City of Indio

Americans with Disabilities Act

Transition Plan

September 19, 2007

Acknowledgements

City of Indio City Council

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Section 1: Executive Summary

Introduction

The main purpose of the Americans with Disabilities Act (ADA) Transition Plan is to develop policies and practices for implementing physical pedestrian improvements within the public right-of-way of the City of Indio. The goal is to optimize the pedestrian experience, to provide safe and usable pedestrian facilities for all pedestrians, and to assure compliance with all federal, state and local regulations and standards. The ADA Transition Plan is intended to represent both the legal and functional goals and objectives of the City to make the existing pedestrian facilities within the City right-of-way accessible and usable for persons with disabilities.

The ADA requires all public agencies to develop an ADA Transition Plan for the installation of curb ramps or other sloped areas at all locations where walkways cross curbs. The Plan must include a schedule for curb ramp installation and for other improvements necessary to achieve programmatic accessibility for persons with disabilities. The main purpose of this ADA Transition Plan is to describe the curb ramp and other pedestrian facility needs in the City, and to outline the recommended procedures for implementing and scheduling remedial work to provide a complying system of curb ramps, pedestrian signals and sidewalks.

The ADA Transition Plan covers the City of Indio in its entirety. The City has a wide variety of facilities within the public right-of-way. These facilities include streets and roadways, vehicular and pedestrian bridges, underground utilities, vehicular and pedestrian signal systems, signage systems, on-street parking facilities, walkways, sidewalks with curb ramps at intersections, planting strips and buffers, pedestrian activity areas and unimproved open spaces.

- **Outreach to persons with Visual Impairments:** The ADA Transition Plan will be made available to persons who are visually impaired via large print text document and Braille master copy. Persons with visual impairments who have access to software that converts text to audio will be provided the document via e-mail, or CDs. The California Access News has a free telephone reader service for individuals who are blind or with visual impairments that include information on the ADA Transition Plan.

- **Establish of a Hotline:** The ADA Transition Plan will establish a centralized Hotline to report problems of inaccessibility for public participation in the ongoing development of accessible paths of travel in needed for persons with disabilities. The Hotline is to be staffed by a persona or persons knowledgeable in issues of accessibility. It would function by taking the calls, gathering all required information from the caller, where the problem exists and the caller thinks would rectify the situation. A form would be used to track all information collected.

Inventory Efforts

The study team conducted a four-week survey of pedestrian facilities to document existing conditions within the public right-of-way along all major pedestrian roadways included within the City's Circulation Plan and per the request of the members of the community with a vested interest in the ADA Transition Plan. These data were used to recommend improvements to pedestrian facilities and to comply with ADA and State Title 24 requirements. Surveying refers to visiting the particular location by trained accessibility surveyors, and obtaining measurements, dimensions, gradients or other visual determinations as may be appropriate depending on the particular location.

Highlights of the survey process and inventory findings pertinent to the City are listed below:

- Approximately 10.75 miles of streets and roadways covering over 64 individual segments of roadways boundaries were traveled and surveyed to document physical conditions along the roadways, including conditions that might be barriers to persons with disabilities.

- The inventory focused on more heavily used roadways and intersections and on those roadways and intersections serving governmental, public service and commercial uses.

- For roadways surveyed, approximately 97 percent of City roadways have sidewalks on one or both sides, and 3 percent do not have sidewalks on either side of the street.

- Approximately 60 intersections or 174 street corners were surveyed, and measurements were taken for a variety of dimensions and gradients.

- Approximately 97 percent of all corners surveyed have vertical curbs, and 3 percent do not have curbs.

- Approximately 99 percent of all developed corners have curb ramps. Of these, approximately 65 percent were older perpendicular curbs ramps with flared sides and approximately 31 percent were newer parallel pan-type curb ramps.

- All survey findings are contained in a Microsoft Access database titled ADA Database.

ADA Capital Implementation Plan

The ADA Capital Implementation Plan describes the extent of City-operated and other participants' projects necessary to implement the ADA Transition Plan within the City public right-of-way.

Type of projects included in the ADA Capital Implementation Plan can be categorized as follows:

- Curb ramp construction or replacement projects based upon resident request.
- Curb ramp, sidewalk and intersection retrofit projects included with street overlay or other street or sidewalk construction projects, where public right-of-way is available.
- Curb ramp, sidewalk and intersection retrofit projects, in conjunction with construction by private parties.
- Curb ramp, sidewalk and intersection retrofit projects deemed essential for mitigation of barriers based upon the finalized ADA Transition Plan.
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities.
- Signal retrofit projects.
- Roadway widening projects.

A number of existing and potential programs for capital improvement projects were evaluated. These projects include on-going capital improvement and maintenance programs as well as specific projects and funding sources allocated in the City's five year Capital Improvement Plan (CIP). The ADA Capital Implementation Plan uses, to the maximum extend possible, existing and prospective funding programs and sources. The plan recommends specific goals for the construction of accessibility improvements. While specifying location and the scope of work required at these locations, the plan also is intended to serve as a conceptual plan whereby the extent of future projects can be evaluated prior to preparing detailed cost estimates. Once an overall scope of work and its financial impact is established, annual projects can be finalized and the exact number of specified improvements can be set as project goals.

Curb ramps should be installed at all locations where there are missing and necessary for the full usage of the overall pedestrian path of travel, including at mid-block crosswalks. Older non-conforming curb ramps that pose potential hazards to wheelchair users should be repaired, upgraded or replaced. Some of these curb ramps may be ineffective or even dangerous due to steep slopes, narrow widths, high gutter lips and offset locations that require users to enter and exit streets outside of crosswalks. In addition to curb ramp construction and replacement, crosswalks, pedestrian signals and sidewalks serving each selected intersection should be evaluated for compliance with the ADA Standards and upgraded where necessary.

The ADA Capital Implementation Plan includes a detailed and prioritized list of approximately 60 project locations and items of work, which have been reviewed by the City. This implementation plan, which only targets higher priority uses, anticipates a 3 to 5 year implementation period to achieve compliance with program accessibility requirements along desired routes as expressed by City of Indio residence with a vested interest in the ADA Transition Plan. Additional ADA work, such as new construction, additional curb ramps and existing roadway not included within this inventory beyond the minimum program access requirements, will continue beyond the timeline identified above.

Section 2: Introduction and Administrative Information

Section 2.1: Introduction to the ADA

The Americans with Disabilities Act (ADA), enacted July 26, 1990, provides comprehensive civil rights protection to persons with disabilities in the areas of employment, state and local government services, access to public accommodations, transportation and telecommunications. The ADA is companion civil rights legislation with the Civil Rights Act 1964 and Section 504 of the Rehabilitation Act of 1973. This legislation mandates that qualified disabled individuals shall not be excluded from participation in, denied the benefit of, or be subjected to discrimination under any program of activity. The Act also protects employees with disabilities, with certain protection and requires employers to make reasonable accommodation for applicants and employees with disabilities.

The ADA is divided into five parts, covering the following areas:

Title I: Employment

Under Title I, employers, including governmental agencies, must ensure that their practices do not discriminate against persons with disabilities in the application, hiring, advancement, training, compensation, or discharge of an employee, or in other terms, conditions and rights of employment.

