



# SIDEWALKS AND SHARED-USE PATHS

Subdivision Regulation Amendment

SRA 2019-1

August 22, 2019

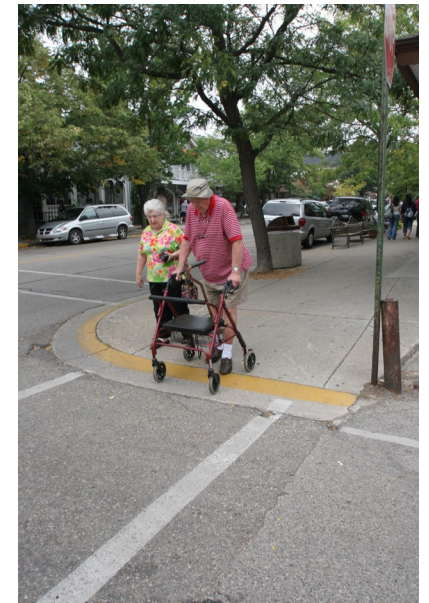


# Sidewalks and Shared-Use Paths

- Article 6 of the LFUCG Land Subdivision Regulations:
  - *Design and Improvement Standards for Major Subdivisions - The major direction of this Article is to promote development that is most harmonious with the existing environment, while providing guidelines and standards to protect the public health, safety and welfare.*

# Sidewalks and Shared-Use Paths

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  - *Design and Improvement Standards for Major Subdivisions - The major direction of this Article is to promote development that is most harmonious with the existing environment, while providing guidelines and standards to protect the public health, safety and welfare.*
- Article 6-8: Street Standards
  - *Focus on safe and adequate facilities for all users*



# Proposed changes to Sidewalk Widths

## **Article 6-8(n) Table A: Standard Sidewalk Alignment**

- Non Residential and Industrial Collectors/Connectors (40' Street Width) 6' minimum width.
- Non-Residential and Industrial Collectors/Connectors (51' Street Width) 6' minimum
- Residential Collectors/Connectors and Industrial Locals 6' minimum, recommended minimum 7'-8' in high use areas such as downtown urban environments, near shopping centers, schools, civic facilities, ect.
- Local Residential 5' minimum width.
- Local Residential Cul-de-sac 5' minimum width
- Arterial Major and Minor 6' minimum, recommended minimum 7'-8' in high use areas such as downtown urban environments, near shopping centers, schools, civic facilities, ect.

# Proposed changes to Shared Use Paths

## Article 6-8(n)(3): Shared-Use Path Standards

- Where these paths are indicated in the Comprehensive Plan as outlined in the Lexington area MPO Bike and Pedestrian Master Plan and where existing trails provide opportunities for connections, the commission shall require the dedication of right-of-way, or an easement of sufficient width for the construction and use of the path. If a shared-use path is required by the Commission in lieu of a sidewalk, the developer shall build the shared-use path at a minimum width of (10) feet. The shared-use path shall be designed and constructed in conformance with the Roadway Manual.

# Updating the Language of Article 6-8

- The inclusion of the ***Transportation System***
  - System that provides access for all users
  - Connected infrastructure
- The inclusion of the MPO Bicycle and Pedestrian Master Plan
  - “The Greater Lexington Area envisions a network of high quality walkways and bikeways that connects communities and fosters economic growth and regional collaboration. People of all ages and abilities will have access to comfortable and convenient walking and biking routes, resulting in true mobility choice, improved economic opportunity, and healthier lifestyles. Across the region, a culture of safety and respect is cultivated for people traveling by foot or bike, whether for transportation or recreation.”

# Compliance with Minimum Design Standards

## ■ LFUCG Subdivision Regulations

- Article 6-8(n): *All sidewalks and shared-use paths primarily provided for convenience and/or improved flow shall conform to the following standards and shall be designed in accordance with the Division of Engineering Roadway Manual, the Division of Engineering Standard Drawings, and in conformance with the Americans with Disabilities Act (ADA).*

## ■ Americans with Disabilities Act (ADA) and the United States Access Board Minimum Requirements

- X02.1.3.1 General. The minimum clear width of a pedestrian access route shall be 60 inches (1525mm), exclusive of the width of the curb.
- Advisory: Designers are encouraged to provide additional width where possible, especially in high use areas such as in downtown urban environments, near shopping centers, schools, civic facilities. It is recommended that the pedestrian access route be no less than 72 inches wide in high use areas.

