

**ORDINANCE NO 1095**

**AN ORDINANCE REPEALING CHAPTER 19.28.040 PEDESTRIAN WALKWAYS AND  
SUBSTITUTING AN UPDATED AND REVISED SIDEWALKS, SHARED USE PATHS, AND  
TRAILS ORDINANCE.**

**BE IT ORDAINED BY THE CITY COUNCIL OF FAIRFIELD, IOWA:**

**SECTION 1. Repealer.** The part of Ordinance 519 codified as Fairfield Municipal Code Chapter 19.28.040 which describes construction requirements of sidewalks **IS HEREBY REPEALED.**

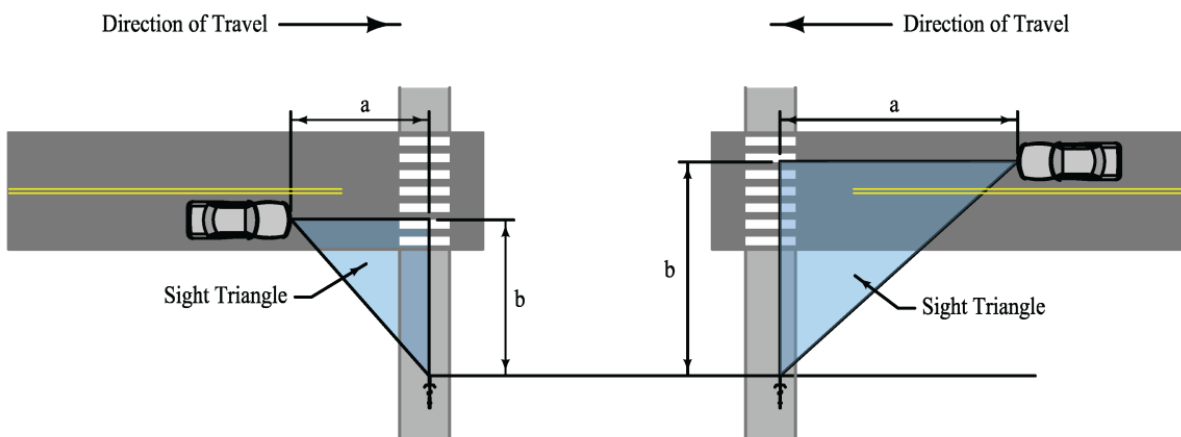
**SECTION 2. Amendment.** Fairfield Municipal Code Chapter 19.28.040 is **HEREBY AMENDED BY SUBSTITUTION AND INSERTION** of the following:

**19.28.040 Sidewalks, Shared Use Paths, and Trails**

- a) Public sidewalk, Shared-Use Paths, and Trails shall be constructed in accordance with the most currently issued Iowa Department of Transportation Design Manual for Sidewalks and Bicycle Facilities, at the time of construction.
- b) Definitions:
1. Sidewalk: All permanent public walks contained within the Right-of-Way in business, residential, and commercial areas within the corporate boundaries of the City.
  2. Shared-Use Path: Multi-use trail or other paths, physically separated from motorized vehicular traffic by an open space or barrier, either within a highway Right-of-way or within an independent right-of-way, and usable for transportation purposes. Shared-Use Paths are connectors, trail spurs, or pedestrian thoroughfare established for recreational or general travel purposes which are contained within the City's corporate boundaries and may transverse, be parallel or adjacent to, bisect, or intersect the Right-of-Way.
  3. Trail: City designated Trails are composed of either impervious or pervious surface materials, are designated for recreational use purposes, are located on both public Right-of-Way and private property via established easement passage, and can be located within or outside of the City's corporate boundaries.
  4. Path Crossing: Roadway, alley, or driveway crossing of a City designated Shared-Use Path or Trail.
- c) All sidewalks, Shared-Use Paths, and Trails must connect to other sidewalks, Shared-Use Paths, or Trails or to private property lines to provide for their extension to adjacent properties.
- d) In cases where the proposed sidewalk, Shared-Use Path, or Trail provides a connection between existing sidewalk, Shared-Use Path, or Trail that are less than the required width, the proposed sidewalk, Shared-Use Path, or Trail shall be constructed to the current design standards and the connection to the existing sidewalk, Shared-Use Path, or Trail shall be tapered to provide a transition between differing sidewalk widths. The City Administrator or his/her designee shall coordinate with the City Engineer to determine where such transitions should occur.

- e) Where public or private roadways, alleys, or driveways cross a sidewalk, Shared-Use Path or Trail, the crossing angle shall be 90-degrees. A minimum 60-degree crossing angle may be acceptable upon receiving report and recommendation from the City Engineer.
- f) When crossing a City designated Shared-Use Path or Trail with a street, unpaved roadway, alley, or driveway, the Trail crossing shall be of a paved surface and shall be the width of the roadway, alley, or driveway with paved aprons extending ten (10) feet along the pathway in either direction from the roadway, alley, or driveway edge. The Trail or Path crossing shall be ten (10) feet in length, with paved aprons extending ten (10) feet along the street in either direction from the Trail or Path edge. The crossing shall be constructed in accordance with the City Subdivision and Street Improvements Code, must be inspected and approved by the City Engineer and City Public Works Director, and must be in conformance with the Iowa Department of Transportation and Iowa Statewide Urban Design and Specification (SUDAS) Design Manual Accessible Sidewalk Requirements, as applicable to public Shared-Use Path or Trail crossings.
- g) Path Intersection Sight Distance
  1. Intersection sight distance is a fundamental component in the selection of appropriate control at a path-roadway intersection. Roadway approach sight distance and departure sight triangles should be calculated using motor vehicles, which will control the design criteria.
  2. Available sight distance adequate for a traveler on the yield controlled approach to slow, stop, and avoid a traveler on the other approach is required. The roadway leg (a) of the sight triangle is based on the ability of a bicyclist to reach and cross the roadway if they do not see a conflict (see Figure 1). Similarly, the Path leg (b) of the sight triangle is based on the ability of a motorist to reach and cross the junction if they do not see a conflict (see Figure 1). If sufficient sight distance is unable to be provided by the yield sight triangle described above, more restrictive control should be implemented.

