



DRAFT 02-05-08

A. CURB RAMP ADA TRANSITION PLAN PRIORITIES POLICY

DEPARTMENT OF PUBLIC WORKS

The City of Santa Barbara Department of Public Works (PW) installs curb ramps to provide equal accessibility on public right-of-ways to users of the facilities in compliance with the Codes and Regulations of California Government Code 4450, California Building Code Title-24, and the Americans with Disabilities Act (ADA) of 1990 and the Americans with Disabilities Act Accessibility Guidelines (ADAAG) Title II and Title III 1998 updated standards.

It is the policy of PW to comply with said laws. However it is acknowledged that funding constraints may prevent the immediate implementation of this policy city-wide. In light of this, PW has adopted guidelines for prioritizing curb ramp installations. The guidelines establish a priority system for construction or reconstruction of curb ramps in the City of Santa Barbara.

This prioritization criteria is used by City staff to prioritize yearly capital improvement budgets for construction or reconstruction of curb ramp(s). This criteria is also used during the implementation phase of the ADA Curb Ramp Transition Plan as part of the City's overall ADA Transition Plan efforts.

The upgrade of existing curb ramps to bring them up to current standards are usually triggered by street alterations or resurfacing, planned maintenance, new construction projects or as scheduled in the Transition Plan for voluntary improvements.

B. CURB RAMP PRIORITIZATION CRITERIA

There are several evaluation factors and criteria for prioritizing curb ramps barrier removal and the installation of new curb ramps in the



public right-of-way, including but not limited to the criteria included below:

- A. Citizen Complaints Request (ADA Title II – Program Accessibility)
- B. Curb ramps overall priorities
- C. Pedestrian usage by type of facilities
- D. Mobility evaluation
- E. Geographical factors

The analysis to establish yearly priorities for the implementation of this plan include but are not limited to the following criteria in descending order from high to low priority:

A. Citizen Complaints

When a complaint or a request for the construction or reconstruction of curb ramp(s) is received, the decision on whether a curb ramp is to be constructed or reconstructed will be based on the priority system described below. It is important to give a high priority consideration to the specific request of citizens with disabilities as well as hazardous conditions of existing curb ramps.

B. Curb ramps overall priorities

1. Reconstruct curb ramps at locations where existing curb ramps have hazardous and unsafe conditions that may cause a trip and fall.
2. Install new curb ramps at locations where there is no curb ramp to provide accessibility.
3. Install an additional curb ramp when there is one existing curb ramp and the existing conditions allow for construction of additional curb ramp at the same return, and provided that traffic controls allow for safe path of travel.
4. Construct or reconstruct a curb ramp at locations where difficult physical conditions exists such as major utility



conflicts, physical barriers or other constraints, which would create a “hardship” situation on the public entity.

5. Reconstruct substandard curb ramps that do not meet current Federal and State Disability Building Codes and does not have hazardous conditions.
6. Provide detectable warnings and contrasting color with adjacent surfaces at existing otherwise compliant curb ramps, applying also other priority criteria established like usage by type of facilities, mobility evaluation as well as geographic factors.

C. Pedestrian usage by type of facilities

Install curb ramps at the intersections around the block containing the following facilities (listed in priority order):

1. Proximity to facilities highly used by persons with disabilities
 - A. Community Centers
 - B. Hospitals and
 - C. Health Care facilities, etc.
2. Proximity to City of Santa Barbara facilities
3. Proximity to key facilities utilized by all pedestrians (disabled and non-disabled)
 - A. Government Service Buildings
 - B. Schools
4. Mass Transit Access points: proximity to public transit routes, bus stops, terminals, etc.
5. Density (number of businesses, recreation, social services, etc.)
 - A. Commercial Areas
 - B. Recreational Areas
 - C. Residential Areas
 - D. Industrial Areas



D. Mobility Evaluation

1. Volume of traffic
2. Presence of pedestrian islands
3. Proximity to other access improvements

E. Overall Priorities by Geographical Factors

1. Main arterial streets
2. Neighborhood streets

C. TRANSITION PLAN YEARLY UPDATES ADDITIONAL PRIORITY CRITERIA

ANALYSIS OF VARIOUS FACTORS THAT INFLUENCE THE DETERMINATION OF THE YEARLY CITY OF SANTA BARBARA PRIORITIES FOR IMPLEMENTATION OF CURB RAMP BARRIER REMOVAL AND INSTALLATION OF NEW CURB RAMPS:

As part of our overall City prioritization process, we discussed how to implement the current need of rebuilding hazardous curb ramps, adding new curb ramps and modifying or rebuilding existing sub-standard curb ramps to be code compliant.

