# INTER- AND INTRA-CONNECTIVITY INTERPRETIVE GUIDELINES

**Prepared by: The City of Sanibel Planning Department**

**March 11, 2014**

## Introduction

One of the City Councils goals adopted for the fiscal year of 2013-2014 was to conduct a redevelopment work plan study for the City's Commercial District. The intent of this study focuses upon the examination of potential Land Development Code amendments that would ensure and maintain the future success and stability of the City's Commercial District. One key element coming out of this study was the development of specific guidelines to assist property owners with the installation of Inter- and Intra-connectivity paths that would provide both pedestrian and bicycle ingress and egress to the City's Shared Use Path system and between adjacent properties and land uses.

Herein, Inter-connectivity and Intra-connectivity shall be defined to mean the following:

- **Inter-connectivity:** Pedestrian and bicycle connections to the shared use path system

- **Intra-connectivity:** Pedestrian and bicycle connections between adjacent properties.

## Intent

The goals of these interpretive guidelines for Inter- and Intra-connectivity are as follows:

- To remain consistent with the goals, objectives and policies of the Sanibel Plan.
- To build upon the success of the shared use path system.
- To ensure pedestrian, bicyclists and motorist safety by providing unobstructed sight lines at points of ingress and egress.
- To mitigate vehicular traffic volumes by continuing to promote walking and bicycling.
- To improve safety by eliminating conflict points between automobiles and pedestrians and bicyclists.
- To enhance pedestrian and bicyclist access to properties within the commercial district.
- To encourage opportunities for shared parking, thus reducing the need for large parking lots.

This document is intended to serve as a guide to aid interested property owners and other similar entities with the permitting and installation of Inter and Intra-connectivity paths for pedestrian and bicycle use.

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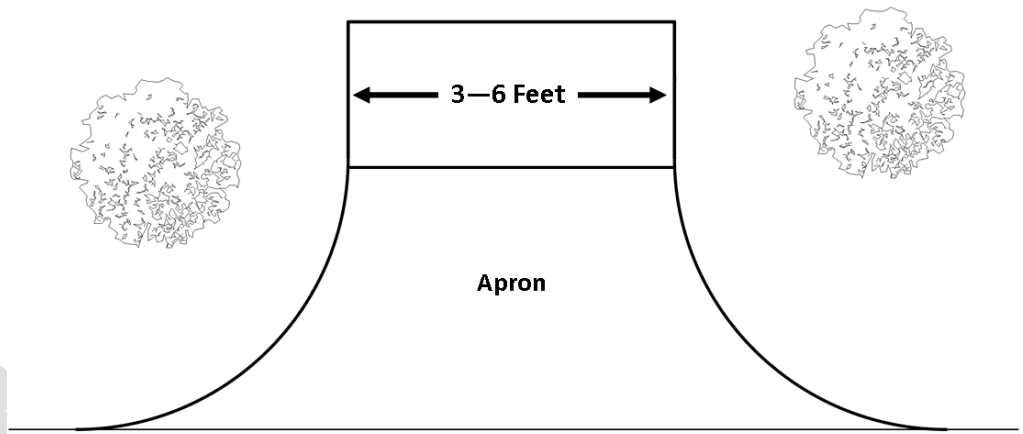
## Width

The width of Inter- and Intra-connection paths should be a minimum of three (3) feet, or the minimum width standard as defined in the ADA Accessibility Guidelines (ADAAG), and a maximum of six (6) feet, as measured from the outside edges of the Inter- or Intra-connection path (See Figure 1).

**Figure 1: Width**




## Surface Materials

The surface materials utilized in the construction and installation of Inter and Intra-connection paths may consist of any the following or similar substances:

- Asphalt
- Concrete
- Wood
- Pavers
- Gravel
- Stone
- Shell

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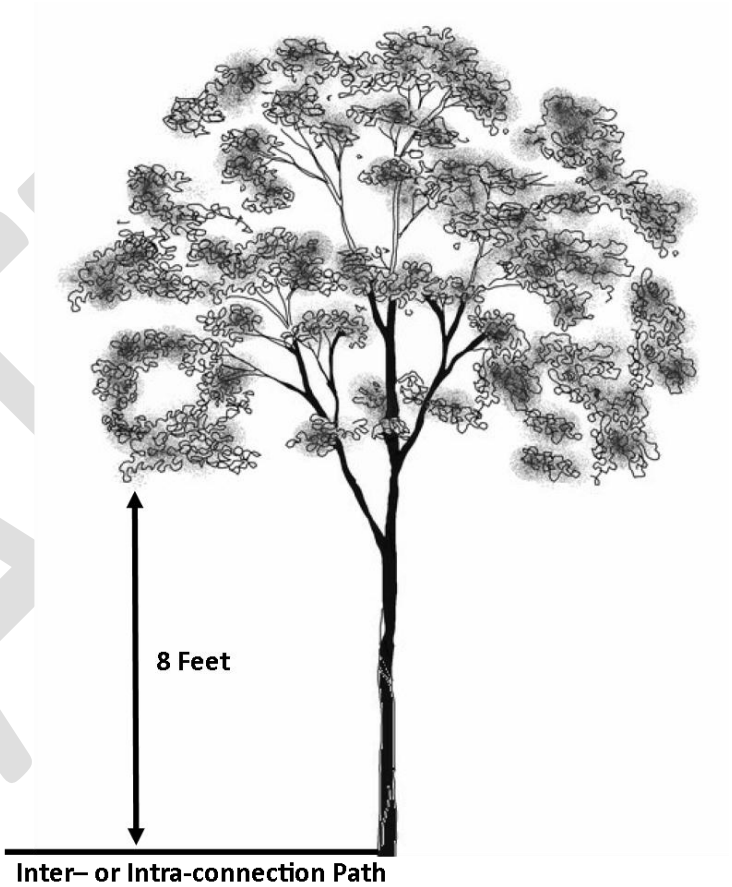
## Vertical Clearance

The recommended vertical clearance provided and maintained for pedestrian and bicycle use should be no lower than eight (8) feet, as measured from the surface area of the Inter- or Intra-connection path up to the lowest elevation of the nearest overhead obstruction (See Figure 2).

**Figure 2: Vertical Clearance**




## Number

There are not a recommended number of Inter- or Intra-connection paths that a property may provide; however, the number of paths should be the minimum reasonably necessary to provide safe pedestrian and bicycle ingress and egress to either the shared use path or between one property and another.

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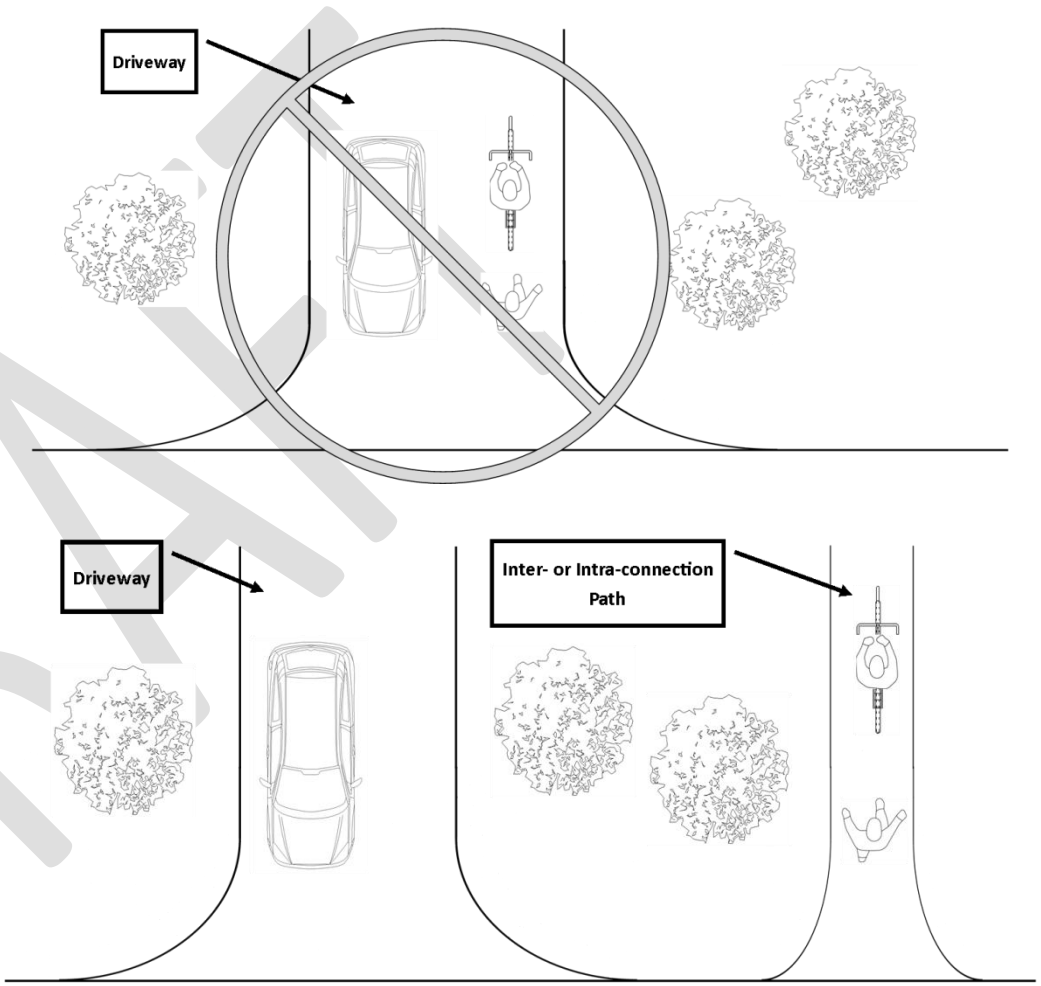
## Location

