

Section 350-7. - Sidewalks and bikeway construction standards.

- (a) Pathways shall form a logical, safe and convenient system for pedestrian or bike access to all dwelling units and other buildings and facilities.
- (b) Pathways shall be so located and safeguarded as to minimize contacts with automotive traffic.
- (c) Pathways that are appropriately located, designed and constructed may be combined with other easements and used by emergency and service vehicles, but shall not be used by other automotive traffic.
- (d) Public sidewalks shall be located along both sides of all streets and shall have minimum widths as specified in the street type dimensions table, see Section 230-26.
- (e) *Sidewalk construction standards.* When required by this section and Sec. 270-9, Redevelopment Assessment, sidewalks and curb ramps shall be constructed in all new development or redevelopment along all abutting or internal streets, existing or new, private or public. Sidewalks shall be constructed in accordance with the requirements of this Section. The Planning and Development Director is authorized to grant modifications upon specific application due to topographic or drainage difficulty as well as alternative design proposals after receiving recommendations from the Public Works Director. Whenever a discrepancy occurs between the design (see Section 230-26, Streetscape Design) and construction standards (this Section) of this UDO and any state or federal regulation, then the most restrictive shall apply.
 - (1) *Sidewalk installation and timing.* Sidewalks shall be installed as follows:
 - a. *Residential subdivision projects.* Sidewalks shall be installed on new internal streets (both sides including "eyebrow" turnarounds, culs-de-sac, and hammerheads) and on adjacent external streets prior to the recordation of the final plat, unless a performance bond is secured pursuant to Section 300-27.
 - b. *Nonresidential subdivision projects.* Sidewalks shall be installed on new internal streets (both sides including cul-de-sac, hammerheads, and "eyebrow" turnarounds) and on adjacent external streets prior to the recordation of the final plat, unless a performance bond is secured pursuant to Section 300-27.
 - c. *Nonsubdivision projects.* Required sidewalks shall be installed prior to the issuance of a Certificate of Occupancy/Completion.
 - d. *Performance surety.* Performance surety provided to the City shall include the cost of sidewalk curb and ramp construction not yet installed, per the requirements of Section 300-27, Guarantees and Sureties. The surety shall be in an amount acceptable to the City.
 - e. *Escrow alternative.* The cost of sidewalk installation may be set aside in escrow with the Department of Public Works if proposed road improvements by the City may impact the location of a sidewalk.
 - (2) *Sidewalk site preparation and material standards.*
 - a. *Cross slope.* Sidewalks shall be constructed with a cross slope of 0.25 inch per foot. Sidewalks shall maintain this cross slope at driveway crossings or transition the sidewalk to a driveway with ramps and detectable warnings. Sidewalks crossing driveways shall meet the requirements of Sec. 350-2(a)(1)b.
 - b. *Material.* Class "B" (as defined by Georgia Department of Transportation) with a minimum strength of 2,200 PSI at 28 days.
 - c. *Final stabilization.* Disturbed areas resulting from sidewalk construction shall be backfilled, stabilized, and grassed or landscaped.
 - (3) *Sidewalk curb ramp construction standards.* Intersection radius curb ramps shall be provided at street intersections. Straight ramps may be provided at intersections of curbed driveways and at streets without sidewalks. Curb ramps shall meet the requirements of DeKalb County.

- (4) *Damage repair.* Damage to sidewalks and ramps caused by construction or development activity shall be repaired at no cost to the County within 30 days or prior to issuance of a Certificate of Occupancy, whichever is earlier.
- (f) *Bikeway construction standards.* All bicycle routes and lanes, multi-use paths, and greenways shall be designed and developed as follows:
- (1) *Bicycle lanes within the right-of-way.* Bicycle lanes, where provided, shall be a minimum of four feet in width and placed between the outside lane of a roadway and the curb or shoulder. When on-street parking is permitted, the bicycle lane shall be between the parking lane and the outer lane of moving vehicles. Lanes shall be delineated with appropriate markings, as required by the Manual on Uniform Traffic Control Devices. Bikeways and bicycle lanes must be pre-approved by the City and meet the requirements of the latest edition of the AASHTO "Guide for the Development of Bicycle Facilities," and the latest edition of the NACTO "Urban Bikeway Design Guide."
 - (2) *Multi-use paths.* Multi-use paths, where provided, shall comply with the provisions of this Section and shall meet the following requirements:
 - a. Width. Multi-use trails and paths shall be a minimum of 10 feet in width.
 - b. Material and construction details.
 1. A multi-use path that is constructed in a floodplain, adjacent to a stream, or adjacent to undisturbed land shall be either asphalt or concrete.
 2. In all other cases, a multi-use path shall be concrete.
 - c. Multi-use paths shall be designed to minimize direct auto-pedestrian and/or auto-conflicts by such means as sidewalks, striping and signs.
 - d. Multi-use paths shall be connected to crosswalks at intersections where applicable.
 - e. Multi-use paths shall be in substantial conformity with the provisions of Addendum 1.0, Design Guidelines.
 - (3) *Greenways.* Greenway paths, where provided shall comply with the provisions of this Section and shall meet the following requirements:
 - a. Width. Greenway paths shall be a minimum of 12 feet in width.
 - b. Material and construction details.
 1. A greenway path that is constructed in a floodplain, adjacent to a stream, or adjacent to undisturbed land shall be either asphalt or concrete.
 2. In all other cases, a greenway path shall be concrete.
 - c. Greenways shall be designed to minimize direct auto-pedestrian and/or auto-bicycle interaction by such means as sidewalks, striping and signs.
 - d. Greenways shall be connected to crosswalks at intersections where applicable.
 - (4) *Peachtree Creek Greenway.* Planned and future portions of the Peachtree Creek Greenway, where provided shall comply with the provisions of this Section and shall meet the following requirements:
 - a. Width. Greenway paths shall be a minimum of 14 feet in width.
 - b. Material and construction details.
 1. Shall be concrete.
 2. Shall be constructed with adequate strength for emergency vehicles to traverse.

- c. Shall include adequate lighting to allow for trail usage from 6 a.m. until 11 p.m.
- d. Shall include security cameras tied to the local police department, for 24-hour surveillance of the trail in its entirety, subject to approval of the City of Chamblee Chief of Police.
- e. Bike repair stations shall be located at every trailhead or every ¾ mile, whichever distance is less.
- f. Benches shall be provided on concrete pads adjacent to the trail, approximately every 400 feet.
- g. Trash and recycling receptacles shall be provided approximately every 400 feet. Such receptacles shall be distanced from seating areas to avoid odors and pests for users.
- h. Pet waste stations shall be provided approximately every 1,000 feet.
- i. Trailheads, including a minimum of 20 parking spaces, shall be provided approximately every mile.
- j. Hours of operation shall be limited to 7 a.m. until 11 p.m.
- k. Greenways shall be designed to minimize direct auto-pedestrian and/or auto-bicycle interaction by such means as sidewalks, striping and signs.
- d. Greenways shall be connected to crosswalks at intersections where applicable.

(Ord. No. [743](#), 12-19-17; Ord. No. [757](#), 12-18-18; [Ord. No. 776](#), 12-17-19)