Title II: Public Services

Title II prohibits state and local government from discriminating against persons with disabilities or from excluding participation in or denying benefits of programs, services or activities to persons with disabilities. It is under this Title that this ADA Transition Plan has been prepared. The ADA Transition Plan is intended to outline the methods by which physical and structural changes will be made to affect the nondiscrimination policies described in Title II.

Title III: Public Accommodations

Title III requires places of public accommodation to be accessible to and usable by persons with disabilities. The term public accommodation as used in the definition often is misinterpreted as applying public agencies, but the intent of the term is to refer to any privately funded operated facility serving the public.

Title IV: Telecommunications

Title IV covers regulations regarding private telephone companies, and required common carriers offering telephone services to the public to increase the availability of interstate telecommunications relay services to individuals with hearing and speech impairments.

Title V: Miscellaneous Provisions

Title V contains several miscellaneous regulations, including construction standards and practices, provisions fro attorney's fees and technical assistance provisions.

Title II of the ADA dictates that a public entity must evaluate its services, programs, policies and practices to determine whether they are in compliance with the nondiscrimination regulations of the ADA. The regulations detailing compliance requirements were issued in July 1991. A self-evaluation also is required. It is intended to examine activities and services, identify problems or barriers that may limit accessibility by persons with disabilities, and describe potential compliance solutions. The entity then must proceed to make the necessary changes resulting from the self-evaluation. The ADA further required that an ADA transition plan be prepared to describe any structural or physical changes to make programs accessible.

In the ADA, the term disability means, with respect to an individual:

(1) A physical or mental impairment that substantially limits one or more of the major life activities of such individual;

(2) A record of such an impairment; or

(3) Being regarded as having an impairment.

If an individual meets any one of these three tests, that person is considered to be an individual with a disability for the purposes of coverage under the Americans with Disabilities Act. The Final Rules of the ADA describe in greater detail the conditions included and excluded as disabilities under the ADA. These rules are available through the US Department of Justice website, www.ada.gov, and are incorporated by reference as part of this ADA Transition Plan.

Section 2.2: City of Indio ADA Responsibilities

The City has various responsibilities under the Title II of the ADA. The Title II of the ADA is similar to Section 504 of the Rehabilitation Act of 1973, but differs in that Section 504 applies to government agencies that receive federal financial assistance. The purpose of Section 504 is to ensure that no otherwise qualified individual with disabilities shall, solely be reason of disability, be discriminated against under any program or activity receiving federal financial assistance. The City has been subject to and operating under the requirements of Section 504 for many years.

The ADA states an intent not to apply lesser standards than are required under other federal, state or local laws; therefore, the law that is the most stringent has precedence. This intent has particular application with respect to the City's obligation under Section 504 or under Title 24 of the California Code of Regulations, which is some cases, exceed ADA requirements with respect to structural and physical changes.

Title II also mandated that City governments may not require eligibility criteria for participation in programs and activities that would screen persons with disabilities, unless it can be proven that such requirements are necessary for the mandatory provision of the service or program. A public entity must reasonably modify its policies and procedures to avoid discrimination toward disabled residents. Nevertheless, if the public entity can demonstrate that a modification fundamentally would alter the nature of its service, it would be required to make that modification. Title II also discusses the use of auxiliary aids necessary to enable persons who have visual, hearing, mobility or similar impairments to gain access to programs and activities provided by the City so as to make an appropriate reasonable accommodation.

The lone exception to these requirements would be because of undue hardship. Undue hardship is defined in the ADA as an "action requiring significant difficulty or expense" when considering the nature and cost of the accommodation in relation to the size, resource and structure of the specific operation. Undue hardship is determined on a case-by-case basis.

A public entity also is required to designate a person to be responsible for coordinating the implementation of ADA requirements and for investigating complaints of alleged noncompliance. At the time of the ADA Transition Plan preparation, for the intent of this portion of the ADA Transition Plan that related to streets, sidewalks and public right-of-way, that designated person is Aaron Kulp, ADA Program Access Coordinator, City of Indio, 100 Civic Center Mall, Indio, CA 92201, Telephone (760) 391-4000, Fax (760) 342-6590.

Section 2.3: ADA Transition Plan Requirements

According to ADA, a public agency is required to prepare an ADA Transition Plan if physical or structural modifications to facilities are required to provide access to programs or services. Title II of the ADA regulates government agencies, with its primary goal being to ensure that all of their programs and services are accessible to individuals with disabilities. The ADA Transition Plan is limited to evaluating physical barriers; however, an analysis of the programs and services rendered by the City also is important to determine what physical changes are necessary. The ADA Transition Plan documents what actions the City will take to alter its facilities. The ADA requires that the ADA Transition Plan be submitted for public review before final approval and adoption by the appropriate regulatory agency.

Generally, the ADA Transition Plan lists existing barriers in the public rights-of-way under the City's jurisdiction, and schedules which barriers to remove to provide access for individuals with disabilities to City programs. The City is required to provide access to all of its programs, but is not required to remove all architectural barriers in all of its facilities. In addition to making physical improvements, government agencies can choose among various administrative solutions, such as relocating or modifying a particular program, to obtain overall program access.

The ADA Transition Plan is required by Department of Justice rules to address the following aspects of accessibility:

(1) If a public entity has responsibility or authority over streets, roads or walkways, its ADA Transition Plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the ADA, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas;

(2) The ADA Transition Plan shall identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;

(3) The ADA Transition Plan shall describe the methods that will be used to make the facilities accessible; and

(4) The ADA Transition Plan shall specify the schedule for taking the steps necessary to achieve compliance with the ADA and, if the time period of the ADA Transition Plan is longer than one year, identify steps that will be taken during each year of the transition period.

The ADA Transition Plan contains detailed physical barrier surveys of City streets, curb ramps and related facilities. These surveys are contained in a comprehensive computer database, and document barriers present at the time of the survey. The survey does not provide a complete listing of complying architectural or physical features. It also is important to note that improvements made to facilities after the date of the survey are not included as part of this ADA Transition Plan.

The ADA does not designate a specific code or standard for evaluating access to existing facilities. Title II gives government agencies a choice between the Uniform Federal Access Standards (UFAS) and the Americans with Disabilities Act Accessibility Guidelines (ADAAG) as a standard for renovations. Since the ADA states that it does not override requirements of other state and local requirements, the State of California Title 24 access regulations also must be applied. Therefore, for the purpose of this ADA Transition Plan, each facility or site area is evaluated based on the most stringent requirements of the 1991 ADA Accessibility Guidelines or 2001 Title 24.

In creating priorities, it is the City's intent to evaluate all areas of potential deficiency, and to make structural changes where necessary. The assignment of priorities is intended to facilitate public review and to address specific concerns of the local disabled community. It must be emphasized that it is the intent for all individuals with disabilities to be reasonably accommodated by the City.

