

**CITY OF PACIFIC GROVE, CALIFORNIA
COUNCIL POLICY**

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Sidewalk development	700-4	March 21, 2018	1 of 3

PURPOSE AND BACKGROUND

This policy is intended to guide the City’s development of its pedestrian infrastructure in accordance with General Plan goals, policies and programs. It is meant to guide both public works and permitted private installations, whether required or voluntary.

General Plan

The Pacific Grove General Plan envisions a fully walkable community, while recognizing that the existing pedestrian infrastructure is incomplete and imperfect. Program FF of the Transportation Chapter says that the City should identify gaps and deficiencies in the pedestrian system and correct them by means of the City’s Capital Improvements Program. This Sidewalk Policy provides a basis for specifying what the gaps and deficiencies are and how they should be corrected.

Complete Streets

Sidewalks are a key component of “complete streets,” the principle that the public right-of-way should accommodate all modes of travel—driving, walking, cycling and transit. Sidewalks are essential on any street with a significant level of motor vehicle traffic. But it is possible to have complete streets without sidewalks. There are streets in Pacific Grove where traffic levels are low enough that pedestrians can safely share the roadway with motor vehicles and bicycles. In some cases, installing sidewalks, especially discontinuous segments of sidewalks, can actually be contrary to safe and accessible pedestrian travel. Central to this Policy is differentiating between streets where sidewalks are necessary and appropriate for reasons of public convenience, safety and accessibility, and streets where they are not.

SIDEWALK POLICY

1. Sidewalks should be installed and maintained on all Primary Pedestrian Routes

Those streets or street segments where sidewalks are deemed necessary for pedestrian safety and accessibility are designated as Primary Pedestrian Routes, comprising several overlapping categories: busy streets (arterials and some collectors), streets in commercial districts, major routes to schools, essential routes for seniors and people with disabilities, and key visitor walking routes (See Map 1). Installing new and maintaining existing sidewalks on these streets should be a priority

2. On local streets that are not Primary Pedestrian Routes, the suitability of sidewalks should be based on compatibility with existing conditions.

Where sidewalks are already in place, they should be kept and maintained in good repair, and extended where they are incomplete. In those neighborhoods where sidewalks are not standard and are not warranted (i.e., are not on a Primary Pedestrian Route), they should not be installed. This Policy will be used to determine whether to require sidewalk installation as a condition of development under M.C.18.04.055.

3. Wherever sidewalks are installed, they should be continuous for the whole block, from intersection to intersection, with ADA-compliant corner curb cuts at each end of the block.

On blocks where curb and gutter have been installed, but sidewalk installation is incomplete, existing gaps should be filled so that the sidewalk is continuous for the entire block, with ADA-compliant corner curb cuts at both ends. Filling gaps and installing ramps on otherwise complete sidewalk segments should be a priority.

4. The sidewalk space of the public right-of-way should be kept free of encroachments that obstruct pedestrian travel.

Encroachments and obstacles in the public right-of-way should not interfere with or prevent its use for pedestrian travel. The most common obstructions to pedestrian travel are plantings and construction in the sidewalk space¹, prohibited by local ordinance (M.C.15.16.040), and vehicles parked on or across the sidewalk, prohibited by State law (California Vehicle Code 22500). In its enforcement of codes and statutes regarding right-of-way obstructions and encroachments, the City will be guided by this Sidewalk Policy.

Adopted: March 21, 2018
Resolution No. 18-009

¹ Sidewalk space is the space between the property line and the curb. M.C. 15.16.010.