

THIELEN & THIELEN
ATTORNEYS AT LAW
2715 KAY STREET, SUITE 2
SACRAMENTO, CALIFORNIA 95816
TELEPHONE 444-5640
AREA CODE 916

RAYMOND J. THIELEN

RAYMOND J. THIELEN, II

May 29, 1981

City of Sacramento
Mr. Lloyd G. Connelly
Councilman, District 6
City Hall
915 "I" Street
Sacramento, CA 95814

Dear Lloyd:

Once again, I would like to express my sincere appreciation for your interest in the issue of warning devices to alert the blind to crosswalks blended with intersections.

I was not aware that the item had been placed on the agenda, and I would like very much to use the status report to address the full Council. I firmly believe that such continued interest is essential to accomplishing a full solution to the problem.

There is one difficulty as to my appearance before the Council is that I will be absent from the state from June 14 until July 15th. If you can arrange for an appearance working around those dates, I will greatly appreciate it.

Very truly yours,



RAY

RJT:kmr

APPROVED
BY THE CITY COUNCIL

AUG -4 1981

OFFICE OF THE
CITY CLERK



CITY OF SACRAMENTO

DEPARTMENT OF ENGINEERING

915 I STREET SACRAMENTO, CALIFORNIA 95814
CITY HALL ROOM 207 TELEPHONE (916) 449-5281

CITY MANAGER'S OFFICE
RECEIVED
MAY 12 1981

R. H. PARKER
CITY ENGINEER
J. F. VAROZZA
ASSISTANT CITY ENGINEER

City Council
Sacramento, California

APPROVED MAY 11 1981
BY THE CITY COUNCIL

MAY 19 1981

Honorable Members in Session:

OFFICE OF THE
CITY CLERK

SUBJECT: Warning Devices to Alert the Blind at Street Crossings

SUMMARY:

This report discusses conflicts associated with providing wheelchair accessibility at street crossings while at the same time alerting the blind to the fact that they are entering a street. Also discussed is experimental sidewalk grooving which has been done in Sacramento to assist in finding a solution to these conflicts.

DISCUSSION:

When handicap ramps were first installed at street corners, a "lip" was placed at the gutter line for drainage purposes. It just so happened that this lip provided a deviation in surface texture which alerted the blind to the fact that they were entering a street. Unfortunately, some wheelchairs were not able to negotiate this lip and it was eliminated in the ramp design. After some of these newer ramps were in service, it became apparent that a "smooth" ramp design could provide a hazard to blind persons. This problem was solved by the adoption of State standards which provided that a groove pattern (Figure 1 Attached) be placed in the concrete when a new ramp was installed. This still left the problem of what to do with the ramps that had been installed without the lip.

Another situation, which it was discovered could result in a hazard to the blind, was the installation of asphalt ramps at existing corners with vertical curbs. In this case, the asphalt is built up to the same level as the sidewalk and curb, thereby providing a smooth transition for wheelchairs. Here again, in many cases, there is no difference in elevation or texture to alert the blind person that they are entering a street.

Mr. Raymond Thielen appeared before the Council on two occasions to discuss these problems and proposed the installation of a trial solution. Mr. Thielen proposed installing epoxy and aggregate strips which

May 11, 1981

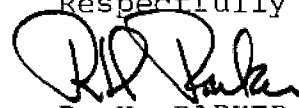
had been used in San Diego. Staff contacted San Diego officials and while they indicated that they had had some success with the aggregate strips, they emphasized that the strips were only experimental and not necessarily the solution to the problem.

Staff was concerned about installing non-standard devices and therefore contacted the Office of the State Architect to determine if there were any proposed standards. The State did have a proposed standard solution. In the case of the ramps without a lip it was proposed to cut grooves at the beginning of the ramps similar to those which were placed in the new standard ramp during construction. In the case of the asphalt ramp being built up to the level of the sidewalk and curb, it was proposed to cut grooves in the sidewalk as shown in Figure 2.

Staff was of the opinion that, if experimental installations were to be made, they should be according to the proposed State standards and blind community organizations were contacted for recommended installation locations. The intersection of 19th and W Streets was recommended as a good location for ramps without a lip particularly because it is near a State rehabilitation center which serves the blind. The intersection of 8th and L Streets was recommended as a test location where the asphalt ramp was at the same level as the sidewalk and curb.