Section 2.4: Description of Program Accessibility

The final Rules and Regulations of the ADA describe the requirements for program accessibility (Code of Federal Regulations, Title 28, Part 35, Subpart D). A public entity shall operate each service, program or activity, when viewed in its entirety, so that it is accessible to and usable by individuals with disabilities. The ADA does not require the public entity to make all of its existing facilities accessible, nor does it require a public entity to take any action that would fundamentally alter the nature of a service, program or activity. Also, it does not require implementation of the ADA that would result in undue financial and administrative burdens. In such cases where documentation is provided in keeping with strict procedures outlined in the ADA, there are various methods that may be appropriate for providing program accessibility in lieu of making actual physical changes to facilities.

With these facts in mind, the first step in determining what structural changes to existing facilities are necessary is to develop an understanding of the specific public programs and activities occurring at existing facilities within the City. This section attempts to describe the programs and activities in the public right-of-way. It should be noted that this section is not intended to be a self-evaluation, as described in the ADA. A self-evaluation includes an analysis of all programs and services offered by a public entity. The self evaluation may include communications, publications, employment and many other factors that are separate from proposed structural or physical modifications to facilities.

The activity of using the public right-of-way may be considered a program in two different ways:

(1) Streets, sidewalks and curb ramps may be part of a continuous path of travel between activities or programs, at various public and private facilities located on adjacent properties, such as public offices, schools, parks and recreational facilities, public service agencies, hospitals and health clinics, police facilities and public housing uses.

(2) Streets, sidewalks and curb ramps may themselves represent a program of public pedestrian activities that are essential to the usage and enjoyment of a city's built environment.

The Department of Justice's Title II Technical Assistance Manual points out that a public entity's programs related to streets, sidewalks and curb ramps may be prioritized with respect to relative importance and frequency of usage. It further describes that program accessibility would not require all streets, sidewalks and curb ramps to be fully accessible as required by current codes. A determination of what public rights-of-way are programmatically required to be accessible may vary from jurisdiction to jurisdiction.

Section 3: Public Participation and Input

Section 3.1: Introduction

The ADA states that a public entity is required to make available to applicants, participants, residents and other interested parties information regarding the ADA Transition Plan and its applicability to the services, programs or activities of the public entity, and to apprise the public of the protections against discrimination afforded to them by the ADA. A public entity also is required to provide an opportunity for interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the ADA Transition Plan by submitting comments and making specific recommendations. The ADA also requires that a copy of the draft ADA Transition Plan shall be made available for public inspection during a public review period.

The ADA Transition Plan project was set up to encourage and facilitate the maximum degree of participation from residents of the City of Indio. This process included persons with disabilities and those representing disability service organizations. This section describes the public participation and outreach efforts made by the study team. The main objective of the outreach effort was to ensure that the ADA Transition Plan is one that truly represents the goals and aspirations of the local disability community.

Section 3.2: Community Participation

The ADA Transition Plan project is intended to encourage and facilitate the maximum degree of public participation. This process included persons with disabilities and those representing disability service organizations. The outreach efforts included the following components as shown in bullet points and described in more detail below:

- Outreach to Persons who are Visually Impaired
- Establish of a Hotline
- Consumer Survey (described in Section 3.3)

Indio residents were able to submit comments about this ADA Transition Plan, either in written form and a City Council hearing. The City Council was held in the City of Indio.

Outreach to Persons who are Visually Impaired

The ADA Transition Plan will be made available to persons who are visually impaired via large print text document and Braille master copy. Persons with visual impairments who have access to software that converts text to audio will be provided the document via e-mail, or CDs. The Sidewalk and Intersection Database will be available for review by appointment at the ADA Program Access Coordinator's office at 100 Civic Center Mall, Indio, CA.

California Access News' Local Content Section has a free telephone reader service for individuals who are blind or with visual impairments that includes information on the ADA Transition Plan. To access it, dial (916) 732-4000 and then 1 from the main menu. Interested parties may sign up as a subscriber by calling (916) 732-4010. The service was initiated for the ADA Transition Plan in August 2002, and received a total of 48 hits to the three project-related sites between August and December 2002. All information was updated on a regular basis to include upcoming events, meetings and documents.

Establish of a Hotline

The ADA Transition Plan will establish a centralized Hotline to report problems of inaccessibility for public participation in the ongoing development of accessible paths of travel in needed for persons with disabilities. The Hotline is to be staffed by a persona or persons knowledgeable in issues of accessibility. It would function by taking the calls, gathering all required information from the caller, where the problem exists and the caller thinks would rectify the situation. A form would be used to track all information collected.

Section 3.3: ADA Transition Plan Public Review and Comment Period

A public entity that employs 50 or more people is required to seek public input on its ADA Transition Plan. Beyond the legal requirements, public input is vital to assure that those affected by the City's programs, services and facilities understand the scope and nature of the City's responsibilities for providing equal access to the public. As described in the previous section considerable efforts to obtain public input have been undertaken.

The City published a draft ADA Transition Plan to begin the 45-day public review comment period ending June 30, 2007. The City provided the draft ADA Transition Plan for distribution on April 25, 2007. The City provided the Transition Plan to the local ADA advocate to solicitant comment from members of the community with a vested interest in the plan. The draft ADA Transition Plan was available in alternate formats, and written comments were received in any alternative formats chosen by respondents.

Requests for copies of the ADA Transition Plan and public comments should be directed to City of Indio, Aaron Kulp, ADA Program Access Coordinator, 100 Civic Center Mall, Indio, CA 92201, Telephone (760) 391-4000, Fax (760) 342-6590. The ADA Transition Plan is provided in various alternative formats upon written request.

Section 3.4: ADA Formal Request Procedures

Introduction

The ADA states that a public entity is required to apprise the public of the protections against discrimination afforded to them by Title II of the ADA, including information about how Title II requirements apply to its particular programs, services and activities [28 C.F.R. § 35.106]. A public entity also is required to provide an opportunity for interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of policies and procedures that affect the implementation of an ADA transition plan by submitting comments and making specific recommendations.

A public entity that employs 50 or more persons is required by the ADA to adopt and publish formal request procedures providing for prompt and equitable resolution of requestors alleging any action that would be prohibited by Title II of the ADA. The City's formal request procedure is described below. Any person with a disability or any parent or guardian who represents a minor person with a disability, who believes that they have been the subject of disability-related discrimination on the basis of the denial of access to facilities, programs or services, may file a request.

Formal Request Procedures and Instructions

Step 1: Call for Access Request

The requestor should call the local ADA non-profit advocate to file the access request, giving all of the information requested to the local non-profit organization. The non-profit organization will evaluate and prioritize to verify the merit of the request. The non-profit organization should be notified in within 30 days of the alleged access request. The ADA Request Procedure and hot-line nuumber may be obtained from the City of Indio, ADA Program Access Coordinator, 100 Civil Center Mall, Indio, CA 92201, Telephone: (760) 391-4000, Fax: (760) 342-6590. The local ADA advocate will fill out the ADA Request Form shown below, and provide to the City of Indio ADA Coordinator within 30 days of the receiving notice from the requestor.

Step 2: An Investigation is Conducted

A notice of receipt shall be mailed to the requestor by registered mail from the City of Indio within five days of the receipt of the decision and prioritization made by the ADA non-profit organization. The ADA Program Access Coordinator or another authorized representative shall begin an investigation into the request and determination within 60 days. When necessary, the ADA Program Access Coordinator or another authorized representative will contact the requestor directly to obtain additional facts or documentation relevant to the formal request.