*3 Ft Sidewalk*



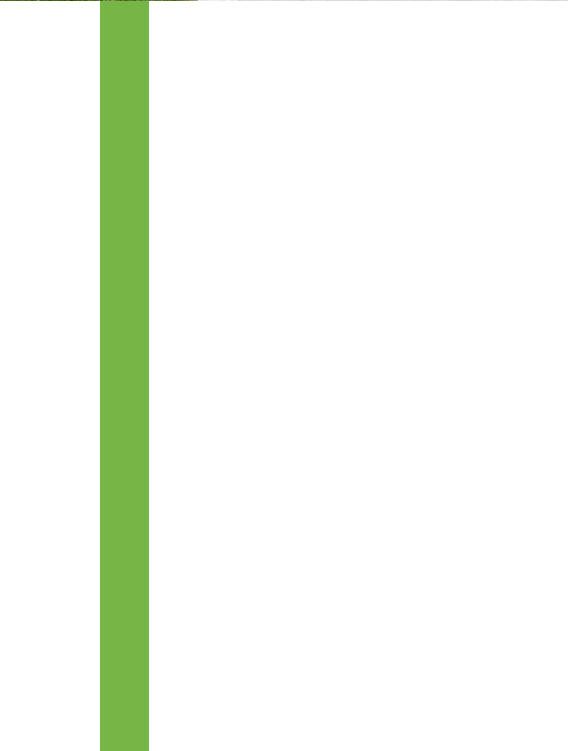
*4 Ft Sidewalk*



*5 Ft Sidewalk*



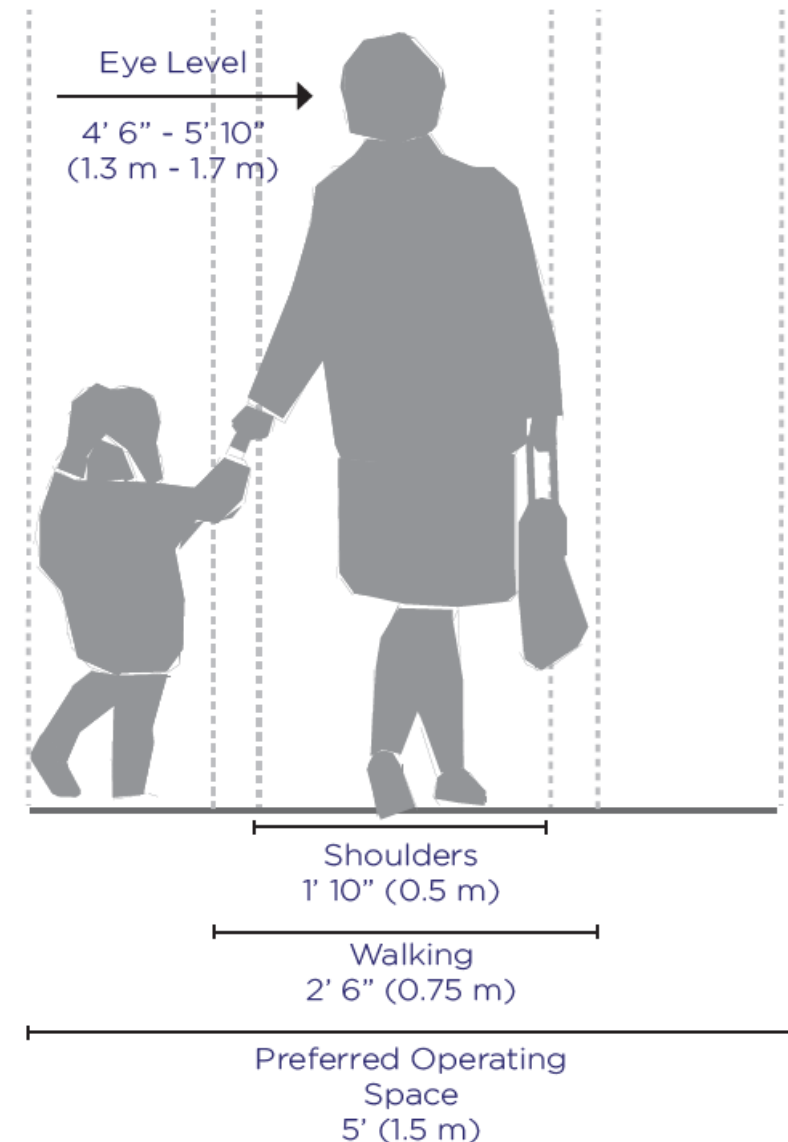




# Compliance with Minimum Design Standards

## ■ Kentucky Transportation Cabinet

- *Highway Design Manual; Guidelines for Pedestrian and Bicycle Accommodation*
  - 5' sidewalks with 2' buffer strip on both sides of the roadway (desirable)
  - 5' minimum, 6'-10' desirable for sidewalks in heavily-traveled pedestrian areas, Central Business Districts (CBDs), and other special applications
  - 10' desirable, 8' minimum shared use path (two-way directional travel)
  - 10' shared use path with 5' sidewalk on opposite side







