Background

The Americans with Disabilities Act (ADA) is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life and to make sure they have the same rights and opportunities as everyone else.

- Lawsuit filed against the City in 2014
- Settlement Agreement reached in 2017
Settlement Agreement

- Self-Evaluation (Complete)
- Updated Transition Plan (UTP) (Complete)
- Conduct two public meetings with ADA stakeholders (Complete)
- Install 1,000 new curb ramps selected by the Plaintiff (Complete)
- Install 4,500 missing curb ramps. Due October 2022 (In-progress)
- Retrofit 16,000 or spend $50 Million towards non-compliant curb ramps. Due October 2037 (In-progress)
- Spend $125 million towards sidewalks and crosswalks. Due October 2047 (In-progress)
- Access Request Program. Continue through October 2027 (In-progress)
Where are Ramps Required?

Generally, curb ramps are required wherever a sidewalk crosses a curb, at both marked and unmarked crosswalks, including t-shaped intersections.
Ramp Location Selection

The City’s ADA Team evaluates many factors in determining curb ramp locations:

- Existing sidewalk or like facilities
- Interfering driveways or utility obstructions
- Public safety
- Alternate crossing/route nearby
- Parking impacts *
- Mature or protected landscape features
- Proximity to public facilities

*ADA Team performs additional analysis in an attempt to minimize parking impacts while complying with State law in providing access equality.
Ramp Location Selection
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Motorist and Pedestrian Visibility

Section 10.22.060 of the Long Beach Municipal Code prohibits parking within 20’ of the approach to an intersection and 10’ from the departure of an intersection to maintain adequate clearances and sight distance for safety.

- Red curb provides visibility between motorists and pedestrians
- Driveways count towards required red curb length
Existing Driveways

Per State guidelines, a driveway is not a legitimate pedestrian access point and cannot be considered be utilized in lieu of a curb ramp.

▪ Creates potential safety conflict between pedestrians and vehicles
▪ Does not meet the legal standards and requirements of a curb ramp
Barriers and Deficiencies

Missing Curb Ramps

Non-Compliant Curb Ramp
T-Intersections

Existing Sidewalk

No Sidewalk
T-Intersections

- Missing Ramp
- Parking Loss
  Red Curb:
  20’ Approach side
  10’ Departure side
- Alternate Crossing Nearby
- Utility Conflicts
- Driveway Conflicts
T-Intersections

Example of a t-intersection curb ramp selected at midway intersection along corridor.

- Considerable distance from major intersection crossings to the west and east.
- Curb ramps not selected for the other intermediate t-intersections on this corridor, as they are within a reasonable distance from alternate north-south crossings.

- Minimize impacts to residences
- Minimize conflict points between Vehicles and pedestrians
- Still comply with the intent of the law and Settlement
Before & After

Before

After
Questions?