



Date: March 24, 2020

To: Departments of Public Works, Water, Gas and Energy Resources

From: ^{AP} Alvin Papa, P.E., City Engineer

Subject: **City of Long Beach Policy for Curb Ramp Placement**

Purpose

This memo establishes an acceptable approach to the design and construction of new curb ramps within the City of Long Beach, California at various types of intersections where existing site constraints (e.g. driveway impediments, utility impediments, or other impediments to sight distance) or pedestrian counts or vehicle speeds may make curb ramp construction improbable, impossible, or generally not preferred.

Background

When roadways are constructed or altered and the pedestrian crossing is affected, or when sidewalks are constructed or altered and intersect a roadway, it is generally required that curb ramps be provided to allow adequate access to marked and unmarked crosswalks for pedestrians with mobility disabilities. Exceptions may occur when intersection geometry and existing conditions in the built right-of-way limit the City's ability to provide curb ramps at each potential crossing point at an intersection. For example, T-shaped intersections in the existing built environment may have elements or barriers that preclude the ability to provide an accessible crossing at each leg of the "T." Mature trees, utility structures, and driveways are examples of such elements or barriers.

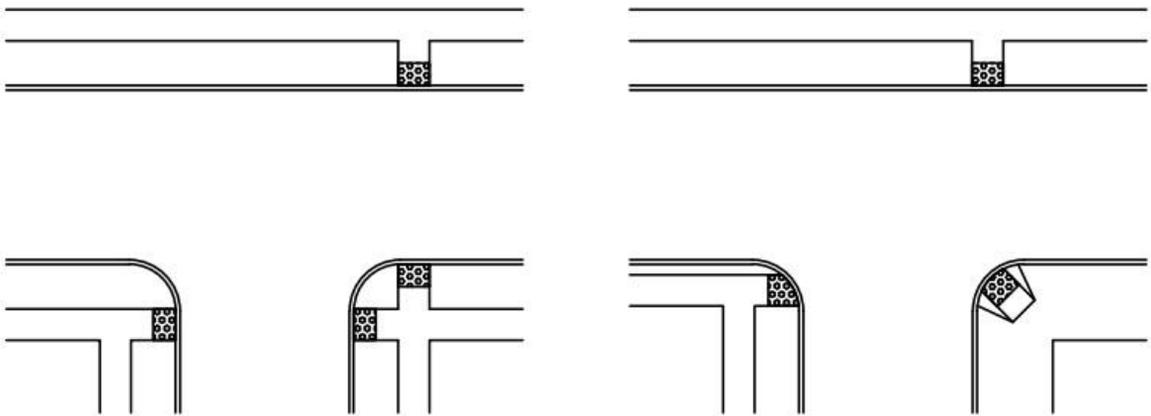
In addition, the presence of multiple T-shaped intersections along arterials with heavy vehicle traffic or roadways or intersections with atypical geometries may require the City Engineer, City Traffic Engineer or either's designee to determine that a legal crossing may not be preferred or may need to be closed to all pedestrians due to vehicular movements or safety concerns.

The City of Long Beach has reviewed its obligations to provide accessible curb ramps at street crossings and intends to continue to construct accessible curb ramps at T-shaped intersections at all locations that are considered reasonable based on current best practices with regard to pedestrian safety and industry standards. If it is determined that a curb ramp is not feasible, the City will evaluate whether an alternative route is no more than a "marginally longer route" as permitted by the Americans with Disabilities Act, Title II Technical Assistance Manual under Section II-5.3000 Curb Ramps.

Policy for Curb Ramps at T-Shaped Intersections

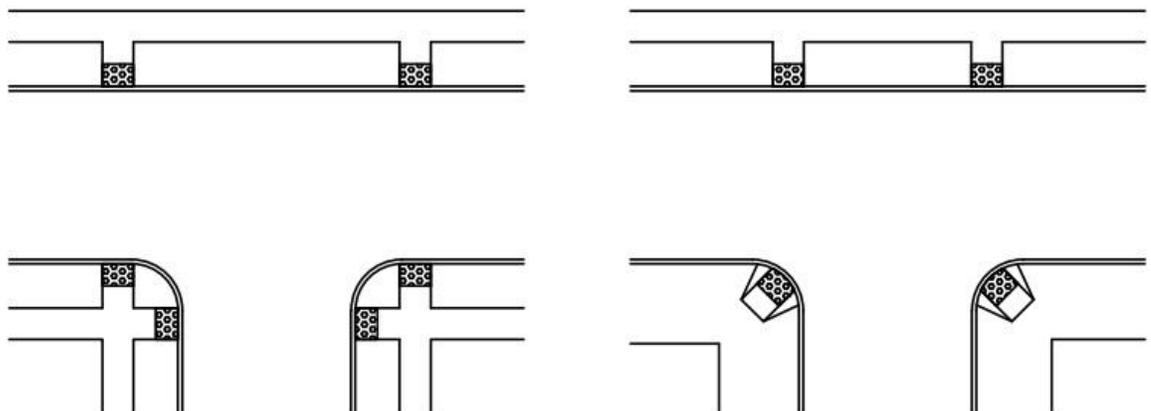
Where alterations occur at roadways within the City of Long Beach public right-of-way that trigger curb ramp improvement requirements at T-shaped intersections, the following options may be considered for curb ramp construction:

- 1) If existing site constraints preclude the ability to construct curb ramps, it is acceptable to omit curb ramps for one of the two crossings of the street at the top of the "T." At a minimum, at least one accessible street crossing should be provided across each street of the "T," unless it is determined by the City Engineer, City Traffic Engineer or designee that a particular crossing is not safe for pedestrian movement. Engineering judgement shall be provided to determine whether or not curb ramp construction is feasible or warranted.



Provide at Least One Crossing of Each Street
(Drawings are diagrammatic; actual field conditions may vary)

- 2) Construct curb ramps for accessible street crossings at each leg of the "T" where alterations occur. This approach will generally yield six total curb ramps for three accessible street crossings at T-shaped intersections.



Crossings at All Legs of "T"
(Drawings are diagrammatic; actual field conditions may vary)

The City Engineer, City Traffic Engineer or designee must determine locations where pedestrian street crossings may not be safe due to vehicular movement, lines-of-sight, and other considerations on a case-by-case basis. If it is determined that a street crossing cannot be provided, in general the crossing should be closed to all pedestrians per the California Manual of Uniform Traffic Control Devices (CA MUTCD) or Caltrans standards. Information, such as the lack of accessible improvements of said closed crossing, must be discernible by pedestrians with visual impairments.

If multiple T-shaped intersections are provided within close proximity or if there are offset intersections (or similar), the engineer should take into consideration the pedestrian travel distance required to access an available crossing to be consistent with the features of the associated corridor. Offset intersections may require additional analysis.

Policy for Curb Ramps at Non-standard Intersections (including but not limited to L-Shaped Intersections)

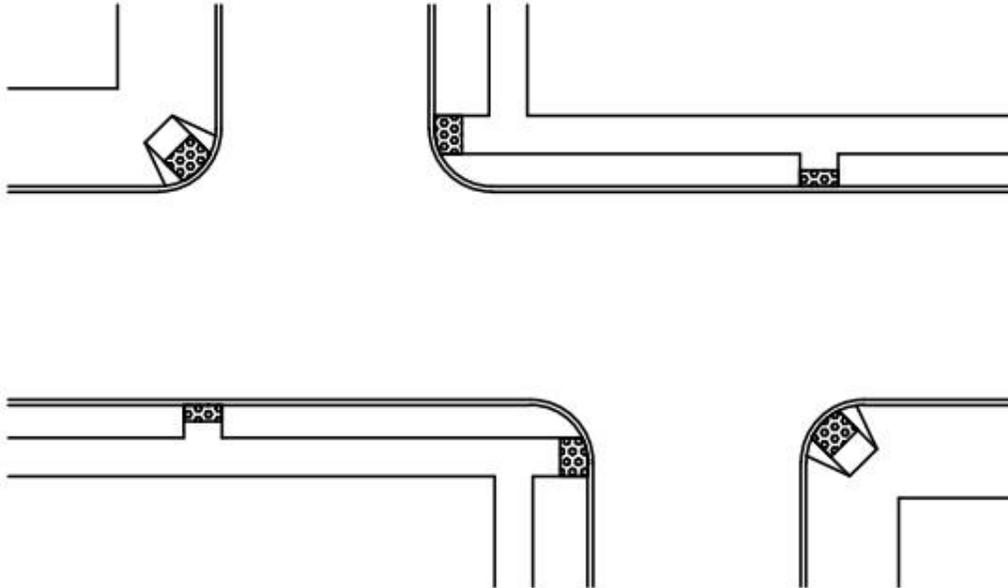
No curb ramps will be provided at L-shaped intersections or mid-block locations unless a specific recommended location is reviewed and curb ramps are approved by the City Engineer, City Traffic Engineer or designee.

