

Sidewalk Installation Policy

Effective date 4/11/2022

Introduction

The Sidewalk Installation Policy establishes minimum standards and guidelines for the design and construction of new sidewalks to provide for public safety and welfare while establishing consistent criteria for citywide connectivity.

Background

Connectivity for active transportation has become a priority for the sustainability of our community. This policy incorporates standards as we expand connectivity to provide the community with the consistency of expectations for new sidewalks. To enhance safety, sidewalks will be separated from the roadway. This increases pedestrian safety and comfort by providing additional clearance from vehicular traffic. An appropriate buffer can also create a usable and sustainable tree lawn. Street trees further enhance pedestrian safety and comfort by providing a physical barrier, traffic calming effect, roadway noise suppression, and relief from extreme heat. Additionally, this allows a place for trash and recycling containers, snow removal, leaf piles, etc.

Application

New sidewalks are installed as part of a Development project, Capital Improvement Project on Arterials and Major Collectors for one side of the roadway, or by resident-initiated sidewalk petitions at locations described in the petition.

Design

- 1) All sidewalks shall be designed and installed in accordance with the Americans with Disabilities Act (ADA) guidelines.
- 2) Public sidewalk shall be installed within the City Right of Way.
- 3) Sidewalk shall be installed 5 feet wide. The City Engineer may designate a wider sidewalk in the following locations: commercial areas, parks, schools, and major thoroughfares (arterial and collector roadways).
- 4) No sidewalk shall be installed at the back of the curb along residential streets. The City Engineer may approve the following exceptions to avoid existing assets: utility pole, fire hydrant, light pole, mailboxes, trees (with City Forester approval), or other locations identified by the City Engineer.

- i) Any City project replacing the existing sidewalk located at the back of the curb will relocate the sidewalk to incorporate a tree lawn.
- 5) If available through Right of Way or easement, a minimum 6-foot tree lawn is required for the separation from the roadway and inclusion of street trees unless safety circumstances necessitate a reduced tree lawn and is approved by the City Engineer. The City Forester may recommend adjusting the tree lawn required for existing trees on a case-by-case basis. All sidewalks by petition must accommodate a 6-foot tree lawn without exception.
- 6) City street trees that may be impacted by construction will be evaluated at design and during construction. If tree removal is necessary, the City will replace the tree as required by the city code.
- 7) Sidewalk is not approved on uncurbed roads in the City Right of Way. The City Engineer may consider approval with adequate storm water management and soil conditions.

Construction

- 1) Type 'S' concrete is required with no additives.
- 2) All joints shall be saw cut with rubberized expansion joints placed every 30 feet.
- 3) Sidewalk thickness shall be 4-inch concrete and 6 inches for residential driveways and 8-inch for commercial driveways.
- 4) All excavation within ten feet of a tree in the Right of Way requires a separate permit and inspection by the Forestry Division.
- 5) Sidewalk shall have a maximum cross-slope of 2%.
- 6) The grade (running slope) of a sidewalk shall not exceed 5% unless required by the adjacent roadway profile.
- 7) Provided a property owner offers a Right of Entry, the maximum driveway slope between the curb and sidewalk shall be 15% and must follow the City's Driveway Standard Drawing.
 - i) Without resident approval, the City will replace the driveway within the Right of Way, which may result in a slope greater than 15%.
- 8) The maximum tree lawn slope (edge of the sidewalk to the curb) shall be 4:1 (25%) unless approved by the City Engineer.
- 9) The City will grade the property owner's yard such that the maximum slope behind the sidewalk is 3:1 (33%). A Right of Entry must be obtained from the owner for grading outside the City Right of Way unless approved by the City Engineer.
 - i) Yard grading shall be the City's standard slope adjustment, but a retaining wall within the Right of Way may be considered. This will be determined during the design process with resident input.
- 10) Before the concrete walk is poured, the City Inspector shall inspect the forms to make sure that the contractor is installing the sidewalk in accordance with this policy and all ADA

requirements. The Inspector will document the measurements and approval in their daily inspection report.