A concrete grooving contractor recently finished grooving these two locations. The blind community organizations have been informed that this work has been done so that they can evaluate the results. The Office of the State Architect was also contacted so that they can evaluate the test installations. Staff was informed that the proposed standards are now being reviewed by the Building Standards Commission and that they should be adopted by October of this year.

Respectfully submitted,


R. H. PARKER
City Engineer

For Council Information:

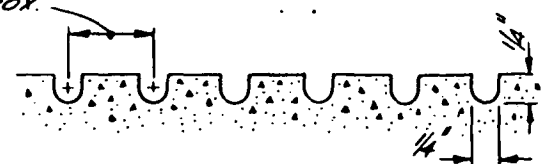
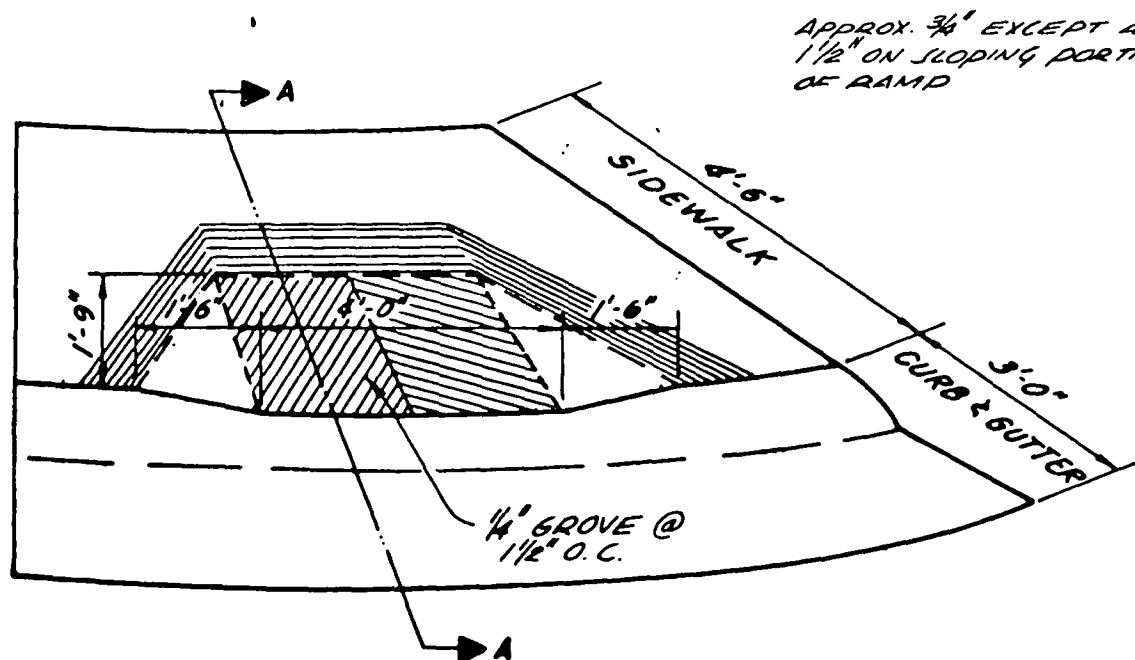

Walter J. Slupe, City Manager

RHP/MHJ/hma

cc: Raymond Thielen

May 19, 1981

Districts 1 and 4



GROOVING DETAIL

NOTES:

1. THE RAMP SHALL HAVE A 12" WIDE BORDER WITH $\frac{1}{4}$ " GROOVES APPROX. $\frac{3}{4}$ " O.C. SEE GROOVING DETAIL. THE SURFACE OF RAMP SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK EXCEPT WHEN LOCATED IN CENTER OF CURB RETURN.
2. WHEN RAMP IS LOCATED IN CENTER OF CURB RETURN, IT SHALL BE GROOVED IN A HERRINGBONE PATTERN WITH $\frac{1}{4}$ " GROOVES APPROXIMATELY $1\frac{1}{2}$ " O.C. SEE GROOVING DETAIL. GROOVES SHOULD BE ALIGNED PARALLEL TO CROSSWALK STRIDES TO DIRECT BLIND PEDESTRIANS INTO APPROPRIATE CROSSWALK.