The actual location of all Inter- or Intra-connection paths should be situated to ensure the safe and efficient circulation and movement of pedestrians and bicyclists both on and off-site.

### Driveway Separation

There should be sufficient separation established between existing driveways used to provide vehicular ingress and egress to a property and Inter- and Intra-connection paths (See Figure 3).

**Figure 3: Driveway Separation**

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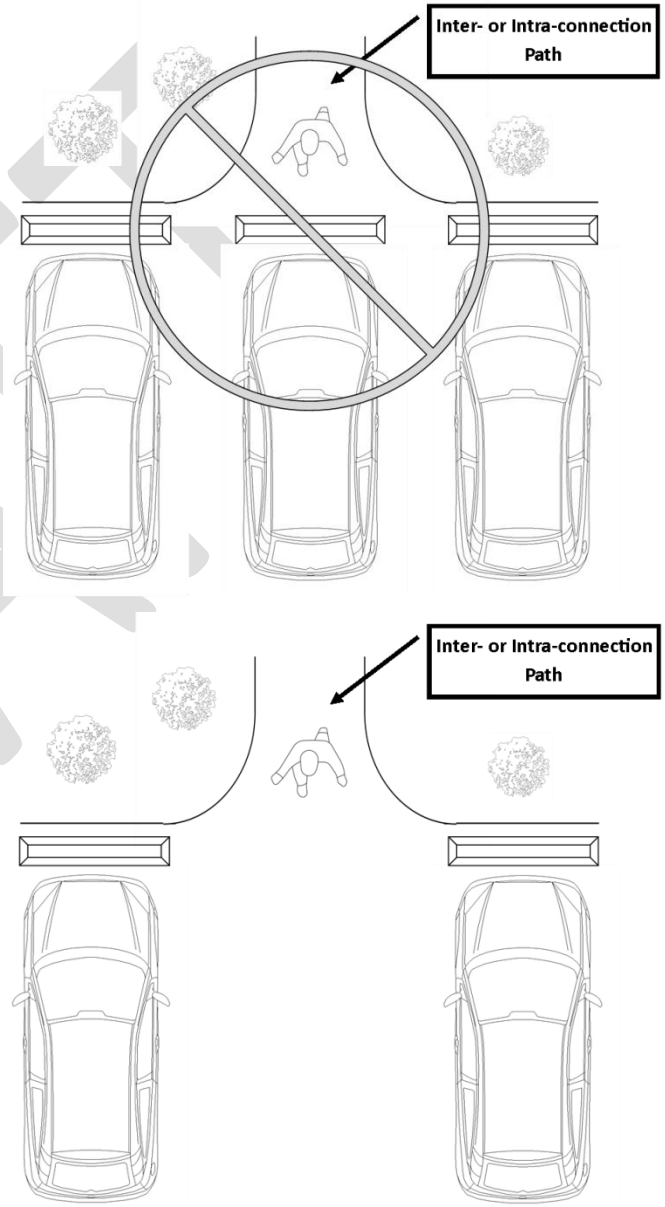
**Obstructions**

The point at which an Inter- and Intra-connection path enters property should not lead pedestrians or bicyclists into an off-street parking space, loading area or other areas where there is a conflict with vehicular parking, movement or ingress/egress. (See Figure 4).

