

STATE OF CALIFORNIA
STATE AND CONSUMER SERVICES AGENCY
CALIFORNIA BUILDING STANDARDS COMMISSION
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Office Use Item No. _____

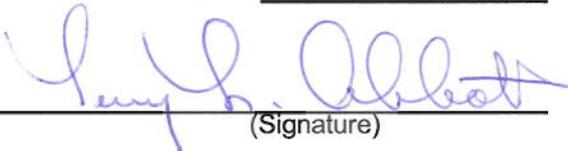
PARTICIPATION COMMENTS FOR THE NOTICE DATED OCTOBER 26, 2012
Written comments are to be sent to the above address.

WRITTEN COMMENT DEADLINE: DECEMBER 10, 2012

Date: December 6, 2012

From:

Terry L. Abbott, Chief, Division of Design
Name (Print or type)


(Signature)

California Department of Transportation (Caltrans)

Agency, jurisdiction, chapter, company, association, individual, etc.

1120 N Street Sacramento California 95814
Street City State Zip

We do not agree with:

The Agency proposed modifications As Submitted on Sections under Curb Ramp Common Requirements and Detectable Warnings at Islands. These are specifically Section Numbers: 11B-406.5.3, 406.5.8, 406.5.9, and 705.1.2.3.

and request that this section or reference provision be recommended:

Approved Disapproved Held for Further Study Approved as Amended

Unless amended as stated below.

Suggested Revisions to the Text of the Regulations:

Proposed section under Curb Ramp Common Requirements and Detectable Warnings at Islands contain provisions that are not in the federal 2010 ADA Standards and will cause extra work and cost in the pavement area adjacent to curb ramps. There are four sections that we are concerned about.

1) Proposed section 11B-406.5.3 says:

11B_406.5.3 Landings. Landings shall be provided at the tops of curb ramps and blended transitions. The landing clear length shall be 48 inches (1219 mm) minimum. The landing clear width shall be at least as wide as the curb ramp, excluding any flared sides, or the blended transition leading to the landing. The slope of the landing in all directions shall be 1:48 maximum.

Comment: Delete this section or rewrite so it does not apply to a parallel curb ramp. As written, this provision creates a top landing for a parallel curb ramp; existing language in the 2010 ADA Standards does not require this for a parallel curb ramp. The 2010 ADA Standards only requires this for perpendicular curb ramps. Additionally, the federal draft Public Rights of Way Accessibility Guidelines

(PROWAG), which are specific to public streets/highways, does include a section on parallel curb ramps, but it does not contain a top landing requirement. This proposed provision would require extra length to flatten for a top landing on the approaches to a parallel curb ramp when the sidewalk is on a grade. Also, the needed extra length for a double parallel curb ramp would likely require the relocation or elimination of adjacent driveways near corners, which often is the case, and would require the owner/operator of the street/highway (Caltrans for State Highway) to compensate the driveway owner.

2) Proposed section 11B-406.5.8 says:

11B-406.5.8 Counter Slope. Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 48 inches (1219 mm) of the curb ramp shall not be steeper than 1:20. The adjacent surfaces at transitions at curb ramps to walks, gutters, and streets shall be at the same level.

Comment: Delete the 48 inch requirement. The 48 inch requirement is not in the 2010 ADA Standards and will directly impact pavement projects or projects that install curb ramps. Caltrans pavement preservation projects are not scoped to do extensive pavement reconstruction in order to accommodate the 48 inches at 1:20 (5%) provision. Caltrans is able to follow the 2010 ADA Standards requirement because a 4 ft distance is not prescribed; we can accommodate the immediate 5% cross slope in the gutter pan. On new construction projects Caltrans use the 5% cross slope for the shoulder area, but subsequent pavement preservation projects will overlay the pavement thickness and match at the edge of gutter, resulting in a cross slope that exceeds 5%.

3) Proposed section 11B-406.5.9 says:

11B-406.5.9 Clear Space. Beyond the bottom grade break, a clear space 48 inches (1219 mm) minimum by 48 inches (1219 mm) minimum shall be provided within the width of the pedestrian street crossing and wholly outside the parallel vehicle travel lane. At marked crossings, the clear space shall be within the markings.