Notes

- 1) Any existing marked crossing without curb ramps must be prioritized for curb ramp and associated ADA improvements. The placements of crosswalk markings (including any applicable appurtenances such as curb ramps at both ends of the crosswalk, pedestrian push buttons, signage, etc.) are to be determined by the City Engineer, City Traffic Engineer or designee.
- 2) Providing curb ramps and crossings where sidewalks do not exist on an intersecting street may be designated a lower priority for construction by the City and must be approved by the City Engineer, City Traffic Engineer or designee.

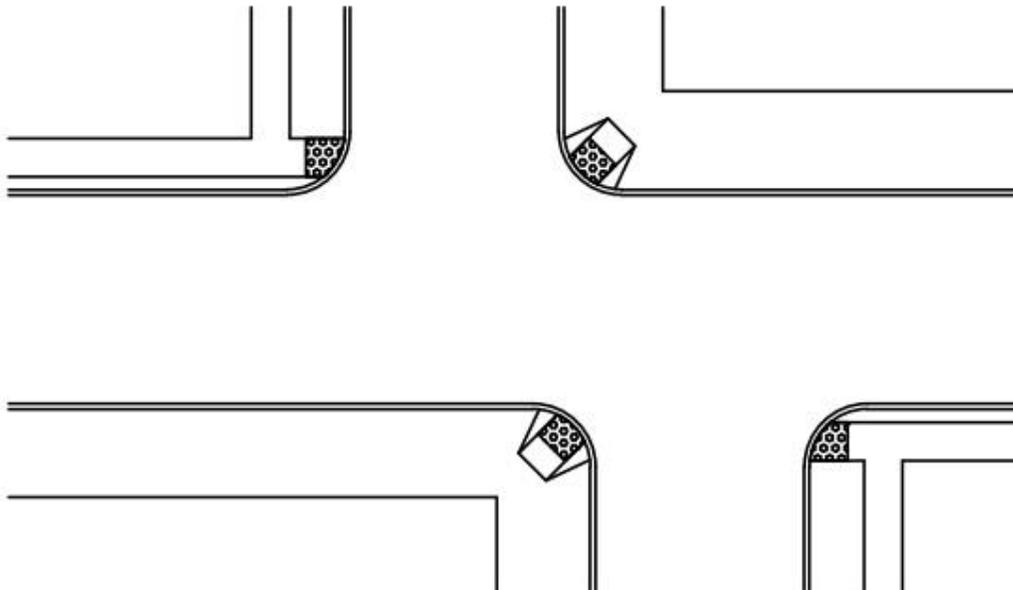
Policy for Curb Ramps at Intersections with Atypical Geometric Considerations

It may be necessary to omit a crossing between offset intersections.



Option: Provide Crossings at Far Ends of Offset Intersection (Drawings are diagrammatic; actual field conditions may vary)

It is acceptable for offset T-shaped intersections to share one crossing pending engineer approval.



Option: Share One Crossing Between Offset Intersections (Drawings are diagrammatic; actual field conditions may vary)

References for Requirements and Guidance

The Americans with Disabilities Act, 28 CFR 35.151(i)

- (1) Newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway.*
- (2) Newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways.*

The Americans with Disabilities Act, Title II Technical Assistance Manual

II-5.3000 Curb Ramps. *Public entities that have responsibility or authority over streets, roads, or walkways must prepare a schedule for providing curb ramps where pedestrian walkways cross curbs. Public entities must give priority to walkways serving State and local government offices and facilities, transportation, places of public accommodation, and employees, followed by walkways serving other areas. This schedule must be included as part of a transition plan (see II-8.3000).*

To promote both efficiency and accessibility, public entities may choose to construct curb ramps at every point where a pedestrian walkway intersects a curb. However, public entities are not necessarily required to construct a curb ramp at every such intersection.

Alternative routes to buildings that make use of existing curb cuts may be acceptable under the concept of program accessibility in the limited circumstances where individuals with disabilities need only travel a marginally longer route. In addition, the fundamental alteration and undue burdens limitations may limit the number of curb ramps required. To achieve or maintain program accessibility, it may be appropriate to establish an ongoing procedure for installing curb ramps upon request in areas frequented by individuals with disabilities as residents, employees, or visitors.

What are walkways? Pedestrian walkways include locations where access is required for use of public transportation, such as bus stops that are not located at intersections or crosswalks.

This Policy for Curb Ramp Placement as well as the Design Information Bulletin (DIB) for Pedestrian Accessibility Guidelines for Long Beach Public Works are available on the City's website at: <http://www.longbeach.gov/citymanager/ada/>.

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