**Figure 4: Unobstructed Entry**

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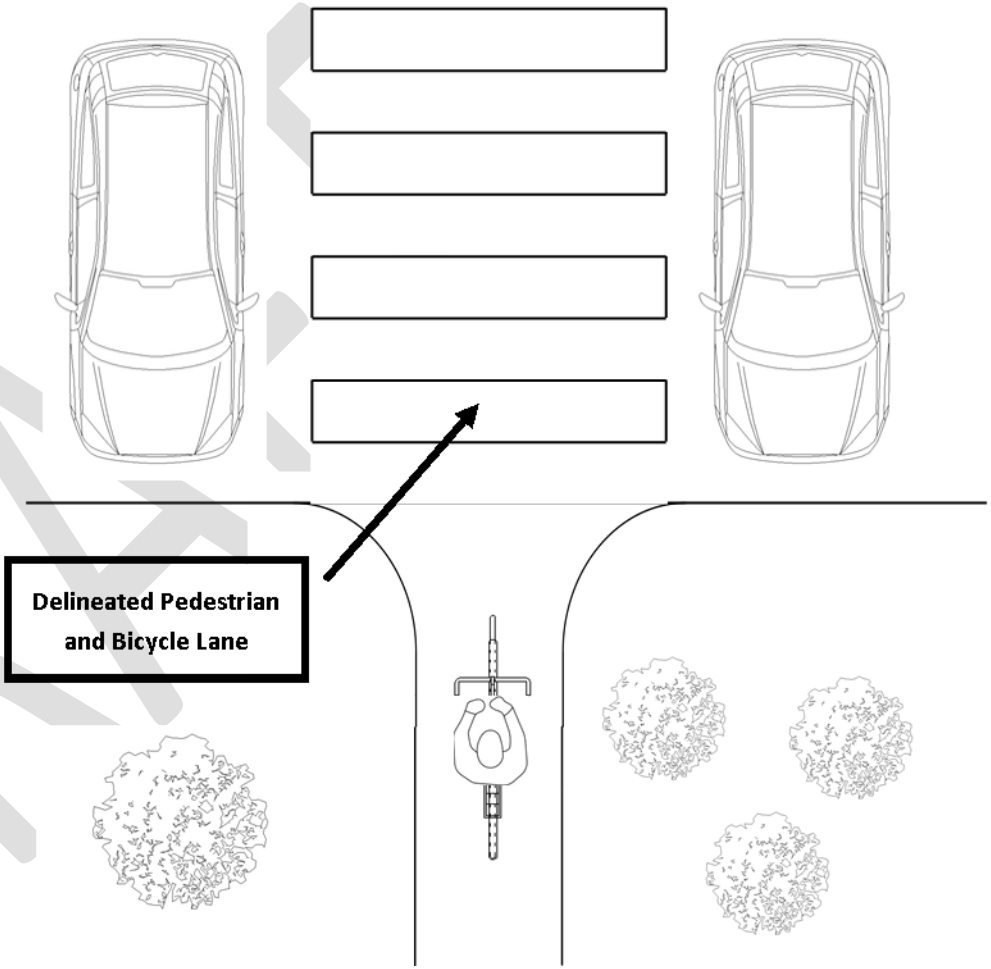
## Visibility

In order to ensure the safety of pedestrians, bicyclists and motorists alike, unobstructed visibility should be taken into consideration when installing Inter- and Intra-connection paths.

### Pedestrian and Bicycle Lanes

Parking lots with a hard surface, such as asphalt, concrete or pavers, are encouraged to properly delineate all pedestrian and bicycle lanes, with surface striping or marking. Such striping or markings should begin at the ingress/egress point of the Inter- or Intra-connection path onto the property (See Figure 5).

