
POLICY STATEMENT 7.12 TITLE: SIDEWALK/CURB RAMPING/TRIP HAZARD RAMPING

COW Approval: Engineering And Public Works Committee (August 1993)

VB Approval Date: September 14, 1993

Statement:

General Policy:

1. Primary goal for curb ramping is to depress walks and curbs in compliance with ADA requirements and to provide safe traveling routes throughout the village accessible to all.
2. If an existing walk and ramp is already depressed and in good condition, do not replace ramp until in need of repair.
3. If one side of a street crossing is depressed and in compliance with ADA requirements, then the other side of the street must at least be depressed and in good condition.

Location Of Street Crossings:

1. Street crossings shall be provided along all continuous through streets at four-way intersections, where side streets intersect the through street, and where sidewalks exist along the street ("a" see map). A through street is a street which would collect vehicles from cul-de-sacs and other minor streets and direct the vehicles to collector or arterial streets.
2. At locations where minor streets or cul-de-sacs intersect a through street at a "tee", a sidewalk crossing shall be provided across the minor street. The policy to provide a crossing of the through street is described in the "tee" intersection policy for dead end walks. A minor street is similar in nature in that its primary purpose is to provide access from driveways to through streets.

"Tee" Intersections Policy For Dead End Walks:

1. In addition to the above requirements, the requirements to provide access across a through street at a "tee" intersection are as follows:
 - A. Locations to provide a through street crossing are based on any one of the following:
 - 1) Crossing is at a stop controlled intersection;

2) An attraction such as a park, school, business, etc., is located across the through street;

3) An ADA approved crossing of a through street should be provided within two thousand (2,000) walking feet from any occupied structure.

B. At intersections of short cul-de-sacs, the crossing of the through street is typically discouraged. Crossings across through streets should be at carefully selected locations to provide good accessibility and minimize installing concrete crosswalks in front of residential properties.

C. Sidewalk ramps shall not be installed at locations where trees or driveways will conflict with the proposed ramp. A minimum of ten feet (10') of clearance is desired from existing aprons and trees to the proposed crossing.