# Compliance with Minimum Design Standards

## ■ MPO Bike and Pedestrian Master Plan

- A shared use trail that is off-road provides a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Shared use trails can provide a low-stress experience for a variety of users using the network for transportation or recreation.



Horizontal Clearance  
2 ft

Shared Use Path  
10-12 ft

Shoulder  
2 ft



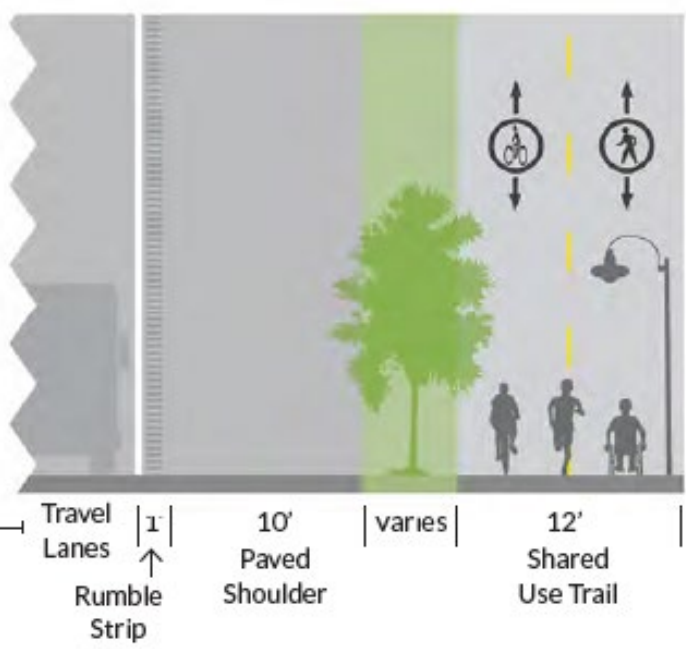
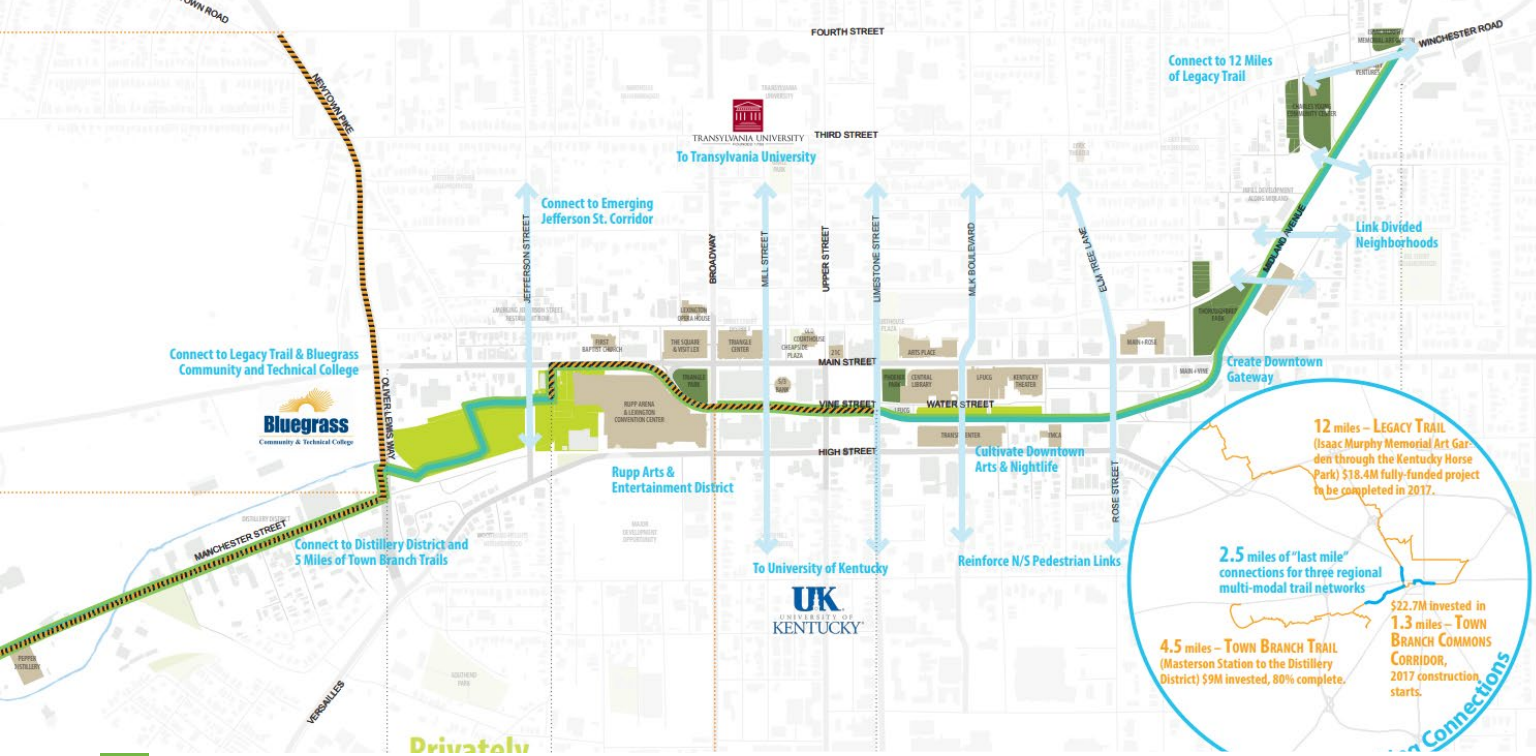
Pathway  
10-12 ft