If the requestor alleges misconduct on the part of the non-profit organization, ADA Program Access Coordinator, another authorized representative may be appointed by the City Engineer to undertake the investigation if the allegations can be substantiated. If the requestor does not wish to be contacted personally, he/she should indicate that to the non-profit orginization.

Step 3: A Written Decision is Prepared and Forwarded to the Requestor

The ADA Program Access Coordinator shall prepare a written decision, after full consideration of the formal request merits, no later than 75 days following the receipt of the formal request. If the request alleges misconduct on the part of the ADA Program Access Coordinator, another authorized representative may be appointed by the City Engineer to prepare the written decision if the allegations can be substantiated. A copy of the written decision shall be mailed to the requestor by registered mail no later than five days after preparation of the written decision.

Step 4: A Requestor May Appeal the Decision

If the requestor is dissatisfied with the written decision, the requestor may file a written appeal with the City Engineer no later than 30 days from the date that the decision was mailed. The appeal must contain a statement of the reasons why the requestor is dissatisfied with the written decision, and must be signed by the requestor, or by someone authorized to sign on the requestor's behalf. A notice of receipt shall be mailed to the requestor by registered mail within five days of the receipt of the appeal. The appeal reviewers, consisting of the ADA Program Access Coordinator and the City Engineer, shall act upon the appeal no later than 60 days after receipt, and a copy of the appeal reviewers' written decision shall be mailed to the requestor by registered mail no later than five days after preparation of the decision. The decision of the appeal reviewer shall be final.

City of Indio – Americans with Disabilities Act (ADA)
Access Report Form

Complainant: _____

Person Preparing Complaint (if different from Complainant): _____

Relationship to Complaint (if different from Complainant): _____

Street Address & Apt. No.: _____

City: _____ State: _____ Zip: _____

Phone: (_____) _____ Email: _____

Please provide a complete description of the specific complaint:

_____
_____
_____
_____
_____
_____

Please specify any location(s) related to the complaint (if applicable):

_____
_____
_____

Please state what you think should be done to resolve the complaint:

_____
_____
_____
_____
_____
_____

Please attach additional pages as needed

☐ Please do not contact me personally.

Signature: _____ Date: _____

Return to: City of Indio, ADA Program Access Coordinator, 100 Civil Center Mall, Indio, CA 92201

Upon request, reasonable accommodation will be provided in completing this form, or copies of the form will be provided in alternate formats. Contact the ADA Program Access Coordinator at the address above, via telephone (760) 391-4000, fax (760) 391-6590.

Section 4: Inventory Methodology and Findings

Section 4.1: Purpose and Summary of the Inventory Effort

The purpose of the inventory is to show a baseline of existing pedestrian facilities in the City of Indio. These data were used to improve pedestrian facilities and to comply with ADA and Title 24 requirements and City approved policies.

The City has a wide variety of facilities within the public right-of-way. These facilities include streets and roadways, vehicular and pedestrian bridges, underground utilities, vehicular and pedestrian signal systems, signage systems, on-street parking facilities, walkways, sidewalks with curb ramps at intersections, improved planting strips, buffers, and pedestrian activity areas, and unimproved open spaces or natural areas. The goal of the overall project is to optimize the pedestrian experience and to provide safe and usable pedestrian facilities for all pedestrians in Indio, and to assure compliance with all federal, state, and local regulations and standards.

A four-week long period of surveying pedestrian facilities was undertaken to document existing conditions within the public rights-of-way along the primary pedestrian path. Surveying, as used in this section, refers to visiting the particular location by a trained accessibility surveyor, and obtaining measurements, dimensions, gradients or other visual determinations as may be appropriate depending on the particular location.

Highlights of the survey process and inventory findings pertinent to the City are listed below:

- Approximately 10.75 miles of streets and roadways covering over 64 individual segments of roadway boundaries were traveled and surveyed to document physical conditions along the roadways, including conditions that might be barriers to persons with disabilities.

- The inventory focused on more heavily used roadways and intersections and on those roadways and intersections serving governmental, public service and commercial uses.

- For roadways surveyed, approximately 97 percent of City roadways have sidewalks on one or both sides, and 3 percent do not have sidewalks on either side of the street.

- Approximately 60 intersections or 174 street corners were surveyed, and measurements were taken for a variety of dimensions and gradients.

- Approximately 97 percent of all corners surveyed have vertical curbs, and 3 percent do not have curbs.

- Approximately 99 percent of all developed corners have curb ramps. Of these, approximately 65 percent were older perpendicular curb ramps with flared sides and approximately 31 percent were newer parallel pan-type curb ramps.

Section 4.2: Inventory Methodology

The initial field surveying began on March 23, 2007 and ended on April 13, 2007. During this four-week period, a total of 100 hours were spent collecting detailed measurements and other data within the City of Indio. Each surveyor underwent training on equipment, data collection methods, procedures and ADA principles.

A secondary field survey was conducted the week of August 13, 2007, to evaluate additional areas of concern that residence of the City of Indio had with concern to the draft version of the ADA Transition Plan. The same surveyor was used for the second evaluation as the first initial evaluation.

Prior to beginning all survey work, surveyors were given time goals to complete each type of survey. Time records for all surveyors and their activities were kept throughout the survey process, and surveyors as a group met their time allotments to keep the project on schedule. All data for intersections and roadways were collected using City forms.

Completed data were downloaded into the master database program at regular intervals, usually at the end of each week. Data were consolidated into tables sorted by data types, and transferred into the Microsoft Access database.

Section 4.3: Summary of Areas Surveyed and Priorities

All intersections and roadway segments in the survey area were classified as Priority Level 1 (High Priority), Priority Level 2 (Medium Priority) or Priority Level 3 (Lower Priority) based upon the criteria contained in these documents. A summary of these priorities and a description of each are as follows:

High Priority Intersections and Roadway Segments (Priority Level 1)

- Major roadways (Arterials or thoroughfares with a minimum 80-foot wide right-of-way) and intersections along these arterials or thoroughfares;
- Intersections and roadway segments serving Level 1 facilities including:
    - City, County, State and Federal -owned facilities;
    - Public schools (approximately one-quarter mile radius for the main streets);
    - Hospitals, health clinics and health centers (public and private);

For these high priority intersections and roadway segments, surveyors measured a variety of detailed accessibility and pedestrian data.

Medium Priority Intersections and Roadway Segments (Priority Level 2)

- Collectors (streets with minimum 60-wide right-of-way) and other roadways, and intersections along these highways;
- Intersections and roadway segments serving Level 2 facilities including:
    - Shopping malls, supermarkets and strip retail centers;
    - Major employment sites; and
    - Housing complexes, including apartments.

The surveyors did not visit medium priority intersections and roadway segments for this phase if the ADA transition plan.

Lower Priority Intersections and Roadway Segments (Priority Level 3)

- Single-family residential areas;

- Industrial areas; and

- Other areas not classified as Priority Level 1 and 2.

For the ADA Transition Plan, lower priority intersections were not surveyed for this phase of the ADA Transition Plan.

