

City of Piedmont
COUNCIL AGENDA REPORT

DATE: September 6, 2022

TO: Mayor and Council

FROM: Sara Lillevand, City Administrator

SUBJECT: Overview of City Standards Relating to Pedestrian Ramps and Other Applicable Standards

RECOMMENDATION

This is an informational item only. No action is required.

BACKGROUND

The City of Piedmont Department of Public Works Standard Details encompass design and construction standards for streets, sanitary sewers, storm drains and other miscellaneous items. They were last revised in 2016 and they are the governing design standards used for all public works improvements within the right-of-way. Sidewalks, curbs, and ADA compliant curb ramps are included as part of the approved Standard Details and the relevant details have been included as an attachment to this staff report for your reference.

In recent years there have been changes to the ADA standards for some pedestrian facilities within the public right-of-way which impact pedestrian ramps and sidewalks in proximity to the ramps. This includes a June 2021 California Building Code update that requires Detectable Warning Surfaces (DWS) to be yellow¹. In an effort to bring the City Council up to date on the design standards and recent ADA changes, staff will make a presentation outlining the changes and receive comments from the Council.

By: Daniel Gonzales, Public Works Director
John Wanger, City Engineer

ATTACHMENT

A – City Standard Details - ADA Ramps

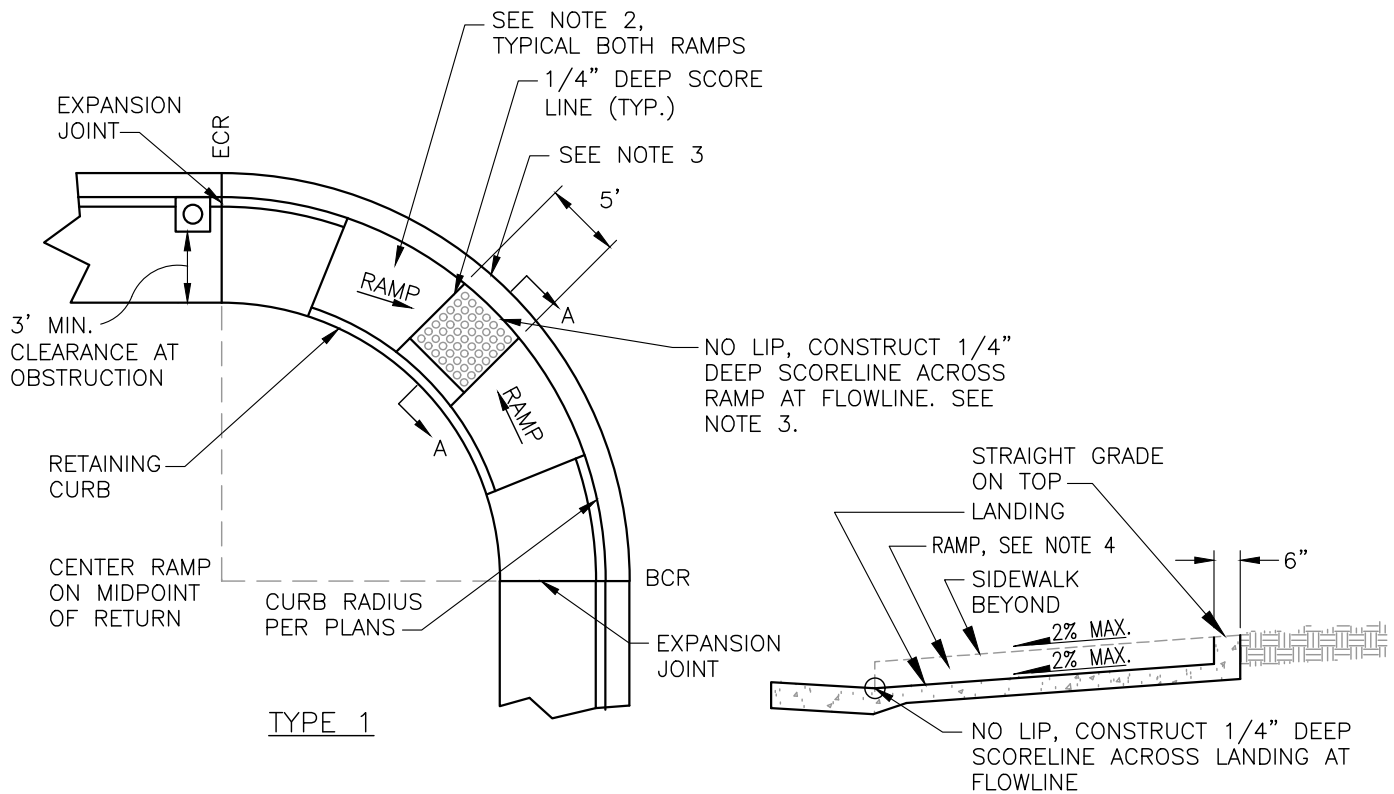
¹ California Building Code, section 11B-705.1.1.3.1 [“Detectable warning surfaces shall be yellow”].