We analyzed the location and condition of existing curb ramps and needed new curb ramps on a City map in relation to areas that offer essential services to disabled individuals, where the main City's Administration and Service facilities are located, commercial areas, and concentrated professional and public services areas.

The results of this analysis is summarized below in four zones ranked from high to low priority by geographical area as indicated below:

3. High priority Zones A:

- City and County's owned main public buildings
- Public Schools
- Parks

- City & County Libraries
- Professional business, doctors, dentists, etc.

4. Medium priority Zones B:

- Businesses
- Shopping Centers
- Convention Facilities
- Restaurants
- Hotels

5. Medium/Low priority Zone C:

- Flat residential neighborhoods with up to 5% path of travel running slope.

6. Low priority Zone D:

- Hilly residential areas with 8.33% up to 10% path of travel running slope.

2. Overall City's Priorities by Neighborhoods

It is important to include in each fiscal year some barrier removal projects at each of the City's neighborhoods, to insure that the funds are dispersed throughout the City of Santa Barbara and not only assigned to a few high priority areas.

3. Curb ramps required to complete an accessible path of travel in a specific area or pedestrian corridor

It is important to complete the accessible path of travel in areas of the City where there is a high level of existing curb ramps, general path of travel accessibility and there are only a few curb ramps missing to complete the full accessibility of the entire geographical area. The disabled community will largely benefit from having areas of the City where the installation of curb ramps has been completed.

4. Citizen complaints regarding specific curb ramps

It is important to track the citizen complaints or requests regarding specific curb ramps and to have a system to evaluate them in order to give them a priority for implementation that should be



coordinated every year at the time to establish the list of projects and barriers to be removed in each fiscal year depending on the existing budget.

5. Coordination of ongoing curb ramp construction projects, street resurfacing programs, planned maintenance, planned upgrades with accessibility projects.

As part of the yearly Transition Plan update and re-prioritization of curb ramps barrier removal and new curb ramp installation for each fiscal year, it is important to have updated information regarding ongoing curb ramp construction projects, street resurfacing programs, planned maintenance, planned upgrades with accessibility projects, to be able to coordinate these on-going curb ramp and street resurfacing programs.

D. PUBLIC PARTICIPATION – PROW IMPROVEMENT PROGRAMS

Public Participation Process

A public meeting will be held to assist in the update of this Transition Plan. Recommendations from participants at the public meetings will be considered in the final version of this document.

City's Public Right-of-way Improvement Programs

The City of Santa Barbara has a number of programs dedicated to improving access to public road rights-of-way. The programs developed to address public right-of-way accessibility issues are listed below:

- *New Development and Infill Program:*
New development projects and those projects occurring as infill or redevelopment are required to install sidewalks and curb ramps meeting current Federal and State standards.
- *Citizen Request Program:*



Citizens are able to submit a request to have a new curb ramp installed or an existing curb ramp repaired or traffic signal modified to meet current Federal and State standards at any location within the City road network.

- *Annual Installation Program:*
The City installs curb ramps consistent with current Federal and State standards as a part of its annual Curb Ramp Program.
- *Maintenance Program:*
Sidewalks and curb and gutter are inspected at least every three years for damage that constitutes hazards to the public. California Streets and Highways Code, Sections 5611 through 5630 is used to affect the needed repairs as funding allows.
- *Road-Related Capital Improvement Projects:*
Curb ramps are installed according to current standards in all road related capital improvement projects considered above and beyond routine maintenance according to current Federal and State standards.

The Department will also coordinate its efforts with other government agencies and private entities to achieve Federal and State accessibility.