The City used the following criteria to determine which intersections were surveyed using detailed measurements:

- Construction year of the adjacent land uses. For example, intersections and roadway segments within a specific subdivision are expected to be built with similar standards. These subdivisions were spot-checked to verify original assumptions; and

- Highest pedestrian collision intersections.

Section 4.4: ADA Data Collection Items

For detailed measurements at or near intersections, the survey team collected and analyzed the following data:

Crosswalks: Whether crosswalks are present at any or all crossings. If present, the width and presence of tactile guidestrips.

Curb Ramps: Whether existing curb ramp(s) are present at any of the corners within the intersection.

Directional Corner of Intersection: NE, SE, SW and NW. (Note: All corners will be referred to by one of these compass points. If the street is not perfectly aligned north and south, the direction will be assigned within the nearest 45 degrees.)

Obstructions and Obstacles: The general presence and nature of abrupt changes in sidewalk level of greater than one-half inch, paving obstructions or accessibility obstacles immediately adjacent to the corner. The following obstacles near a corner will be recorded: utility pole, traffic light pole, drain inlet, fire hydrant, street furniture and newsstand.

Sidewalk Present: Whether a sidewalk leading to and from the curb is present. If present, the paved sidewalk width at the intersection.

Traffic Control: Whether traffic signals, stop signs (all way vs. two-way vs. one-way), yield control or no control.

If a curb ramp is not present at a particular corner, the following data was collected:

Curb Type: Whether a curb is present, and if present, the type (vertical or rolled).

Flush Corner: If there is no curb, whether a flush transition from the street to the sidewalk is present.

If a curb ramp is present (either one or two at a corner), the following data was collected for each curb ramp:

Common Landing: Dimensions of any common landing for two curb ramps.

Curb Ramp Type: A general description of the curb ramp: flared, pan, chute, blended corner or built-up.

Detectable Warnings/Truncated Domes: Whether truncated domes are present. If present, the dome location, size, type (e.g., plastic, concrete, concrete tile, brick or other) and color. Truncated domes are placed at level landings to alert visually-impaired individuals of a transition between the sidewalk and the street or railroad tracks.

Grooved Border: Whether a 12 inch grooved border around all sides is present and its width.

Lip: Whether a lip is present at the bottom of the curb ramp, and if present, the height to the nearest 0.25 inch.

Main Slope: Main slope of the curb ramp or level landing in percent adjacent to and perpendicular to the street.

Main Cross Slope: Cross slope of the main slope of the curb ramp or level landing, parallel to the street. The cross slope is perpendicular to the main slope of a curb ramp.

Width: Width of the curb ramp or pan. A pan or level landing exists when there is a lack of vertical separation between the sidewalk and the street.

Section 4.5: Inventory Findings

Listed in this section are basic statistics for the survey findings in Indio. These statistics generally include only citywide statistics and not a detailed analysis of the findings. Where the maximum allowable dimensions or gradients are noted for specific elements, these dimensions are the proposed standards for new construction.

Intersection Survey Statistics

Total number of intersections: 64

The survey records include partially completed intersection information.

Total number of all corners: 128

Corner Statistics

Type of Corners

Curb Type	Count	%
Vertical	126	98%
No Curb	2	2%
Total	**128**	

Corners with curb ramp

Curb ramp Present	Count	%
Y	126	98%
N	2	2%
Total	**128**	

Corners with sidewalks at corners

Sidewalk Present	Count	%
Y	117	91%
N	11	9%
Total	**128**	

Curb Ramp Statistics

Number of Curb Ramps Surveyed: 174

Type of Curb Ramps

Ramp Style	Count	%
Flared/Perpendicular (with side slopes	113	65%
Pan/Parallel (landing level with street)	54	31%
Chute	5	3%
Blended Corner	2	1%
Total	**174**	

Main slopes on curb ramps (8.33% maximum allowed)

Less than or equal to 8.33%	157	90%
Greater than 8.33%	9	5%
Greater than 10%	8	5%
Total	**174**	

Cross slopes on curb ramps (2% maximum allowed)

Less than or equal to 2%	167	96%
Greater than 2%	2	1%
Greater than 3%	5	3%
Total	**174**	

Side slopes on perpendicular / flared curb ramps (10% maximum allowed)

Less than or equal to 10%	87	77%
Greater than 10%	22	19%
Greater than 12%	4	4%
Total	**113**	

Width of curb ramps (48” minimum preferred)

Less than or equal to 36”	3	2%
Greater than 36”	47	27%
Greater than 48”	124	71%
Total	**174**	

Lip height on curb ramps (0 preferred, 1/4" max.)

Lip Height (in)	Count	%
0	111	64%
0.25	42	24%
0.50	14	8%
0.75	4	2%
1.00	3	2%
Total	**174**	

Grooved borders on curb ramps (12" preferred)

Groove border	Count	%
Y	139	80%
N	35	20%
Total	**174**	

Curb ramps with truncated domes

Truncated Domes	Count	%
Y	1	1%
N	173	99%
Total	**174**	

Crosswalk Statistics

Number of Crosswalks Surveyed: 117

Width of crosswalk (96” minimum required)

Width	Count	%
Greater than or equal to 96”	52	100%
Less the 96”	0	0%
Total	**52**	

Type of Intersection with crosswalks

Traffic Control	Count	%
Traffic Signal	20	37%
4-Way Stop	12	23%
3-Way Stop	6	12%
2-Way Stop	5	10%
1-Way Stop	9	18%
Total	**52**	

Crosswalk Guidestrip present

Guidestrip	Count	%
Y	47	90%
N	5	10%
Total	**52**	

Sidewalk Statistics

Number of Sidewalks Surveyed: 117

Sidewalk condition, when present

Sidewalk Condition	Total	%
1 worse	1	1%
2	0	0%
3	12	10%
4	64	55%
5 best	40	34%
Total	**117**	

Number of fixed obstruction (reducing with to 48” or less)

Sidewalk Condition	Total	%
0	53	85%
1	9	15%

Sidewalk level change (more then ½”)

Level Change	Total	%
0	53	83%
1	8	13%
2	2	3%
3	1	1%

Type of curb along roadway segment

Curb type	Total	%
Vertical Curb	126	98%
No Curb	2	2%

Section 5: ADA Codes and Standards

Introduction

The City of Indio's ADA Codes and Standards were developed as part of an extensive process to propose applicable guidelines, codes and standards as they relate to the accessibility of all facilities within the public right-of-way.

The ADA Codes and Standards were developed to combine and resolve any conflicts between the Americans with Disabilities Act Accessibility Guidelines (ADAAG), published by the U.S. Architectural and Transportation Barriers Compliance Board in July 1991, and the California State Building Code, Title 24, Part 2, of the California Code of Regulation, 2001 edition.

The ADA Codes and Standards described in this section are intended to apply to all construction undertaken with the City right-of way after the final approval of the ADA Transition Plan. The codes and standards would include all new development and all construction undertaken as part of the ADA Capital Implementation Plan included in Section 6.

Appendix B illustrates the Standard Improvement Drawings for curb ramps, sidewalks, driveways and other applicable issues.

Section 5.1: Application of City ADA Standards

This section describes how the ADA codes and standards impact City standards and procedures.

1.1 New Development: All areas of newly designed and newly constructed facilities in the City-regulated public right-of-way shall comply with these standards.

