



Oakland Public Works
Bureau of Engineering
& Construction

TECHNICAL BULLETIN

SUBJECT/AGENCY	Guidelines and Standards for ADA Features in the Public Right of Way - Oakland Public Works Bureau of Engineering and Construction	NUMBER	00 2.1
REFERENCE	Caltrans Design Information Bulletin #82-05 and the Caltrans Highway Design Manual	EFFECTIVE	Dec. 15, 2015
SUPERSEDES	Technical Bulletin #002: Standard Details and Plans for ADA Features in the Public Right of Way (March 2014)		

I. PURPOSE

Directive to Oakland Public Works Bureau of Engineering and Construction staff to follow the State of California Department of Transportation (Caltrans) guidelines and standards for Americans with Disabilities Act (ADA) feature(s) when planning, designing, permitting and or constructing public right-of-way improvements.

II. POLICY

Effective immediately, Caltrans Design Information Bulletin (DIB) #82-05, "Pedestrian Accessibility Guidelines for Highway Projects" and the Caltrans Highway Design Manual shall be referenced for purposes of ensuring ADA compliance of public right-of-way improvement projects under the City's jurisdiction or control. The latest Caltrans Standard plans and details shall be used to design and construct ADA features, such as curb ramps, disabled parking zones (DPZ), and passenger loading zones.

When Caltrans Standard Plans and Details and the related Caltrans design guidance referenced above does not sufficiently address scoping and technical requirements for a particular project or right of way feature, the United States Access Board's Proposed Right of Way Accessibility Guidelines (PROWAG) shall be referenced.

Adhering to Caltrans guidelines and standards ensures continuity along pedestrian routes under multiple jurisdictions and such uniformity will simplify design review and field inspection. Supplementing Caltrans guidelines and standards with the proposed federal right of way guidelines accelerates the City's compliance with these soon-to-be enforceable federal standards for ADA compliance in the public right of way.

This bulletin shall apply to all improvements in the public right-of-way, including those constructed using private funds.

DEFINITIONS

<u>Term</u>	<u>Definition</u>
ADA	Americans with Disabilities Act
Caltrans	California Department of Transportation

III. PROCEDURES

City capital improvement projects, public utility work, private development and other activities must be evaluated for public right-of-way access compliance. The scope of these projects must include the construction or reconstruction of ADA features as required by local, state, and or federal accessibility requirements.

Project boundaries may not end at the center line of streets and roads for the purposes of access compliance. Ensuring accessible paths of travel for pedestrians includes, but is not limited to, the installation of two directional ramps at all corners of intersections that serve the project area to guarantee the continuity of access required by the ADA.

The latest State of California, Department of Transportation (Caltrans) standard plans and details shall be used when constructing or reconstructing ADA features in the public right of way under the City's control or jurisdiction.

Design Information Bulletin 82-05 "Pedestrian Accessibility Guidelines for Highway Projects" <http://www.dot.ca.gov/hq/oppd/dib/dib82-05.pdf> and the Caltrans Highway Design Manual <http://www.dot.ca.gov/hq/oppd/hdm/pdf/english/chp0100.pdf> provide guidance for the design and construction of pedestrian facilities in compliance with the ADA requirements and Title 24 of the California Code of Regulations.

Caltrans Standard Plans and Details (partial list):

[A88A Curb Ramp Details](#)

[A88B Curb Ramp and Island Passageway Details](#)

[A90A Accessible Parking, Off-Street](#)

[A90B Accessible Parking, On-Street](#)


[For Accessible Driveway Details, see Standard Plan A87A.](#)

When Caltrans guidelines and standards do not address scoping and technical requirements for making a particular right of way feature accessible under the ADA, engineering and technical staff shall reference the United States Access Board's Proposed Right of Way Accessibility Guidelines (PROWAG). PROWAG addresses pedestrian access to sidewalks and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other right of way features: <http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines>. Once adopted by the U.S. Department of Justice, these requirements will become enforceable and failure to comply may constitute a violation of the ADA.

The Master Special Provisions have been updated to reflect adoption of these standards and guidelines.

IV. ADDITIONAL INFORMATION

This directive is in keeping with the City of Oakland policy to adhere to the most stringent guidance of State and Federal enforcement agencies for right-of-way access compliance. Where this bulletin and other City policies, practices, and procedures conflict, the most stringent requirements shall apply.


Michael J. Neary, P.E.
Oakland Public Works
Assistant Director