

Notes on/Recommendation from Intersections Committee Meeting 7-24-25

Present: Cate, July, Molly. Absent, Jen

It is time consuming and costly to revise ordinances. When one is under consideration for alteration, it therefore makes sense to examine the breadth of its pedestrian/cyclist impacts.

In the ordinance the committee has been asked to make recommendations on, Chapter 3, 7-3-10 the Intersections Subcommittee suggests that the PBAC recommends:

Chapter 3, 7-3-10 E-1-c Sidewalks shall be designed and constructed in accordance with the design and construction standards including curb ramps facing each intersecting roadway when the lot abuts an intersection.

Why this recommendation?

Although the ordinance refers to constructing sidewalks in accordance with its design and construction standards, it does not mention curb ramps. Those are [shown in the standards and detail](#), but require an extra step to access and register as applicable.

As a result, sidewalks have been constructed in the past few years without curb ramps at the corner (South 3rd and Idaho is one example).

Where must curb ramps be provided?

Generally, curb ramps are needed wherever a sidewalk or other pedestrian walkway crosses a curb. Curb ramps must be located to ensure a person with a mobility disability can travel from a sidewalk on one side of the street, over or through any curbs or traffic islands, to the sidewalk on the other side of the street. [Joint Statement by Dept. of Justice and Federal Highways](#)

Because of this legal requirement for curb ramps, the subcommittee noted that it is in the interest of the City to specify them repeatedly and visibly to avoid noncompliance, confusion, or the appearance of not requiring adherence to ADA requirements.

Why the wording of “Each intersecting roadway”?

On one side of a T intersection there will be only one intersecting roadway. On the other side, there will be two.