1.2 Additions in the Existing Public Right-of-Way: Each addition to an existing City-regulated public right-of-way shall comply with the applicable provisions of these standards. Where the addition connects with existing construction, the connection shall comply with Alterations, as described in the next subsection.

1.3 Alterations in the Existing Public Right-of-Way: Where existing elements or spaces in the City-regulated public right-of-way are altered, each altered element or space shall comply with the applicable provisions of these standards.

> **1.3.1 Exception:** In alterations, where compliance with applicable provisions is technically infeasible, the alteration shall comply to the maximum extent feasible.
>
> **1.3.2 Prohibited Reduction in Access:** An alteration that decreases or has the effect of decreasing the accessibility of a public right-of-way or site arrival points to buildings or facilities adjacent to the altered portion of the public right-of-way, below the requirements for new construction at the time that the alteration is prohibited.

1.4 Approval Procedures for Exceptions, Equivalent Facilitation and Technically Infeasible Conditions:

The City shall appoint an ADA Program Access Coordinator, whose main duties are to review all aspects of compliance with the ADA Codes and Standards contained in this document. The ADA Program Access Coordinator shall report directly to the City Engineer, and the City Engineer may delegate such approval authority and responsibility contained in these standards to the ADA Program Access Coordinator, as he/she determines to be appropriate.

1.5 Dimensional Tolerances: All dimensions and numerical requirements contained in these standards are absolute and requirements have been derived taking into account construction practices and constraints, and no dimensional tolerances beyond the maximum or minimum dimensions are allowed, unless otherwise stated.

> **1.5.1 Advisory:** It is advised that designers use numerical criteria in designs and specifications that are below the maximum or are above the

minimum requirements stated in these standards, so that the final constructed improvements meet the stated requirements.

1.6 Inclusion and Incorporation into Existing City Improvement Standards:

The intent of the listing of these standards is that all standards will be included and incorporated into the City's Improvement Standards.

Where parentheses follow a specific standard, the number refers to the specific current City Improvement Standard sections that correspond to the specific requirements and in which the new standards will be included or incorporated.

City Improvement Drawings also may be referenced as part of these standards (Appendix B). Written requirements as included in these standards shall take precedence over any drawings should there be any discrepancies in the requirements.

1.7 Future Applicable Federal and State Code Revisions: All future enactments and revisions to legally applicable Federal or State accessibility codes, standards or guidelines, such as the ADA Accessibility Guidelines or Title 24 of the California Code of regulation, shall be incorporated into these ADA Codes and Standards to the extent that such enactments or revisions exceed the requirements contained herein. Nevertheless, such enactments or revisions shall not decrease any requirement as contained herein.

Section 5.2: Applicable Reference Codes and Standards

The following codes and standards are referenced as applicable by law or statute. Nothing in these standards shall have the effect of reducing any specific requirements of the referenced standards (1) or (0), or any other codes or standards required by applicable law or statute. Should other new codes or standards become applicable law or statute after the adoption of these standards, such new codes or standards shall supersede these standards, but only to the extent that new codes or standards are more restrictive or exceed these standards.

(1) The Americans with Disabilities Act Accessibility Guidelines (ADAAG), published by the U.S. Architectural and Transportation Barriers Compliance Board in July 1991, binding regulatory law in 1992, with several revisions through July 1998. (Note: Some jurisdictions mistakenly use a revised edition of these standards dated September 1994; this edition was never approved and should NOT be used.) The ADAAG guidelines were written to apply to newly constructed places of public accommodation. The ADAAG is an appendix to Title III of the ADA. The technical standards of the ADAAG also provide a technical definition for accessible elements. These guidelines were not written to specifically apply to public facilities, which must provide equal access to people with disabilities to all programs and services of local and state governments. Therefore, while meeting the technical requirements of the ADAAG assures owners of places of public accommodation of full compliance with the ADA, such technical compliance may not be sufficient to provide full access to programs and services for government entities.

(2) California State Building Code, Title 24, Part 2, of the California Code of Regulation, 2001 edition. These code requirements apply to any actual construction work within the public right-of-way at the time that the work is constructed, but the requirements of Title 24 are limited to the actual work being constructed and do not apply to adjacent areas beyond the construction limits.

(3) Current City Improvement Standards, including (a) Caltrans Design Standards, Section 11-2 4-33, October 7, 2005.

Section 5.3: Sidewalk and Pedestrian Access Standards

3.1 Scope: Where sidewalks, corners or pedestrian access paths are provided adjacent to streets or roadways within the public right-of-way, they shall meet the requirements of this section.

3.2 Clear Width: Where a sidewalk is provided adjacent to a street or roadway, each part shall provide a minimum clear width of 60 inches, not including the width of any curb that may be present between the sidewalk and the street or gutter.

> **3.2.1 Exception:** All frontages directly in front of all school properties shall have a clear width of 96 inches, except frontages in front of fenced play areas with no access may have a clear width of 72 inches.
>
> **3.2.2 Exception:** Where existing conditions or obstructions or reduced right-of-way widths preclude providing a 48 inch clear width, the sidewalk width may be reduced to less than 48 inches for a distance not exceeding 24 inches, but in no case shall the clear width be less than 36 inches.
>
> **3.2.3 Advisory:** For streets or roadways with a right-of-way width of 84 feet or greater, a minimum clear width of 72 inches is preferred.

3.3 Passing Space: If a sidewalk has less than 60 inches clear width, a passing space of at least 60 inches by 60 inches shall be located at reasonable intervals not to exceed 200 feet.

> **3.3.1 Exception:** Where existing conditions or reduced right-of-way width preclude providing a 60-inch passing space, such space shall not be required.

3.4 Cross Slope: The cross slope of the sidewalk shall be 1:67 (1.5 percent), with allowances for a construction variance of 1:200 (0.5 percent) in either direction.

3.5 Running Slope: The running slope of the sidewalk shall not exceed the grade of the adjacent roadway or 1:20 (five percent), whichever is greater.

3.6 Level Areas on Continuous Slopes: For sidewalks with a running slope exceeding five percent for at least 400 feet, a 60-inch long landing with a maximum slope of two percent shall be provided for every 400 feet of the sidewalk length, except for roadway overpasses.

3.7 Meandering Sidewalks: Sidewalks may be separated from the curb by approved landscaping, forming a meandering sidewalk. The distance between the back of the curb and the edge of the sidewalk shall vary from flush to no

more than 25 feet, except at transitions. If trees are planted between the back of the curb and the edge of the sidewalk, the distance between the back of the curb and the edge of the sidewalk shall not be less than five feet. Meandering sidewalks shall comply with the requirements of either Case I or Case II, as described below.

For Case I, the sidewalk shall have a 24-inch wide minimum straight path along the sidewalk. For Case II, the sidewalk shall have no abrupt changes of direction and shall be constructed using only tangents of any length and inside radii of at least 150 feet.

3.8 Curbs at Streets Adjacent to Sidewalks: Curbs on the street side of sidewalks and corners shall be approximately vertical, with a height of at least five inches but no greater than eight inches.

> **3.8.1 Exception:** Where a new portion of curb is constructed within an existing system of rolled curbs and existing drainage patterns must be maintained, a rolled curb matching the existing curb may be constructed. This exception shall not apply to a transit stop location.

