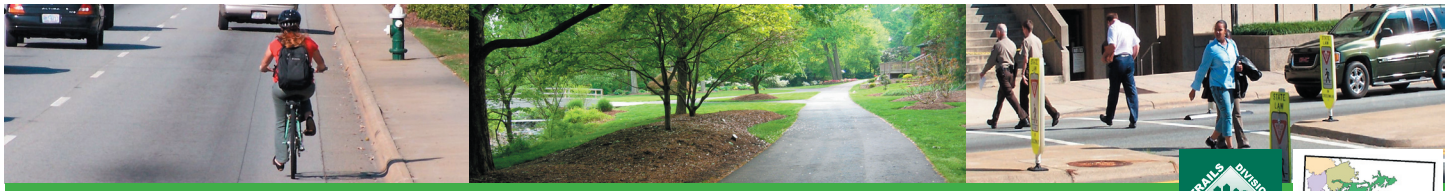


Appendix F: City of Greensboro Sidewalk Construction Program Procedures

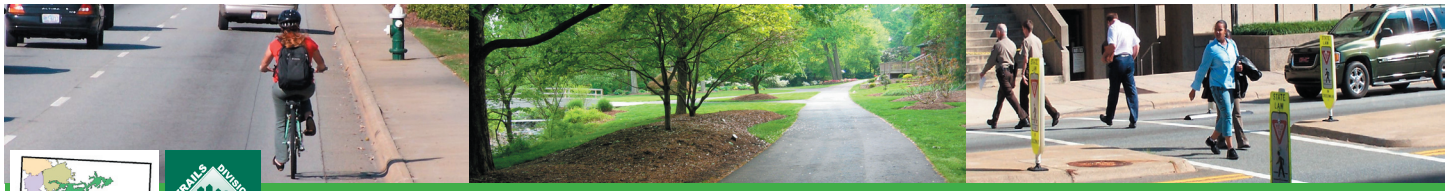
The City Sidewalk Construction Program includes four elements: 1) sidewalks built as a part of development projects, 2) a sidewalk petition program for residential streets, 3) a program to include sidewalks as a part of roadway improvement projects, and 4) a program to retrofit high-priority locations with sidewalks. Since 2002, approximately 60 miles of sidewalks have been constructed, and 140 miles have entered the design process. Specific information about each element of the Sidewalk Construction Program is provided below.

Sidewalks are required to be provided as a part of development projects by the City of Greensboro Unified Development Ordinance. This ordinance should be strengthened to ensure that developers provide sidewalks on both sides of all collector, subcollector, and local streets and that all sidewalks have a minimum width of five feet.

The sidewalk petition program provides for retrofitting residential streets with sidewalks. It has existed since the 1980s, but its procedures have changed over time. This program provides sidewalk where at least 51% of affected property owners concur. The petition process starts when an interested resident(s) contacts GDOT to request a petition. GDOT begins the process with a review of the feasibility of construction and a determination of if the proposed project limits (start and end points, side of the street, etc) are appropriate as proposed or would need to be modified to create a viable project. The next step is for GDOT to prepare a sidewalk petition and information packet to be circulated by the petitioner(s). Where 51% or more of affected property owners concur, the City will add the project to the sidewalk construction program. The program requires community effort and support, but is an effective way to introduce projects into the sidewalk program that would otherwise not likely be added through the priority sidewalk program or roadway improvement projects noted below.

It is standard practice of the City and MPO to include sidewalks on all roadway widening and curb & guttering projects conducted by the City or the NCDOT in the city and where possible in the urbanizing area. Sidewalks are typically included on both sides. This policy reflects the focus on mobility, improved aesthetics, transportation safety, accessibility, and choices under the ISTEA, TEA-21, SAFETEA-LU, 2000 Transportation Bond, Connections 2025, and the 2030 LRTP. Additionally, this policy is important to extending the sidewalk network through the community. Efforts to include sidewalks on NCDOT projects are equally important, especially where such projects involve bridges. There are currently 27 miles of roadway related sidewalk projects in the City project development process, and approximately 7 miles of roadway related sidewalk projects on NCDOT projects in the area.

The City's priority sidewalk retrofit program adds sidewalks as standalone projects. The program was implemented following the 2000 Transportation Bond. It focuses on adding sidewalks to priority segments of roadway in consideration of a range of needs-based factors. These factors can be classified into three main categories: safety, demand, and connectivity. Safety factors include roadway type, traffic volumes and speeds. Demand factors include proximity to destinations such as public transportation, shopping, residential (and particularly higher density residential) uses, schools, parks, etc. Demand is also indicated by the presence of a worn path in the roadway shoulder or other observation of significant walking activity. Connectivity relates to completing a continuous



sidewalk system, which can involve filling in short gaps between existing sidewalk sections and extending sidewalk to key destinations. There are currently approximately 70 miles of priority sidewalk projects in various stages of design, property acquisition, utility relocation and construction.

To date, the City has financed sidewalk construction through a mix of transportation bond funds and Powell Bill funding balances (reserves accumulated through past years). However, the transportation bond funds are finite, and the Powell Bill fund reserves will be spent down. Some federal and state transportation funds have been used for sidewalk construction (as part of state roadway projects or stand alone sidewalk projects funded through the NCDOT and the MPO).