**Figure 5: Delineated Pedestrian and Bicycle Lane**

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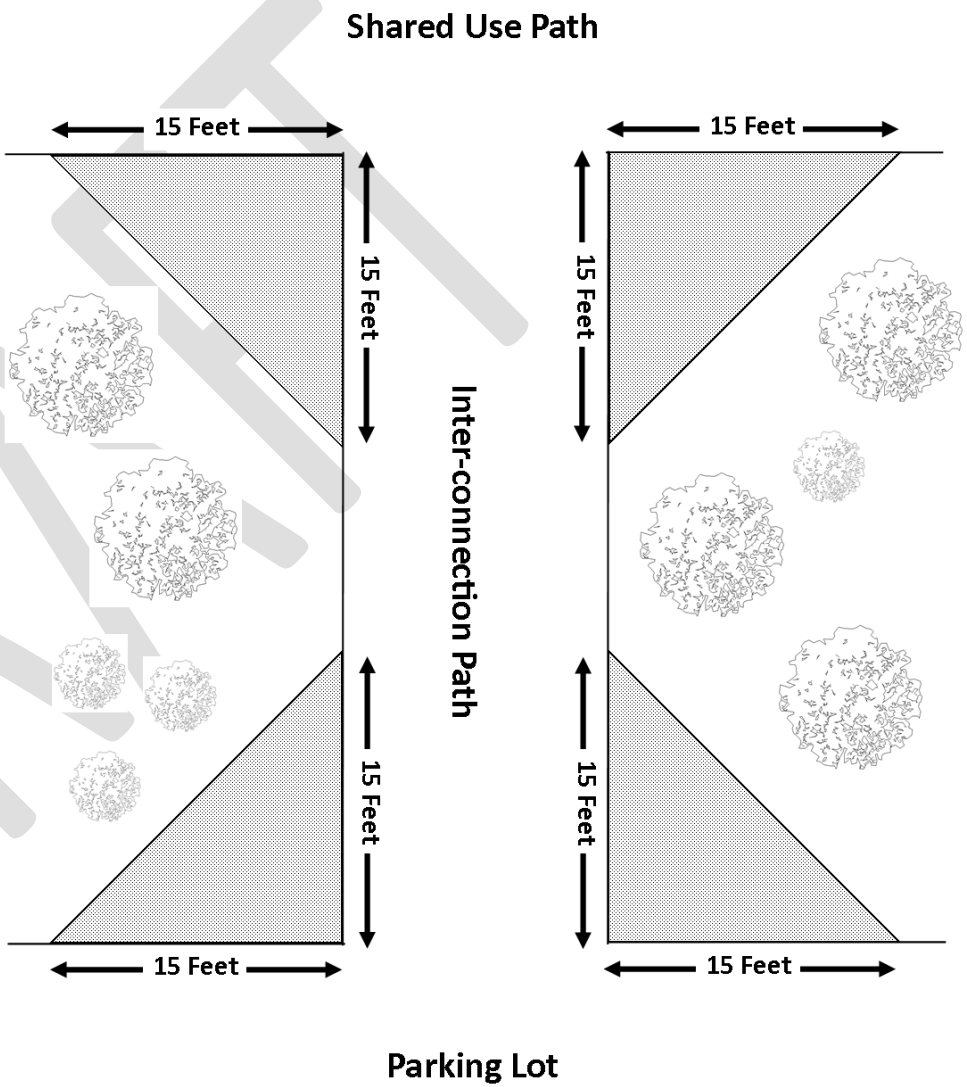
**Line of Sight**

It is recommended that Inter-connection paths meet the requirements for traffic visibility at driveway intersections standards from Section 126-935 of the Sanibel Code (See Figure 6). As applied to Inter-connection paths, it is recommended:

- The establishment of a sight triangle formed by the point of intersection of the lines established by the edge of the interconnection and the edge of the shared use path or parking lot and the points on each such lines 15 feet from the point of the intersection.
- No structure, including street graphic, vegetation or other visual obstruction may intrude at a height of between 30 inches and 60 inches above ground level within this sight triangle.

Due to the nature of Intra-connection paths, adhering to the traffic visibility at driveway intersections standards may not always be practical; therefore, it is recommended that a clear sightline devoid of visual obstructions be provided to the extent possible.