3.9 Surfaces: The surface shall be either Portland cement concrete or asphalt concrete, and it shall be firm, stable and slip-resistant.

> **3.9.1 Exception:** A material other than concrete or asphalt may be used when it can be adequately demonstrated to the ADA Program Access Coordinator that it provides an equal firm, stable and slip-resistant surface.

3.10 Changes in Level: Changes in level up to 1/4 inch may be vertical and without edge treatment. Changes in level between 1/4 inch and 1/2 inch shall be beveled with a slope no greater than one horizontal to two vertical. Changes in level greater than 1/2 inch (13 mm) shall be accomplished by means of a ramp. Multiple changes in level shall be separated horizontally by at least 30 inches.

3.11 Gratings: If gratings are located in the sidewalk surface along a pedestrian access route or in the accessible portion of a curb ramp, they shall have spaces no greater than 1/2 inch wide in the direction of travel. If gratings have elongated openings, they shall be placed so that the long dimension is perpendicular to the direction of travel. Whenever possible, drainage inlets should be located outside of the crosswalk area, particularly the portion of the crosswalks that adjoin the accessible portion of curb ramps.

3.12 Protruding Objects:

Protruding objects shall not reduce the clear width required for sidewalks.

Objects with leading edges located between 27 inches above and 80 inches below the finish surface shall protrude no more than four inches horizontally into the pedestrian access route. This shall include all objects that protrude into the

sidewalk, including but not limited to, landscaping, electrical control panel, signs, and street furniture.

Free-standing objects mounted on posts or pylons shall overhang pedestrian access routes no more than four inches when located between 27 inches above and 80 inches below the finish surface (Figure 1).

Where a sign or other obstruction is mounted between posts or pylons and the clear distance between post or pylons is greater than 12 inches, the lowest edge of such sign or obstruction shall be located between 27 inches above and 80 inches below above the surface, and there shall be a bar or similarly detectable element 15 inches above the surface connecting the two posts or pylons.

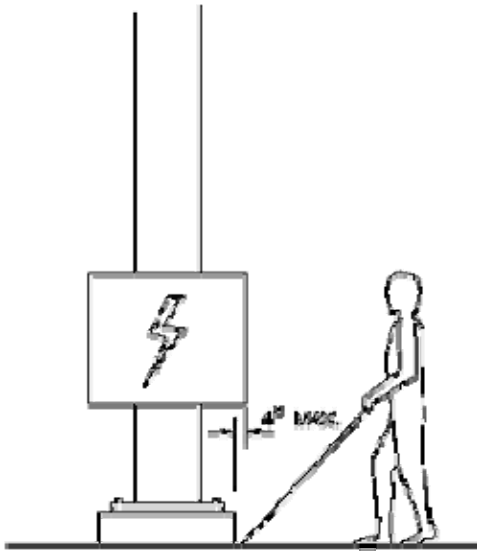

Figure 1: Barrier for Vertical Clearance Less than 80 Inches
Source: Public Rights-of-Way Access Advisory Committee, Building A True Community, January 2001.
Note: For alternative format, refer

3.13 Barrier Curbs at Drop-offs:

Warning or barrier curbs shall be provided at the locations described below:

Abrupt changes in level at the edge of sidewalks, except between a sidewalk and an adjacent street, exceeding four inches in a vertical dimension, such as at planters or fountains located in or adjacent to sidewalks, shall be identified by curbs projecting at least six inches in height above the surface.

At bus stops, where a slope behind a sidewalk slopes toward the sidewalk, a barrier curb projecting at least six inches in height above the surface shall be provided to prevent water flow across the sidewalk.

Where the slope behind a sidewalk is greater than six (horizontal) to one (vertical) and the slope is away from the sidewalk, a barrier curb projecting at least six inches in height above the surface shall be provided for pedestrian safety. A retaining wall or fence may be provided in lieu of the required barrier curb.

3.14 Driveway Crossings:

Where a sidewalk crosses a driveway, the minimum width of 48 inches and the cross slope of 1:67 (1.5 percent), with allowances for a construction variance of

1:200 (0.5 percent) in either direction, shall be provided for the entire width of the driveway.

Each driveway shall have a ½-inch to one-inch lip, beveled at 45 degrees, at the street or gutter.

Driveway entries shall not be designed or used as curb ramps.

3.15 Rail Crossings:

Where a sidewalk crosses rail systems at grade, the surface of the sidewalk shall be level and flush with the top of the rail at the outer edge and between the rails.

Where a sidewalk crosses rail systems at grade, the horizontal gap at the inner edge of each rail shall be constructed to the minimum dimension necessary to allow passage of railroad car wheel flanges and shall not exceed 2½ inches (three inches for freight rails).

Where a sidewalk crosses rail systems at grade, detectable warning surfaces complying with Section 5.5 extending the full width of the sidewalk and 36 inches deep in the direction of pedestrian travel shall be provided on each side of the rails.

3.16 Stairs: To the maximum extent feasible, stairs shall not be constructed within the public right-of way.

> **3.16.1 Exception:** If provided, steps or stairs shall provide 1.5 inch diameter handrails 34 inches to 38 inches above each nosing on both sides, with extensions at the top and bottom meeting all applicable portions of the California State Building Code, Chapter 11B. If provided, steps or stairs shall provide a two-inch contrasting yellow color stripe at each tread and the upper approach of each staircase. The contrasting color stripe shall be yellow conforming to Federal Color No. 33538, as shown in Table IV of Standard No. 595B.

Section 5.4: Curb Ramp and Blended Transition Standards

4.1 Scope: Each corner of an intersection shall be provided with two curb ramps, each oriented in the direction of pedestrian crossing to the adjacent corner, except that only one curb ramp with a six foot pan may be provided if two curb ramps are technically infeasible or excepted as described below. Curb ramps shall comply with the requirements of this section for flared sides, detectable warning devices, landings and ramps (Figure 2).

4.1.1 Exception: Where pedestrian crossing in a specific direction is prohibited by a continuous raised median, barricade or sign, no curb ramp shall be provided. Where only one curb ramp is provided at a corner to serve only one direction of travel to an adjacent corner, the curb ramp shall be aligned and oriented parallel to the intended direction of travel.