Roadway Separation



FEB 15





# Compliance with the 2018 Comprehensive Plan

- Theme D, Goal #1: Work to achieve an effective and comprehensive transportation system.
- Theme D, Goal #1.a: Support the Complete Streets concept, prioritizing a pedestrian-first design that also accommodates the needs of bicycle, transit and other vehicles.





# Meeting the Needs of Current and Future Residents

## We heard that walking & biking in Fayette is...

- Difficult and dangerous due to driver behavior (fast speeds, inattention, failure to yield at intersections)
- Important for transportation and recreation
- Improving with more recent bike lanes and projects like the Legacy Trail and the Town Branch Trail

## We heard that walking & biking in Fayette should...

- Connect people to commercial centers, such as New Circle Road and Nicholasville Road
  - Provide safe pedestrian and bicycle crossings at intersections
  - Include facilities like wider sidewalks that are accessible for all users, including people in wheelchairs or pushing strollers
  - Have more bike lanes connecting neighborhoods with existing shared use trails
- .....





## The Staff Recommends: Approval, for the following reasons:

1. The proposed amendment to Article 6 of the Land Subdivision Regulations to update the requirements for sidewalks and shared-use paths will provide a more diverse transportation network with options for residents and visitors to our community, while also promoting economic growth, public health, and the quality of life of the Lexington's current and future residents.
2. The proposed text amendment will work to achieve an effective and comprehensive transportation network (Theme D, Goal #1), by supporting the Complete Streets concept, prioritizing a pedestrian-first design that also accommodates the needs of bicycle, transit and other vehicles (Theme D, Goal #1.a).
3. The proposed text amendment meets the minimum design standards established by the Kentucky Transportation Cabinet, the United States Access Board, and the Americans with Disabilities Act (ADA).

Questions

**TABLE A: STANDARD SIDEWALK ALIGNMENT**

<b>STREET CLASSIFICATION</b>	<b>WIDTH (FEET)</b>	
	<b>DISTANCE FROM ROADWAY</b>	<b>WIDTH OF SIDEWALK</b>
Non-Residential and Industrial Collectors/Connectors (40' Street Width)	10.5	<u>64.0</u>
Non-Residential and Industrial Collectors/Connectors (51' Street Width)	5.0	<u>64.0</u>
Residential Collectors/Connectors and Industrial Locals	5.5	<u>64.0, 8.0 in high use area*</u>
Local Residential	5.5	<u>54.0</u>
Local Residential Cul-de Sac	7.0	<u>54.0</u>
<u>Arterial Major and Minor</u>	<u>7.0</u>	<u>6.0, 8.0 in high use area*</u>

\* Downtown and urban environments, near shopping centers, schools, civic centers, etc.