

From: Corelis, Dennis@DGS
Sent: Wednesday, April 13, 2016 9:33 AM
To: Nearman, Michael@DGS
Cc: Shaw, Derek@DGS; Cordova, David@DOT
Subject: FW: CBC 11B-403.5.1.1 Justification

Mike –

DSA has received the following email comment from CalTrans on the one accessibility item that will be reconsidered by the Board at the upcoming meeting on 19 April 2016. Could you please forward copies to the Commission members? I also understand from CalTrans that they will be attending the hearing to express their support for the proposed amendments.

If you have any questions please call, thanks!

Dennis J. Corelis
Deputy State Architect

Division of the State Architect / Headquarters

From: Cordova, David@DOT
Sent: Thursday, March 10, 2016 11:26 AM
To: Corelis, Dennis@DGS
Cc: Herritt, Kevin M@DOT
Subject: CBC 11B-403.5.1.1 Justification

Dennis: Here is my write up on the need for the code change.

Existing:

11B-403.5.1 Clear width. Except as provided in Sections 11B-403.5.2 and 11B-403.5.3, the clear width of walking surfaces shall be 36 inches (914 mm) minimum.

Exceptions:

3. *The clear width for sidewalks and walks shall be 48 inches (1219 mm) minimum. When, because of right-of-way restrictions, natural barriers or other existing conditions, the enforcing agency determines that compliance with the 48-inch (1219 mm) clear sidewalk width would create an unreasonable hardship, the clear width may be reduced to 36 inches (914 mm).*

Proposed:

11B-403.5.1.1 Sidewalks and walks. *The clear width for sidewalks and walks shall be 48 inches (1219 mm) minimum. In alterations where existing conditions make provision of 48 inches (1219 mm) minimum clear width infeasible, the clear width for sidewalks and walks shall be permitted to be reduced to 36 inches (914 mm) minimum for a length of 24 inches (610 mm) maximum provided that reduced width segments are separated by segments that are 48 inches (1219 mm) long minimum and 48 inches (1219 mm) wide minimum; existing conditions include, but are not limited to, right-of-way restrictions, utility poles, street lights, and traffic signal hardware.*

The existing CBC provision in 11B-403.5.1, Exception #3, is inconsistent with Federal codes; the proposed wording attempts to correct the inconsistency. The inconsistency has occurred for decades. The currently applicable Federal 2010 ADA Standards Section 403.5.1 Clear Width says the

clear width of walking surfaces shall be 36 inches minimum. Prior to this, the 1991 ADAAG Section 4.3.3 Width says the minimum clear width of an accessible route shall be 36 inches. Similarly, the 1984 UFAS Section 4.3.3 Width says the minimum clear width of an accessible route shall be 36 inches. The current CBC provision contains an unreasonable hardship documentation in order to allow a clear width of 36 inches on a sidewalk, reduced from 48 inches. However, an unreasonable hardship documentation is not required for other similar CBC provisions, e.g., 11B-403.5.1 allows 36 inches clear width in general for an accessible route; and according to Exception #1, allows the clear width to be further reduced to 32 inches for a 24 inch distance. A suggestion to insert “technically” before the proposed word “infeasible” negates the purpose of the proposed change because that would still require a documentation. Any documentation is unnecessary for a 36 inch clear width, whether it is the State term “unreasonable hardship” or the Federal/State term “technically infeasible.” The Federal codes do not require technically infeasible for a 36 inch clear width, because 36 inches is the basic accessible route for all users. It should be noted that the proposed wording change for 36 inches is in the case of an Alteration for existing conditions. New construction on a sidewalk would still be subject to the 48 inches clear width. This proposed language, and the existing language, seems to convey a concept of a double standard because it assumes that there is more available space on a sidewalk than in a building/facility. In reality, space for public right-of-way sidewalks are extremely constrained in many instances. The benefit of the proposed change is that owner-operators of public sidewalks, such as Caltrans, who have allowed a traffic signal pole/light pole/utility pole, etc., to meet the 36 inches clear width standard for decades will be able to better manage projects on an altered sidewalk when considering utility/hardware relocation and property acquisition.

Thank you

H. David Cordova, P.E.
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