CURB & GUTTER NO 13 - HANDICAPPED RAMPS

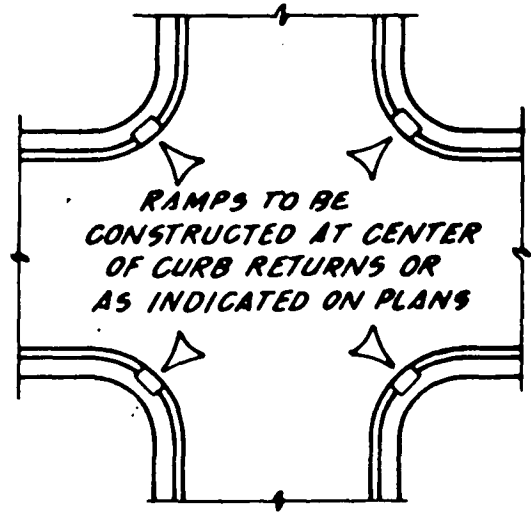
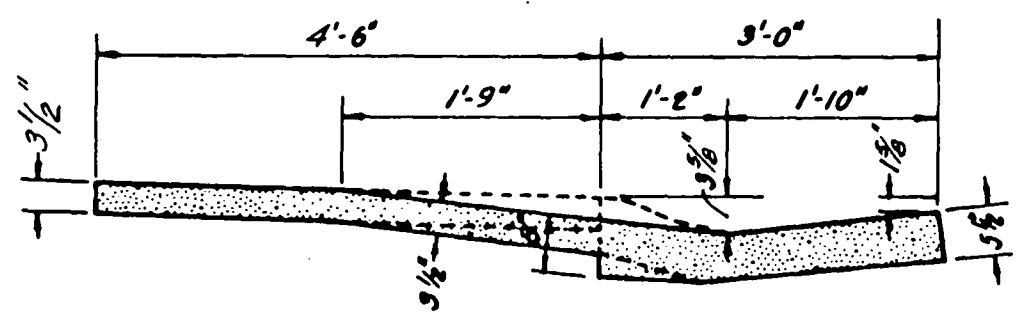
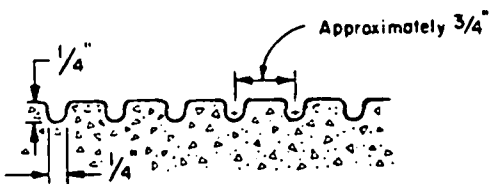
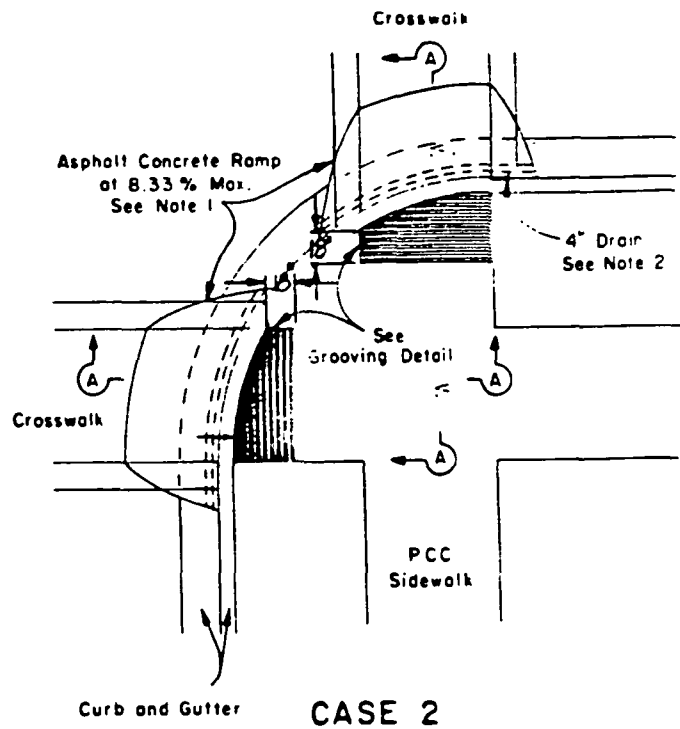
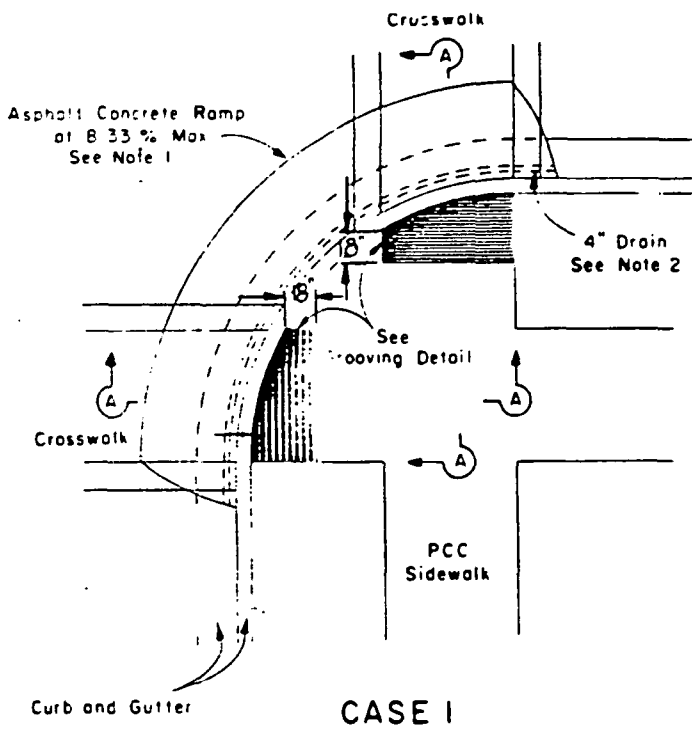


