

RESOLUTION NO. R-019-043

THE BOARD OF COUNTY COMMISSIONERS
OF THE COUNTY OF DOUGLAS, COLORADO

A RESOLUTION ADOPTING THE AMERICANS WITH DISABILITIES ACT (ADA)
STANDARDS FOR PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES

WHEREAS, the Federal government mandates that recipients of financial assistance from the Federal Highway Administration ("FHWA"), an operating administration of the United States Department of Transportation, follow the Americans with Disabilities Act Accessibility Guidelines, as amended, ("ADAAG") when constructing new or altering exiting facilities; and

WHEREAS, FHWA also recommends that such recipients also adopt and follow Public Rights-of-Way Accessibility Guidelines, as amended, ("PROWAG") in order to ensure that pedestrian access to sidewalks and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, and other components of public rights-of-way are in compliance with ADA requirements; and

WHEREAS, Douglas County desires to formally adopt PROWAG, as amended, and as set forth in Exhibit A, for pedestrian curb ramps as part of the County's continuing effort to implement its ADA Transition Plan and to ensure that Douglas County is in full and continued compliance with the ADA; attached hereto and incorporated herein (with criteria deviations / exceptions listed in Exhibit B); now, therefore,

BE IT RESOLVED, by the BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF DOUGLAS, STATE OF COLORADO, that Douglas County hereby adopts the 2011 Guidelines for Pedestrian Facilities in the Public Right-of-way (PROWAG), in the form attached hereto as Exhibit A, and any amendments thereto.

PASSED AND ADOPTED this 09 day of April, 2019, in Castle Rock, Douglas County, Colorado.

THE BOARD OF COUNTY COMMISSIONERS
OF THE COUNTY OF DOUGLAS, COLORADO

By:


ROGER A. PARTRIDGE, CHAIR

ATTEST:


EMILY WRENN, DEPUTY CLERK

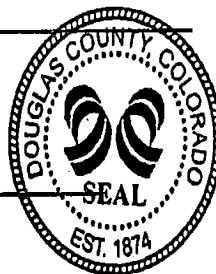


EXHIBIT B
Attachment
to the
Resolution Adopting the Americans With Disabilities Act (ADA) Standards
for Public Rights-of-Way Accessibility Guidelines

The Department of Public Works Engineering recommends approval of the following four (4) Deviations to the 2011 Public Rights-of-Way Accessibility Guidelines, as amended, ("PROWAG) criteria:

Deviation 1. Description: TWO CURB RAMPS MUST BE PROVIDED AT EACH STREET CORNER

Deviation from PROWAG:

PROWAG Chapter R2 Section R207 Curb Ramps and Blended Transitions.

Curb ramps, blended transitions, or a combination of curb ramps and blended transitions must connect the pedestrian access routes at each pedestrian street crossing. Curb ramps and blended transitions must be wholly contained within the pedestrian street crossings served.

Typically, two curb ramps must be provided at each street corner. In alterations where existing physical constraints prevent two curb ramps from being installed at a street corner, a single diagonal curb ramp is permitted at the corner.

Justification:

Where the curb radius is 20' to 30', the County will allow a single diagonal ramp on a street corner to serve both street crossings (or one crossing if only one crossing exists). It is the County's position that requiring two ramps (perpendicular ramps) at intersections with minimal curb return radii (typically local roads) would have a large impact on drainage design and would warrant drastic warping of the roadway to meet the cross-slope requirements of both ramps. Requiring two ramps at an intersection with curb return profiles greater than 2 percent results in a stair-stepping effect of the gutter lip which extends into the pavement. This can create a dangerous situation for vehicles navigating a turn at the intersection.

Deviation 2. Description: ACCESSIBLE PEDESTRIAN SIGNAL (APS) MODIFICATIONS

Deviation from PROWAG:

PROWAG Chapter R2 Section R209.2 Alterations.

Existing pedestrian signals shall comply with R209.1 when the signal controller and software are altered, or the signal head is replaced.

Justification:

Douglas County considers modifications to signal controllers and software or the signal head replacement as an operational and maintenance activity and not an "element added or physical alteration" as stated in PROWAG Chapter R2 Section R202 Alterations and Elements Added to Existing Facilities. These modifications would include general preventative maintenance and inspections, repair or replacement of the controller or

cabinet components singly or in its entirety, the installation, modification, or repair of vehicle detection, preemption, video systems, street lighting/luminaries, third-party equipment, communications equipment, or signal wiring in general, signage changes (static or electronic), striping installation, modification, or maintenance, conduit or pull box installation or modifications to include internal cabling/wiring, signal timing or phasing modifications, repairs due to an incident (i.e. crash) or Act of God, or emergency repair that does not require substantial equipment replacement, modification, or reconstruction at the intersection.

Requiring installation of APS during operational and maintenance activities may be unrelated to the physical installation of APS and may constitute undue hardship and cost which could exceed the costs of operational and maintenance modification.

Deviation 3. Description: PEDESTRIAN ACCESS ROUTE (PAR) THRU STREET CROSSING

Deviation from PROWAG:

PROWAG Chapter R3 Section R302.6 Cross Slope.

A maximum cross slope of 2 percent is specified for pedestrian access routes. A 5 percent maximum cross slope is specified for pedestrian access routes contained within pedestrian street crossings without yield or stop control to avoid any unintended negative impacts on the control and safety of vehicles, their occupants, and pedestrians in the vicinity of the intersection.

Justification:

The above guideline appears to indicate that a maximum cross slope of 2 percent is required for a pedestrian access route through a stop or yield controlled leg of the intersection. The County standards allow for a maximum intersection grade of 3 percent for arterial and collector roadways, and 4 percent for local roadways. These standards allow for adequate sight distance at intersections and also provide for controlled stops or slow-down at stop and yield control intersections. In mountainous regions, like Douglas County, requiring a maximum 2 percent intersection grade removes flexibility in the design to provide a safe roadway facility for all users and will result in additional costs for site preparation, grading and earthwork.

Deviation 4. Description: PEDESTRIAN ACTIVATED SIGNAL AT MULTI-LANE STREET CROSSINGS AT A ROUNDABOUT

Deviation from PROWAG:

PROWAG Chapter R3 Section R306.3.2 Pedestrian Activated Signals.

At roundabouts with multi-lane pedestrian street crossings, a pedestrian activated signal complying with R209 shall be provided for each multi-lane segment of each pedestrian street crossing, including the splitter island.

Justification:

The decision of whether to install pedestrian activated signals at a roundabout should be based on engineering judgment and warrants and should not be mandated by a blanket policy.

Douglas County will develop within its standards and criteria, warrants for the installation of pedestrian activated signals.

Douglas County may receive requests to install a Pedestrian Activated Signal at existing multi-lane crossings at a roundabout along specific routes from blind or vision impaired individuals who need this assistance.

Douglas County will evaluate and consider installation of a Pedestrian Activated Signal at existing multi-lane crossings at roundabouts that are along a pedestrian access route. These requests will be responded to in a timely manner, reviewed, verified, prioritized and programmed. Douglas County may request from the individual a signed letter from a health professional verifying their condition.