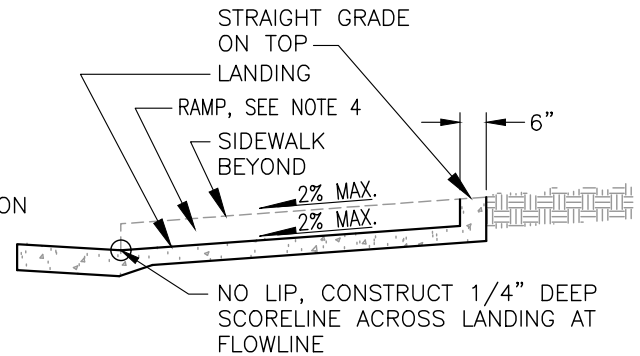
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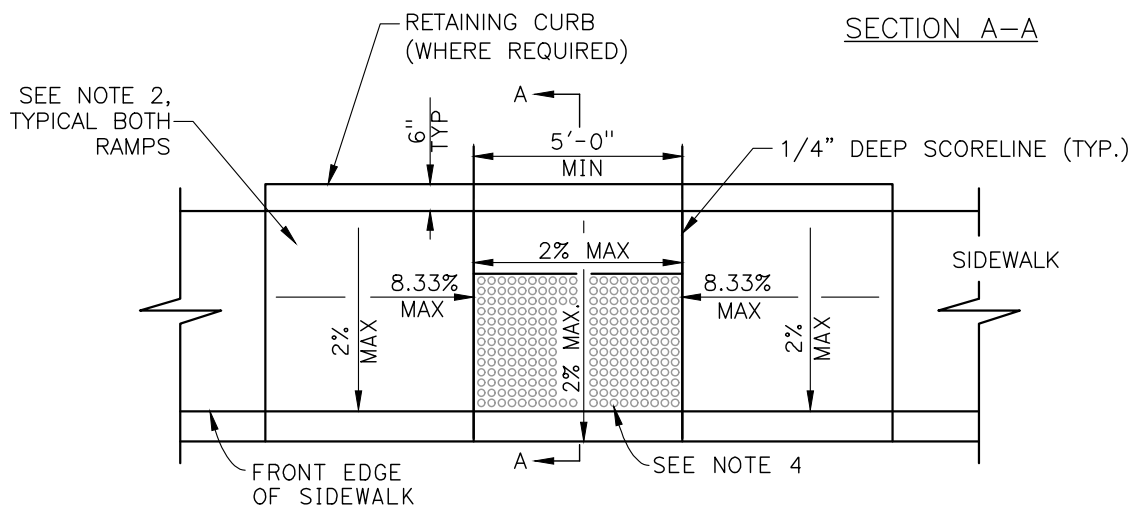
CURB RAMP TYPE 1



TYPE 1



SECTION A-A



MIDBLOCK-TYPE 1

NOTES:

1. RAMP SLOPE 1:12 MAXIMUM 1:50 MINIMUM. 2% MAX. SIDEWALK CROSS SLOPE.
2. THE CONCRETE FINISH OF THE RAMP SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK. THE LANDING SHALL HAVE A COARSE BROOM FINISH.
3. TRANSITION SLOPE 1:10 MAXIMUM.
4. INSTALL DETECTABLE WARNING SURFACE IN RAMP AREA PER LATEST CALTRANS STD. PLAN A88A.
5. SEE STD. DETAIL 101 FOR CONCRETE REQUIREMENTS.

