

**Model Bicycle and Pedestrian Ordinance
for Communities in the Southern Georgia Region**

Southern Georgia Regional Commission

August 2015

Background

The Southern Georgia Regional Bicycle and Pedestrian Plan was developed to identify and determine methods for transforming the Southern Georgia Region and its communities into a bicycle and pedestrian friendly region through the development of a safe and convenient network of paths, trails and lanes for walkers, runners, and bicyclists of all types. To achieve this purpose, the Plan lists 14 Implementation Strategies, each of which address one or more of the Plan’s policy statements. The intent of the present report is to address Implementation Strategy #7: “Develop Model Regulations relating to Bicycle and Pedestrian Facility and Laws, design standards and criteria, and encourage local communities to include bicycle and pedestrian requirements and incentives in new zoning and land use regulations.”

Existing Regulations

SGRC staff conducted research to determine what jurisdictions within the 18-county region served by the Regional Commission have ordinances relating to bicycle and pedestrian traffic. The results of the research are shown in Table 1.

TABLE 1. Southern Georgia Region Bicycle/Pedestrian Ordinances

Counties/Municipalities	Pedestrian/Sidewalk Regulations	Bicyclist/Bike Facility Regulations
Atkinson County	No	No
Pearson	No	No
Willacoochee	No	No
Bacon County	No	No
Alma	No	No
Ben Hill County	No	No
Fitzgerald	Yes	No
Berrien County	No	No
Alapaha	No	No
Enigma	No	No
Nashville	No	No
Ray City	No	No
Brantley County	No	No
Hoboken	No	No
Nahunta	No	No
Brooks County	No	No
Barwick	No	No
Morven	No	No
Pavo	No	No
Quitman	No	No
Charlton County	No	No
Folkston	No	No
Homeland	No	No
Clinch County	No	No
Argyle	No	No
Du Pont	No	No
Fargo	No	No
Homerville	No	No
Coffee County	No	No
Ambrose	No	No
Broxton	No	No
Douglas	Yes	Yes
Nicholls	No	No
Cook County	No	No
Adel	No	No

Counties/Municipalities	Pedestrian/Sidewalk Regulations	Bicyclist/Bike Facility Regulations
Cecil	No	No
Lenox	No	No
Sparks	No	No
Echols County	No	No
Irwin County	No	No
Ocilla	No	No
Lanier County	No	No
Lakeland	No	No
Lowndes County	No	No
Dasher	No	No
Hahira	No	No
Lake Park	No	No
Remerton	No	No
Valdosta	Yes	No
Pierce	No	No
Blackshear	No	No
Patterson	No	No
Offerman	No	No
Tift County	No	No
Omega	No	No
Tifton	Yes	Yes
Ty Ty	No	No
Turner County	No	No
Ashburn	No	No
Rebecca	No	No
Sycamore	No	No
Ware County	No	No
Waycross	Yes	Yes

Summary of Existing Ordinances

City of Douglas

Section 56-40 relates to sidewalks and bikeways.

Section 78-108 relates to use of sidewalks, mainly to the obstruction of sidewalks, as well as sidewalk cafés.

Section 86-6 restricts usage of skateboards, roller skates and similar in certain areas.

Section 86-86 limits bicycle parking (as well as other vehicle parking) to 2 hours in designated areas.

In Chapter 3, Zoning Districts, TC-C Town Center Commercial District, section 5g relates to bicycle parking, requiring at least 1 bicycle parking space for every 20 automobile parking spaces.

Chapter 9, Section 5 (Street Improvement Standards), section j contains standards for sidewalks and bikeways.

City of Fitzgerald

Section 17-15 relates to pedestrian crossing signals.

Section 21-17 relates to pedestrian crossing of railroad tracks.

Section 22, Article II relates to Sidewalk Construction and Repair (Sec. 22-21 – Sec. 22-28).

City of Tifton

Section 4.2 – drainage easement and similar may be used as ped/bikeways.

Sections 4.05.00, 4.06.02 and 4.08-02 – Planned development/subdivision standards include pedestrian/bicycle circulation.

Section 5-1-3 relates to crosswalks.

Section 70.1 prohibits sidewalk obstruction.

Section 78-12 prohibits bicycles on sidewalks citywide.