Figure 1: Yield Sight Triangles



Source: Adapted from AASHTO Bike Guide Exhibit 5.15

3. The minimum sight triangles shall be as follows, unless design calculations determine lesser lengths are suitable. Pathway approach sight distance should be determined by the path user traveling at the highest velocity, typically the adult bicyclist. The line of sight is considered to be 2.3 feet above the path surface.

Terrain	a	b
Grades less than 2%	240	110
Grades less than or equal to 5%	255	155
Grades more than 5%	475	200

4. Path-Sidewalk Intersection: At an intersection of a Shared-Use Path and a sidewalk, a clear sight triangle extending at minimum 15 feet along the sidewalk must be provided. If two Shared-Use Paths intersect, the same process for the roadway-path intersection shall be used.
  - h) Cross walks shall be painted when they are established by City Code.
  - i) Driveway spacing across a City designated shared use path or trail shall meet or exceed the spacing requirements for a Minor Arterial outlined in Chapter 5I-3 of the *Statewide Urban Design and Specifications Design Manual*.
  - j) Spacing for roadway crossings on City designated Shared-Use Paths or Trails shall be no less than 600 feet between crossing points, as measured on the length of Path or Trail.
  - k) All signs shall meet the requirements described in the Manual on Uniform Traffic Code Devices. The applicant shall provide all signage associated with the crossing after receiving report and recommendation from the City. Crossings included within proposed development projects should have all necessary signage and crossing elements shown on development plans for review by City.
  - l) If roadway lighting is not provided, pedestrian lighting shall be provided at intersections. Average maintained horizontal illumination levels of 0.5 to 2-foot candles shall be provided as recommended by *AASHTO Guide for the Development of Bicycle Facilities*.
  - m) Where public or private roadways or alleys cross City designated Shared-Use Paths or Trails, the roadways or alleys shall implement traffic calming techniques to reduce traffic speeds to 20 mph or less at the crossing. The crossing shall be constructed to roadway and path standards outlined herein and shall be inspected by the City Administrator or his/her designee, the City Public Works Director, and the City Engineer prior to, during, and after construction.
  - n) The City shall retain a Trail easement of 30 feet, centered on the centerline of City designated shared use Paths or Trails.
  - o) The City shared use paths and trails herein set forth are designated and established as paths or trails:
    1. The Fairfield Loop Trail, more specifically described as:
      - a. Quad West from Whitham Woods to 8<sup>th</sup> Street.

- b. Railroad Trail from 8<sup>th</sup> Street to North B Street.
  - c. B Street Trail from end of Railroad Trail to beginning of Lake Trail
  - d. Lake Trail from B Street to Walton Road.
  - e. BNSF Trail From Walton Road to Chautauqua Park
  - f. Fry Trail From Chautauqua Park to Glasgow Road.
  - g. Lamson Trail from Glasgow Road to Mint Blvd.
2. B Street shared use path from Lake Trail to Stone Avenue.
  3. From Middle School to Grand Park Drive.
  4. Erma Hartman Trail.
- p) Where a Trail extension, as identified in the comprehensive plan or an adopted Trails Plan, is located on the subject property, the city may require an easement or alternatively, may require dedication of an out lot for the trail.
- q) In extreme cases, due to exigent circumstances, if a proposed Trail or Path Crossing is denied, appeal may be made to the City Council and should be accompanied with recommendations from the City Engineer and the Trails Council.
- r) Prior to undertaking any Trail or Path Crossing, the property owner or his/her designee shall apply for a permit at City Hall. Trail path crossing permits shall include a plan schematic, including heights of objects within the sight triangle of the proposed crossing, sight distance calculations if measurements are less than standards presented in the sight distance table within part (g), estimated roadway usage, required signage and other traffic control devices, and all public and private improvements related to the proposed improvement. Upon permit approval, construction of said Trail or Path Crossing may begin. Approval for Trail or Path Crossing shall require the signature of the City Engineer, the City Administrator or his/her designee, and the City Public Works Director.

The foregoing ordinance was adopted by the City Council of the City of Fairfield, Iowa at its regular meeting held on the 11<sup>th</sup> day of February, AD, 2013 upon a motion by Councilperson Hamilton and seconded by Councilperson Hammes.

The vote on the foregoing ordinance was as follows:

	AYES	NAYS	ABSTAIN	ABSENT
Boyer	<u>  X  </u>	_____	_____	_____
Hamilton	<u>  X  </u>	_____	_____	_____
Rasmussen	<u>  X  </u>	_____	_____	_____
Halley	<u>  X  </u>	_____	_____	_____

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Revolinski	<u>  X  </u>	_____	_____	_____
Hammes	<u>  X  </u>	_____	_____	_____
Ledger-Kalen	<u>  X  </u>	_____	_____	_____

\_\_\_\_\_  
Ed Malloy, Mayor

ATTEST:

\_\_\_\_\_  
Kevin Flanagan, City Administrator