**Figure 6: Inter-connection Sight Triangle**

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## Design

Inter- and Intraconnection paths should be clearly delineated. Inter-connection paths should be installed perpendicular to the shared use path to the extent possible and a hard surfaced apron, designed to accommodate the turning movements of bicycles, should be installed where the Inter-connection path abuts the shared use path (See Figure 7).

If the Inter-connection path is comprised of a loose material, such as gravel, stone or shell, the apron should be designed appropriately to keep the material from spilling or being tracked onto the shared use path (See Figure 8).

**Figure 7: Inter-connection Apron Designed for Turning Movements**

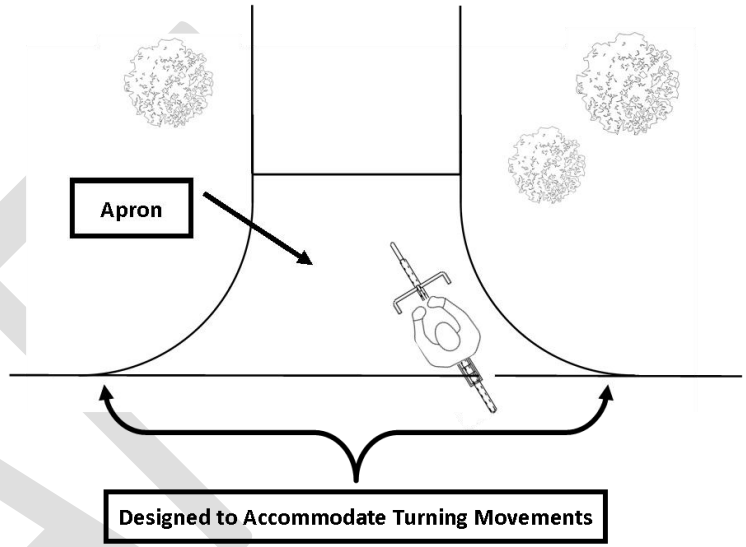
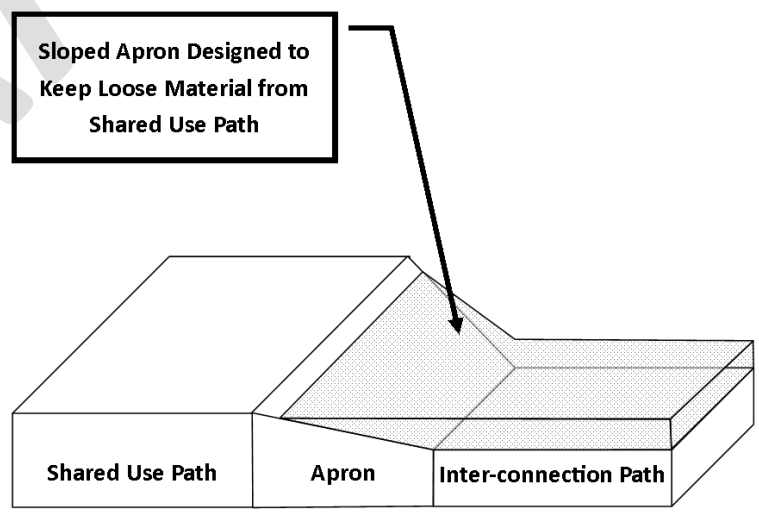



**Figure 8: Inter-connection Loose Material Apron**

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## Lighting

All lighting associated with the installation of Inter- and Intra-connection paths are required to meet the outdoor lighting standards of Division 4 of Chapter 126 of the Sanibel Code, with the exception that lighting installed for Intra-connection paths may trespass onto the adjacent property joined by the Intra-connection path.

## Drainage

Where Inter- and Intra-connection paths are installed on a site with an approved or exiting storm-water management system all drainage features must be maintained in compliance the drainage design standards of Article IV of Section 118 of the Sanibel Code.

## Signage

All way-finding and directional signage associated with the installation of Inter- and Intra-connection paths are required to meet the sign standards found in Chapter 106 of the Sanibel Code.

## Coverage and Developed Area

Inter- and Intra-connection paths may deviate from limitations on coverage and developed area if the Inter- or Intraconnection path is found to meet all standards of Section 126-855 of the Sanibel Code.

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**Note:** City council may, from time to time, amend this illustrated guide to aid in the administration and interpretation of the above guidelines for Inter-and Intra-connectivity.