Dwn: CLG	No.	Date	Revision	Appr.
Chk: MNO				
JAN 2017				

Approved By:

Chester Nakahara
Director of Public Works

Date 1/17/17

STD DETAIL

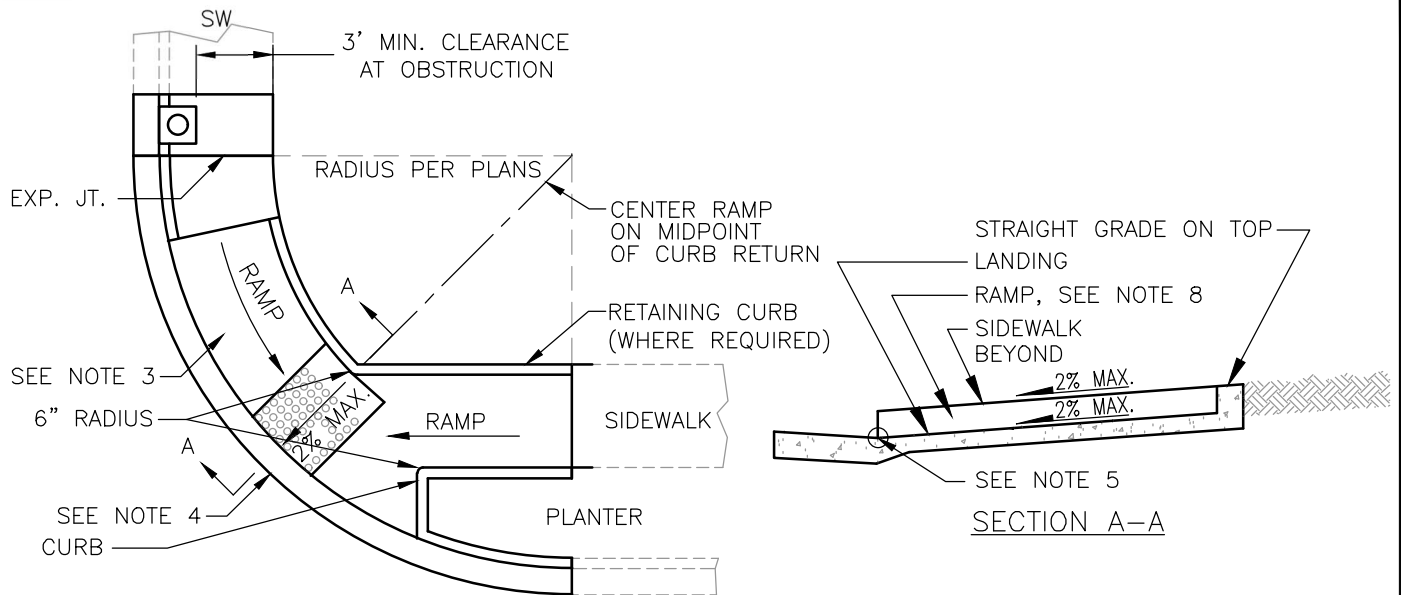
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CURB RAMP TYPE 2 & 3



TYPE 2

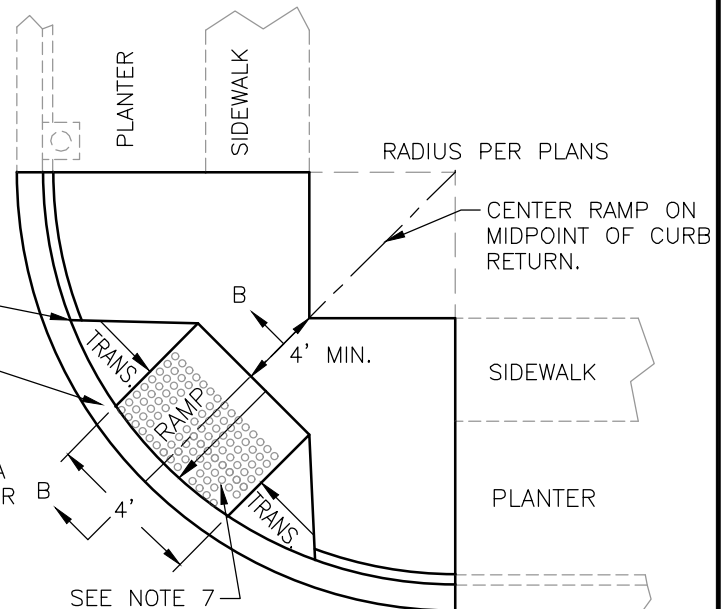
CONDITIONS: PLANTER ON ONE STREET
NO PLANTER ON THE OTHER

FOR 6" CURB HEIGHT, TRANSITION
CURB HEIGHT TO 4-1/2" FROM
EXPANSION TO JOINT TO BEGINNING
OF TRANSITION.

