

STATE OF CALIFORNIA  
GOVERNMENT OPERATIONS AGENCY  
CALIFORNIA BUILDING STANDARDS COMMISSION  
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Office Use Item No. HC0 04/13  
Received 4/22/14

**PARTICIPATION COMMENTS FOR THE NOTICE DATED MARCH 21, 2014**  
Written comments are to be sent to the above address.

**WRITTEN COMMENT DEADLINE: MAY 5, 2014**

Date: 4-22-14

From:

Olivier Baviere  
Name (Print or type)

  
(Signature)

City of San Jose, Building Division

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

200 E Santa Clara St, Ste T2      San Jose      CA      95112  
Street                                      City                                      State                                      Zip

I/We (do)(do not) agree with:

The Agency proposed modifications As Submitted on Section No. 1116A.5

and request that this section or reference provision be recommended:

Approved     Disapproved     Held for Further Study     Approved as Amended

**Suggested Revisions to the Text of the Regulations:**

**Add the following language:**

**ADD:1116A.5 Detectable warnings at vehicular areas.** When a walk crosses or adjoins a vehicular way, the walking surface shall be separated from the vehicular area by curbs, railings or other elements, or the boundary between the pedestrian areas and the vehicular areas shall be defined by a continuous detectable warning 36 inches (914 mm) wide minimum, complying with Chapter 11B, Section 11B-705.] The pedestrian area and detectable warning surface that adjoins a vehicular way shall not encroach into the vehicular way. Detectable warning surfaces shall not be construed as providing a safe accessible path of travel.

**Reason:** The proposed language adds ambiguity regarding the required site design layout and should be modified as proposed. This proposed modification will provide that clarity. Additionally, DOJ/HUD Q28 has clearly stated that an accessible path of travel must be safe. While truncated domes are used to alert the visually

impaired that they are entering a vehicular area, they are often misused in a manner that suggests they provide safety. The latitude to require bollards or curbs must be written into the code.

See attached for sample condition where a path across parking was required to access common use facilities. This is a high-rise mixed use with parking up to the 4<sup>th</sup> floor.



