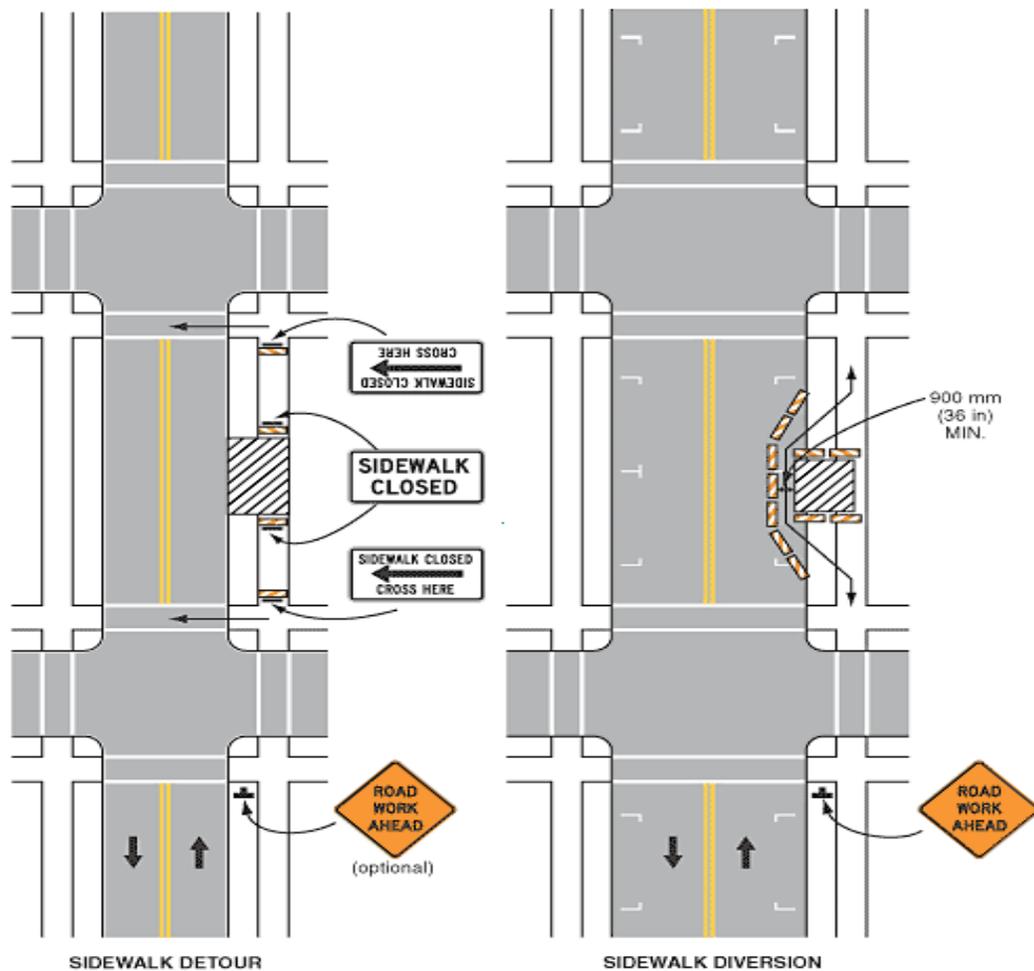


Compliance with the American's with Disabilities Act (ADA)

The Americans with Disabilities Act (ADA) is a civil rights law that mandates equal opportunity for individuals with disabilities. The ADA prohibits discrimination in access to public facilities, among other things. In compliance with the ADA, the City of Santa Rosa is in the process of updating its ADA Self Evaluation and Transition Plan to ensure that its facilities within the public right of way, as well as other City facilities, are accessible to people with disabilities. This includes pedestrian access to sidewalks and streets, including crosswalks, curb ramps, parking and other components of the right-of-way.

All persons working within the public right-of-way must comply with the requirements of the Americans with Disabilities Act (ADA). If their work in the public right-of-way will affect pedestrian access, the City, contractor or utility company is required to provide a properly signed accessible route of travel. In other words, all facilities, including those in the public right-of-way, must accommodate disabled pedestrians. The figure below, from the Manual of Uniform Traffic Control Devices, shows a typical sidewalk closure.

Figure 6H-28. Sidewalk Detour or Diversion (TA-28)



Typical Application 28

Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

CITY OF SANTA ROSA BARRICADING METHODS AND MATERIALS

A-Frames:

When using A-frames for defining a path-of-travel, not barricading trenches from vehicular travel, A-frames shall be placed end to end (no spacing between barricades allowed). This will help a person who is blind to negotiate a safe path-of-travel. Openings between A-frames will give confusing signals to a person who is blind and using a "long cane," "walking cane" or "white cane." If using A-frames, all must be connected in a way to ensure that individual A-frames do not move out of place or separate. As an example of an acceptable connection, A-frames may be connected by 2x4s that are attached to the base of the barricade systems.

Barrier Caution Tape:

Caution tape does not provide an adequate barricade and cannot be used to delineate path-of-travel (but can be used in other areas to highlight danger). It can be used in conjunction with barricades such as A-frames.

Fencing Material:

When using fencing material (*i.e.*, chain link, plastic, etc.) the bottom three inches minimum should be solid. This base will act as a guide to blind pedestrians using canes. Walking canes used by blind pedestrians could get caught in fencing. A safe design can be achieved by attaching a solid material (*i.e.*, wood, header bender board, sheet metal, solid rod or rail etc.) to the bottom portion of the fence. Chosen material should have a high visual contrast to the street/sidewalk surface.

Closed Crosswalks:

If a crosswalk is closed due to construction, then curb ramps leading into that crosswalk should also be appropriately barricaded. Temporary curb ramps must be installed in the direction of the crosswalk to replace barricaded ramps. It should be noted that curb ramps are not used solely by persons in wheelchairs. They are also indicators to persons who are blind that a crosswalk exists and that there is a safe path-of-travel to cross the street. Temporary curb ramps should direct blind pedestrians to and through the temporary path-of-travel.

Open Crosswalks:

If crosswalks are to remain open during the project, then curb ramp area should be kept free of debris, staging material, equipment, etc.

Path-of-Travel:

Any change of level in a path-of-travel which is over ¼ inch (½ inch maximum) height must be beveled at 45° to provide a smooth, non-tripping transition.

NOTE: With the unique nature of each project, certain issues may arise which have not been covered in the above guidelines. Each project will have to be reviewed on a case-by-case basis, to ensure that complete, safe, usable and accessible paths-of-travel are maintained during construction.