SEE NOTE 4

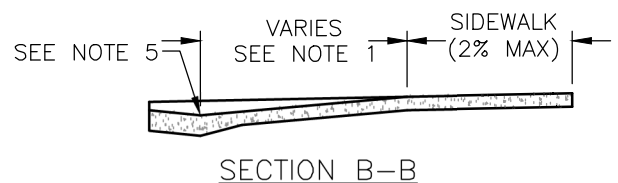
NOTES:

1. RAMP SLOPE 1:12 MAXIMUM, 1:50 MINIMUM.
2. TRANSITION SLOPE 1:10 MAXIMUM.
3. THE CONCRETE FINISH OF THE RAMP SHALL HAVE A TRANSVERSE, BROOMED, SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
4. FOR 6" CURB HEIGHT, TRANSITION CURB HEIGHT TO 4-1/2" FROM EXPANSION JOINT TO BEGINNING OF "TRANSITION".
5. TRANSITION FROM RAMP TO GUTTER SHALL BE FLUSH AND FREE OF ABRUPT CHANGES. CONSTRUCT 1/4" DEEP SCORE-LINE ACROSS RAMP AT FLOWLINE.
6. RETAINING CURB AT BACK OF RAMP SHALL BE CONSTRUCTED WITH A 6" RADIUS AT THE CORNER.
7. INSTALL DETECTABLE WARNING SURFACE IN RAMP AREA PER LATEST CALTRANS STD. PLAN A88A.
8. SEE STD. DETAIL 101 FOR CONCRETE REQUIREMENTS.
9. NO NEW OR EXPANDED UTILITY POLES MAY BE LOCATED WITHIN 20 FEET OF CROSSWALKS, STRIPED OR NOT, TO AVOID SIGHT-LINE OBSTRUCTIONS.



TYPE 3

CONDITIONS: PLANTER ON BOTH STREETS



Images: CN darker.jpg; Piedmont 2015.jpg; Xrefs: Path: F:\BMAP-STD\Piedmont\Std 110-117.dwg Layout Name: 110 Plot Date: Dec 06, 2018 at 02:07 pm

Dwn:	No.	Date	Revision	Appr.
CLG	1	12-2018	NOTE 9	JLW
Chk:				
JLW				
DEC 2018				

Approved By:

Chester Nakahara
Director of Public Works

Date 12/06/18

STD DETAIL

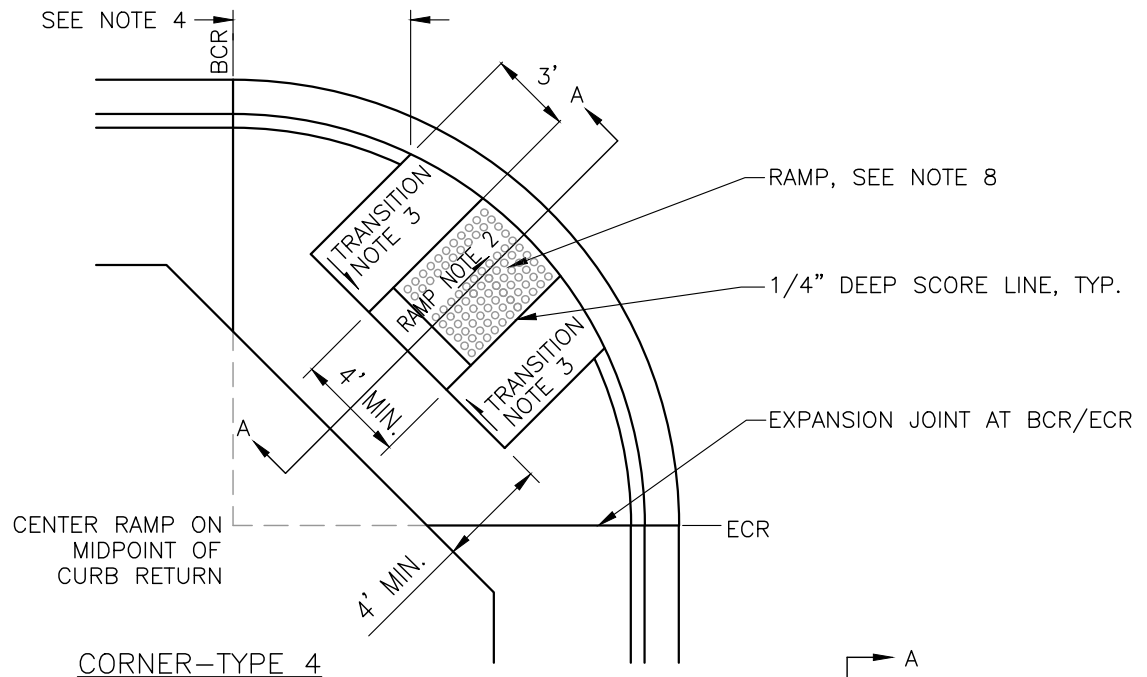
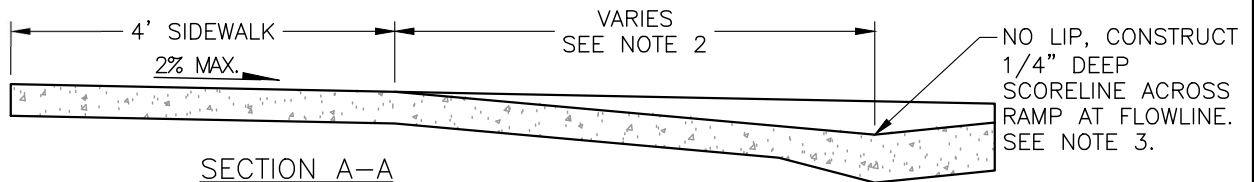
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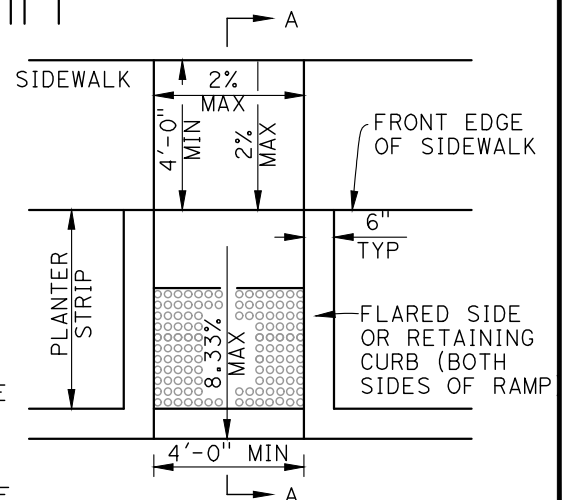
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CURB RAMP TYPE 4



NOTES:

1. CURB RETURN RADIUS AS SPECIFIED.
2. RAMP SLOPE 1:12 MAXIMUM, 1:50 MINIMUM.
3. TRANSITION SLOPE 1:10 MAXIMUM.
4. FOR 6" CURB HEIGHT, TRANSITION CURB HEIGHT TO 4-1/2" FROM EXPANSION JOINT TO BEGINNING OF "TRANSITION".
5. THE CONCRETE FINISH OF THE RAMP SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
6. THE ROUTE OF TRAVEL FROM THE BOTTOM OF THE RAMP TO THE STREET SHALL HAVE A MAXIMUM SLOPE OF 5% FOR THE FIRST 2 FT.
7. INSTALL DETECTABLE WARNING SURFACE IN RAMP AREA PER LATEST CALTRANS STD. PLAN A88A.
8. SEE STD. DETAIL 101 FOR CONCRETE REQUIREMENTS.



MIDBLOCK TYPE 4

Images: CN darker.jpg; Piedmont 2015.jpg; Xrefs: Path: F:\BMAP-STD\Piedmont\Std 110-117.dwg Layout Name: 111 Plot Date: Feb 09, 2017 at 09:36 am

Dwn:	No.	Date	Revision	Appr.
CLG				
Chk:				
MNO				
JAN 2017				

Approved By:

Chester Nakahara
Director of Public Works

[Signature]

Date 1/17/17

STD DETAIL

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