Section 78-35 relates to “play streets.”

City of Valdosta

Section 4-2-3 relates to crosswalks.

Section 62-122(i) regulates root barriers for street trees to prevent sidewalk cracking.

Section 8-5 covers sidewalk requirements, including for new subdivisions.

Section 86-8 relates to sidewalk paving.

Section 86-41 relates to paving of sidewalks.

Sections 86-121 and 86-122 also cover sidewalk requirements for new developments.

Section 94-43 prohibits bicycles on sidewalks in the downtown area.

City of Waycross

Article VI, Section 20-101 through 20-107, relates to bicycles: Obey traffic regulations, bell/whistle required, lights requires. Prohibits bicycles on sidewalks citywide.

Section 33-1 restricts bicycles to transportation use only in the downtown area and prohibits scooters, etc.

Section 33-20 prohibits obstructing sidewalks.

Model Bicycle and Pedestrian Ordinance

Southern Georgia Regional Commission

WHEREAS, increasing walking and bicycling offers the potential for improved health, reduced traffic congestion, a more livable community, and more efficient use of road space and resources;

WHEREAS, pedestrians and bicyclists are disproportionately represented in the number of traffic injuries and fatalities that occur, and infrastructure improvements have been proven to address this issue;

WHEREAS, pedestrian and bicycle accommodations have been shown to increase property values and positively affect local economies;

BE IT ORDAINED BY THE MAYOR AND THE CITY COUNCIL OF THE CITY OF _____, GEORGIA, AS FOLLOWS:

The City of _____ will plan for, design, and construct all new transportation improvement projects to provide appropriate accommodation for all road users, including pedestrians, bicyclists, and persons of all ages and abilities, while promoting safe operation for all users, as provided for below.

1. Definitions

“Bicycle Lane” means a portion of a roadway (either with curb and gutter or a flush shoulder) which has been designated by striping, and special pavement markings or signing for the preferential use by bicyclists. The minimum viable width for a Bicycle Lane is five feet and traffic flow is one-way.

“Multi-Use Path” means a multi-use pathway for all non-automobile users, including pedestrians and bicyclists. The minimum viable width for a Multi-Use Path is ten feet and traffic flow is two-way.

“Street” means any right of way, public or private, including arterials, collectors, local roads, and roadways by any other designation, as well as bridges, tunnels, and any other portions of the transportation network.

“Transportation Improvement Project” means the construction, reconstruction, retrofit, or alteration of any Street, and includes the planning, design, approval, and implementation processes, except that “Transportation

Improvement Project” does not include routine upkeep such as cleaning, sweeping, mowing, spot repair, or pavement resurfacing.

2. Requirements

Every transportation improvement project shall include accommodations sufficient to enable reasonably safe travel along and across the right of way for all users, including non-automobile users; unless one or more of these conditions exist and is documented:

- a. Bicyclists or pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor.
- b. The cost of establishing pedestrian and bicycle accommodations would exceed twenty percent of the total cost of the transportation project.
- c. Bike lanes will not be required on local streets where the speed limit is 25 mph or less.
- d. Sidewalks will not be required in areas of very low population density.
- e. The City Council issues a documented exception concluding that bicycle and/or pedestrian accommodations are inappropriate because it would be contrary to public benefit and safety.

3. Standards for New Developments

a) Sidewalks

In new developments, sidewalks or multi-use paths shall be provided on both sides of all streets. The minimum clear width of a sidewalk shall be 4 feet and the minimum clear width of a multi-use path shall be 10 feet.

b) Through-Block Connections

On all cul-de-sac streets and all streets with no outlet, a developer shall improve and dedicate to the public a 10-foot-wide pedestrian and bicycle access way to connect through to other streets and provide for a network of public paths creating non-automobile access to schools, parks, and other destinations.

c) Bicycle Lanes

In new developments, on arterial and major collector roads, bicycle accommodations shall be provided, either in the form of bicycle lanes on both sides of the road (with a minimum width of 5 feet) or in the form of a multi-use path for use by pedestrians and bicyclists (with a minimum width of 10 feet).

d) Design Standards

When designing streets and pedestrian and bicycle accommodations, the latest and best design standards shall be used.