Comment: Delete this section. This will create a mandated 4 ft paved shoulder wherever we have a curb ramp. This is simply unworkable because we have many State highways without a minimum 4 ft shoulder and we use double curb ramps at corners for higher accessibility. This similar language is in the PROWAG and Caltrans was opposed to that draft language because many State Highways are in constrained urban areas. Caltrans would have to obtain right-of-way from the adjacent owner in many cases to follow this provision. We are aware that similar language is currently in the 2010 ADA Standards section 406.6. However, that language is written in the context of a single diagonal curb ramp at the apex of a corner; in which case the 4 ft area would be out of the travel lane.

4) Proposed section 11B-705.1.2.3 says:

11B_705.1.2.3 Islands or Cut_through Medians. Detectable warning at islands or cut/through medians shall be 36 inches (914 mm) in depth extending the full width of the pedestrian path or cut/through.

Comment: Rewrite to allow 24 inches depth of detectable warning. We agree with the 36 inches depth of detectable warnings for curb ramps and in wide pedestrian refuge islands. However, the Federal Highway Administration is currently recommending the 24 inches minimum depth nationwide as stated in PROWAG section 305.1.4. This will allow a pedestrian refuge island to be a minimum of 6 ft wide as shown on PROWAG Figure R305.2.4. This is for 2 ft of detectable warnings, 2 ft of clear space, and 2 ft of detectable warnings. The 6 ft minimum width of a pedestrian refuge island is published in our *Highway Design Manual* as well. If the proposed 3 ft depth were the standard detectable warning depth for all islands, this would make the minimum pedestrian refuge island width to be 8 ft, which will be harder to meet in already constrained urban areas. In an already built-out public right-of-way environment, Caltrans may be faced with eliminating the pedestrian refuge island altogether due to this proposed provision; which would require the pedestrian to cross the entire street in the signal phase and consequently require Caltrans to add more time to the overall signal timing cycle.

Reason: [The reason should be concise if the request is for "Disapproval," "Further Study," or "Approve As Amend" and identify at least one of the 9-point criteria (following) of Health and Safety Code §18930.]

HEALTH & SAFETY CODE SECTION 18930

SECTION 18930. APPROVAL OR ADOPTION OF BUILDING STANDARDS; ANALYSIS AND CRITERIA; REVIEW CONSIDERATIONS; FACTUAL DETERMINATIONS

- (a) Any building standard adopted or proposed by state agencies shall be submitted to, and approved or adopted by, the California Building Standards Commission prior to codification. Prior to submission to the commission, building standards shall be adopted in compliance with the procedures specified in Article 5 (commencing with Section 11346) of Chapter 3.5 of Part 1 of Division 3 of Title 2 of the Government Code. Building standards adopted by state agencies and submitted to the commission for approval shall be accompanied by an analysis written by the adopting agency or state agency that proposes the building standards which shall, to the satisfaction of the commission, justify the approval thereof in terms of the following criteria:
- (1) The proposed building standards do not conflict with, overlap, or duplicate other building standards.
 - (2) The proposed building standard is within the parameters established by enabling legislation and is not expressly within the exclusive jurisdiction of another agency.
 - (3) The public interest requires the adoption of the building standards.
 - (4) The proposed building standard is not unreasonable, arbitrary, unfair, or capricious, in whole or in part.
 - (5) The cost to the public is reasonable, based on the overall benefit to be derived from the building standards.
 - (6) The proposed building standard is not unnecessarily ambiguous or vague, in whole or in part.
 - (7) The applicable national specifications, published standards, and model codes have been incorporated therein as provided in this part, where appropriate.
 - (A) If a national specification, published standard, or model code does not adequately address the goals of the state agency, a statement defining the inadequacy shall accompany the proposed building standard when submitted to the commission.
 - (B) If there is no national specification, published standard, or model code that is relevant to the proposed building standard, the state agency shall prepare a statement informing the commission and submit that statement with the proposed building standard.
 - (8) The format of the proposed building standards is consistent with that adopted by the commission.
 - (9) The proposed building standard, if it promotes fire and panic safety as determined by the State Fire Marshal, has the written approval of the State Fire Marshal.