

By Mr. Bullock, a petition (accompanied by bill, Senate, No. 1151) of Stephen J. McGrail, Maureen Winn and John W. Bullock for legislation to further regulate the construction of sidewalk ramps. Transportation.

The Commonwealth of Massachusetts

In the Year One Thousand Nine Hundred and Seventy-Six.

AN ACT FURTHER REGULATING THE CONSTRUCTION OF
SIDEWALK RAMPS.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

1 Section twenty-five of chapter eighty-three is hereby fur-
2 ther amended by adding the following paragraphs: —

3 (1) There shall not be less than two ramps per blocks on
4 the crosswalk at intersections, or a single ramp so located at
5 street corner radius to provide legal access to both crosswalks
6 at intersections.

7 (2) Curb ramps shall conform to the following require-
8 ments: —

9 (a) The ramp shall be no less than forty inches wide.
10 Ramp slope shall not exceed one inch in twelve inches from
11 the flow line elevation of gutter construction. Sides of the
12 ramp shall be sloped from sidewalk to ramp elevations with
13 the widest portion of side slope not more than eighteen inches
14 nor less than twelve inches in width at the curb. The ramp
15 shall be either bordered on both sides and curb line with a
16 four inch wide yellow stripe, or the surface treatment on the
17 ramp shall have integral coloration.

18 (b) The ramp shall be located at crosswalk intersections in
19 one of the following locations: —

20 1. At the center of the street corner radius to accommo-
21 date crossing for either direction at the intersection. The en-
22 tire curb radius shall not be made into a ramp, but shall pro-
23 vide for standard sidewalk apron and curb on both sides of the
24 ramp Where markings are required by municipal law, safety
25 zone marking shall be provided in the street or town road forty
26 inches out and tangent with the curb, joining with the standard

27 safety pedestrian crossing markings in the street or town
28 road;

29 2. Only if subsections is not feasible, centered on line with
30 the sidewalk, and pedestian traffic and the ramp surfaces shall
31 contain surface projections which will clearly indicate to the
32 sense of touch that the surface differs from that of the side-
33 walk and paved street; or

34 3. Only if both subsections one and two are not feasible,
35 at such other suitable locations as near to the crosswalk as
36 circumstances permit. Where markings are required by muni-
37 cipal law, safety zone markings shall be provided in the street
38 or town road forty inches out and tangent with the curve,
39 joining with the standard safety pedestrian crossing markings
40 in the street or town road.

41 4. When new curbing and ramps are constructed on only
42 one side of the street or town road, means for access to the
43 opposite crossing shall be provided by permanent construction
44 on all property owned by a governmental unit or zoned com-
45 mercial in conformance with subsection three.

46 5. Attorney General, on his own motion or upon the com-
47 plaint of a person, may bring an action in Superior Court to
48 require a municipality to comply with this section.