FIGURE 1



GROOVING DETAIL

NOTES

1. Asphalt Concrete Ramp side slopes shall be a maximum of 3:1.
2. 4" drain shall be 0.139" min. thickness steel pipe. Pipe shall conform to radius of curb and be beveled to conform to side slope.
3. Concrete finish for Case 3 shall have a transverse broomed surface texture rougher than the surrounding sidewalk.
4. **RETROFITS**- When a wheelchair ramp is added to an existing facility, the following changes are permitted:
 - (A) The ramp grade may be increased to a maximum of 11.1%. (nevertheless, it should be as flat as feasible.)
 - (B) Where the 4' platform is not feasible, the width may be decreased to 3'.
 - (C) The platform may be eliminated if the ramp grade does not exceed 8.33%.



CITY OF SACRAMENTO

OFFICE OF THE CITY CLERK

915 I STREET
CITY HALL ROOM 203

SACRAMENTO, CALIFORNIA 95814
TELEPHONE (916) 449-6428

LORRAINE MAGANA
CITY CLERK

June 11, 1981

Raymond Thielen, Sr.
2715 "K" Street, Suite 2
Sacramento, CA 95816

Dear Mr. Thielen:

Pursuant to our telephone conversation on June 9, 1981, I am confirming your request to address the City Council.

Your item relating to the status report on warning devices to alert the blind to crosswalks blended with intersections will be heard on July 21, 1981, 7:30 p.m., Council Chamber.

If you have any questions regarding the scheduling, please feel free to call me.

Sincerely,

Lorraine Magana
Lorraine Magana
City Clerk

*on agenda
8-4-81
talk to Phil =*

LM/lg

cc: Councilman Lloyd Connelly
Ronald H. Parker, City Engineer



City of Sacramento

CALIFORNIA

RECEIVED
CITY CLERK'S OFFICE
CITY OF SACRAMENTO

JUN 5 3 11 PM '81

LLOYD G. CONNELLY
COUNCILMAN, DISTRICT 6
CITY HALL
915 I STREET
SACRAMENTO, CALIFORNIA 95814
(916) 449-5409

RESIDENCE
8150-11TH AVENUE
SACRAMENTO, CALIFORNIA 95820
(916) 455-8950

June 4, 1981

Lorraine Magana
City Clerk

Dear Lorraine:

Ray Thielen has indicated to me the desire to address the recent informational report prepared by the City Engineer's department regarding crosswalks for the blind. Consequently, the item should be calendared in accordance with Mr. Thielen's letter (copy attached).

Thank you for your assistance.

Sincerely,

Lloyd G. Connelly
City Councilman
District 6

LGC/wl

cc: Ray Thielen

Enclosure

*Went to Council
3 weeks ago.*

7-21-81

*6-8-81
Lorraine -
So far it is not scheduled
there 8-21. Should I send
a copy to Traffic Eng.
& Planning Dept.
J*

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RAYMOND J. THIELEN

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