobility Friendly Design Standards" November 1997, Wilmington Area Planning Council where they recommended 100 feet as the standard.

15. Within multi-family residential development with three (3) or more units, on-site pedestrian facilities shall be constructed in the following locations:
 - a. From every unit to all other units within the residential development.
 - b. From every unit to all laundry, recreation and other community facilities in the residential development
 - c. From every building located within 40 feet of a public or private street to the street right-of-way line.

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Section 2: Bicycle Facilities

Assuming that some bicycle facilities particularly bicycle lanes, already exist within the District boundaries, however, the model regulations below include some basic requirements that may already be found in the land development regulations. In addition, proposed bicycle facilities should be coordinated with the local government bicycle coordinator, any bicycle advisory committee and the CMCOG Bike and Pedestrian Pathways Plan.

Bicycle Lanes

(1) Bicycle lanes shall be provided on new or reconstructed arterials and major collector roadways within the planning district in accordance with the *CMCOG Bike and Pedestrian Pathways Plan*.

(2) Restriping of arterial or major collector roadways under [*local government*] jurisdiction within the planning district shall be considered any time the facility is scheduled for resurfacing allowing for a safe, dedicated space for bicycle travel. Where an existing route for bicyclists is present, it shall be maintained. Moreover, project records must support and document why bike facilities were not included—if they indeed were not.

Commentary: According to the SCDOT Engineering Directive Memorandum #22, “The South Carolina Department of Transportation Commission in meeting affirmed that bicycling accommodations should be a routine part of the Department's planning, design, construction, and operating activities, and will be included in the every day operations of our transportation system.” If right-of-way is constrained, the local government may consider reducing motor vehicle travel lane width to 11' – resulting in a traffic calming effect. Another consideration may be to provide separate bicycle paths or even bicycle boulevards on parallel streets.

Signed Bicycle Routes

Commentary: Signed Bicycle Routes may be defined as a system of roadways and connections between neighborhoods or areas in a community that forms a bicycling throughway, but discourages through and higher speed motor vehicle movement. Signed Bicycle Routes are intended to have low traffic volumes, slow traffic speeds, and clear signage indicating that priority is given to bicycle traffic.

(1) Installation of a Bicycle Route may be required within residential developments that meet the following conditions:

- a) Existing low vehicle volumes;
- b) Very little commercial frontage;
- c) Roadway is parallel to a major arterial or a high-traffic collector street (within approximately 0.25 mile);
- d) Not a transit or truck route;
- e) Roadway is reasonably continuous, i.e. it extends over at least [*two miles*]; it should have few jogs with main segments at least 0.5 mile long.

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(2) The *[local government]* may require the following treatments on a residential or local street that has been designated as a bicycle boulevard to provide a safe and convenient circulation system for bicycles:

- a) Traffic control devices so that bicyclists on bike routes can easily cross major streets and arterials;
- b) STOP signs are positioned so that the bicycle boulevard has the right of way in appropriate locations;
- c) Traffic calming measures, such as traffic circles or semi-diverters, in selected locations to ensure that motor vehicles do not divert to the bicycle boulevard;
- d) Forced right-turns along bicycle boulevards or other locations to discourage nonlocal motor vehicle traffic from using the roadway in question. A sign shall be placed at intersections indicating that cars must turn right, but bicyclists may proceed straight.

Location of Bicycle Parking Facilities; Connection to Citywide System

(1) Bicycle parking facilities shall meet the following standards:

(a) A minimum number of bicycle parking spaces as set forth in *[cite to bicycle parking requirements section of the parking ordinance]* shall be provided on site. In making the determination, the *[local government]* shall consider when appropriate, the number of dwelling units or lodging rooms, the number of students, the number of employees, and the number of auto parking spaces in accordance with the following guidelines.

(b) Bicycle parking facilities shall be located within *[50]* feet of building entrances and shall be visible from the uses they serve. They shall not be located so as to impede pedestrian or automobile traffic flow or to cause damage to plant material from bicycle traffic.

(c) Bicycle parking facilities shall be designed to allow the bicycle frame and both wheels to be securely locked to the parking structure. The structure shall be of permanent construction such as heavy gauge tubular steel with angle bars permanently attached to the pavement. Bicycle parking facilities shall be at least two feet in width and six feet in length, with additional back-out or maneuvering space of at least five feet.

[(d) Covered bicycle lockers. In areas with high demand for bicycle parking, the zoning administrator has the authority to require that a certain number of covered, lockable bicycle storage units are provided. Structures that require a user supplied locking device shall be designed to accommodate U shaped locking devices. All lockers and racks must be securely anchored to the ground or the building structure to prevent the racks and lockers from being removed from the location. The surfacing of such facilities shall be designed and maintained to be mud and dust free.]

(2) Where the *[local government]* has established an on-street or off-street bikeway that adjoins or abuts the site, the internal on-site bicycle system for the use shall connect to it.

(3) The *[local government]* and other affected agencies shall provide bicycle parking facilities at public uses such as schools, city hall, transit stations, park-and-ride lots, recreation facilities and libraries in accordance with the above standards.