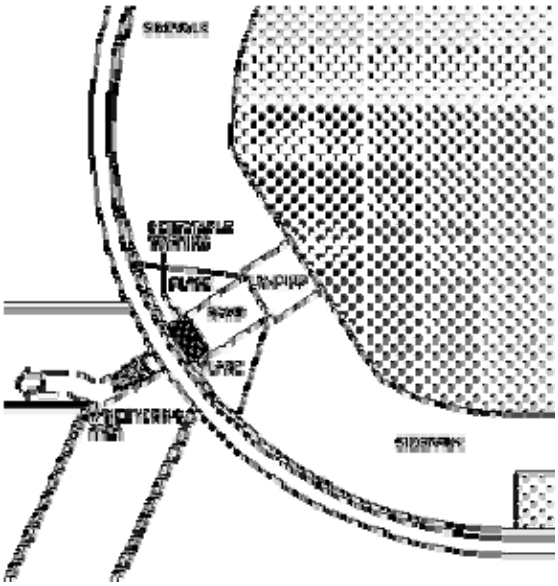

Figure 2: Curb Ramp Components
Source: Public Rights-of-Way Access Advisory Committee, Building A True Community, January 2001.
Note: The illustration shows the location of the ramp, flares, landing and other curb ramp features. For alternative format, refer to the

4.2 Curb Ramp Types: Curb ramps shall be primarily perpendicular curb ramps, as shown in the Standard Drawings (Appendix B), if there is sufficient right-of-way or sidewalk depth to construct the perpendicular curb ramp in full compliance with subsection 5.3. If there is not sufficient right-of-way or sidewalk depth to construct a perpendicular curb ramp, a parallel curb ramp, as shown in the Standard Drawings (Appendix B), may be constructed. Blended transitions shall not be constructed, unless specifically approved by the City Engineer and the ADA Program Access Coordinator.

4.3 Perpendicular Curb Ramps: Perpendicular curb ramps shall comply with the details described in this subsection, and shall have a running slope that cuts through the curb at right angles or meets the gutter grade break at right angles (Figure 3).

4.3.1 Running Slope: The running slope of the main portion of the curb ramp shall be 1:12 (8.33 percent) maximum.

4.3.1.1 Advisory: Where feasible, the minimum running slope of the main portion of the curb ramp is preferred to be 1:15 (6.67 percent).

4.3.2 Cross Slope: The cross slope of the main portion of the curb ramp shall be 1:67 (1.5 percent), with allowances for a construction variance of 1:200 (0.5 percent) in either direction.

4.3.3 Landing: A landing measuring 48 inches minimum by 48 inches minimum shall be provided at the top of the curb ramp, and shall be permitted to overlap other landings and clear spaces. Running and cross slopes of the landing shall be 1:67 (1.5 percent) maximum, with allowances for a construction variance of 1:200 (0.5 percent) in either direction.

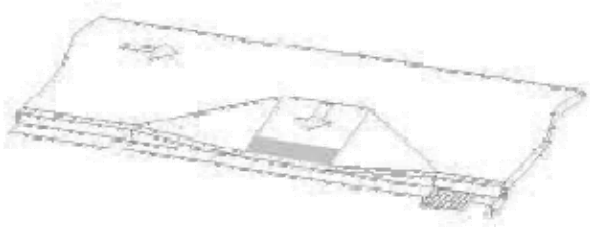

Figure 3: Perpendicular Curb Ramp
Note: For alternative format, refer to the corresponding text.
Source: www.access-

4.3.4 Flared sides: Flared sides with a slope of 1:10 (ten percent) maximum, measured along the curb line, shall be provided where a circulation path crosses the curb ramp.

4.3.5 Clear Width: The clear width of the main portion of the curb ramp, excluding flared sides, shall be 48 inches minimum.

4.3.6 Detectable Warnings: Detectable warning surfaces complying with Section 5.5 shall be provided for the full width of the main portion of the curb ramp or blended transition, with the front edge located approximately six inches behind the curb line.

4.3.7 Grooved Border: A 12-inch wide grooved border with 1/4 inch grooves approximately 3/4 inch on center shall be provided at the top of the main slope and at the side of each side slope.

4.3.8 Surfaces: Surfaces of curb ramps and landings shall comply with Section 3.9. Gratings, access covers and other appurtenances shall not be located on curb ramps, landings and gutter areas directly in front of curb ramps.

4.3.9 Changes in Level: Vertical changes in level greater than those described in Section 3.10 shall not be permitted on curb ramps, landings or gutter areas directly in front of curb ramps.

4.3.10 Gutter Slope: The counter slope of the gutter area or street at the foot of a curb ramp or landing shall be 1:20 (five percent) maximum.

4.3.11 Clear Space: Beyond the curb line toward the street, a clear space measuring 48 inches minimum by 48 inches minimum shall be provided within any marked crosswalk that may be present and located wholly outside of the parallel vehicle travel lane.

4.3.12 Obstructions: Curb ramps shall be located or protected to prevent their obstruction by parked cars.

4.4 Parallel Curb Ramps: Parallel curb ramps shall comply with the details described in this subsection, and shall have running slopes that are in-line with the direction of sidewalk travel (Figure 4).

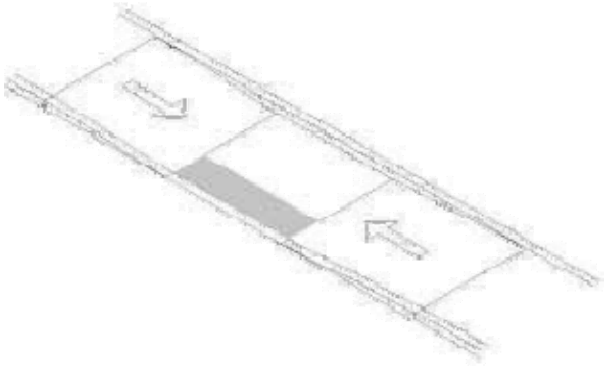

Figure 4: Parallel Curb Ramp
Note: For alternative format, refer to the corresponding text.
Source: www.access-board.gov/rowdraft.htm

4.4.1 Running Slope: The running slope of each side slope shall be 1:12 (8.33 percent) maximum.

4.4.1.1 Advisory: Where feasible, the minimum running slope of each side slope is preferred to be 1:15 (6.67 percent).

4.4.2 Cross Slope: The cross slope of each side shall be 1:67 (1.5 percent), with allowances for a construction variance of 1:200 (0.5 percent) in either direction.

4.4.3 Clear Width: The clear width of each side slope shall be 48 inches minimum.

4.4.4 Landing: A landing measuring 48 inches minimum by 48 inches minimum shall be provided at the bottom of each ramp slope. Landing slopes shall be 1:100 (one percent) minimum and 1:67 (1.5 percent) maximum, with allowances for a construction variance of 1:200 (0.5 percent) in either direction.

4.4.5 Diverging Sidewalks: Where a parallel curb ramp does not occupy the entire width of a sidewalk, drop-offs at diverging segments shall be protected with a six-inch curb or similar barrier.

4.4.6 Common Landing Width: Where two parallel curb ramps are located at a corner, the landing between the top of each side slope shall be 48 inches minimum.

4.4.7 Detectable Warnings: Detectable warning surfaces complying with Section 5.5 shall be provided for the full width of the lower landing between the side slopes of the curb ramp, with the front edge located approximately six inches behind the curb line.

4.4.8 Grooved Border: A 12-inch wide grooved border with 1/4 inch grooves approximately 3/4 inch on center shall be provided at the top of each side slope.

4.4.9 Surfaces: Surfaces of curb ramps and landings shall comply with Section 3.9. Gratings, access covers and other appurtenances shall not be located on curb ramps, landings and gutter areas directly in front of curb ramps.

4.4.10 Changes in Level: Vertical changes in level greater than those described in Section 3.10 shall not be permitted on curb ramps, landings, or gutter areas directly in front of curb ramps.

4.4.11 Gutter Slope: The counter slope of the gutter area or street at the foot of the lower landing shall be 1:20 (five percent) maximum.

4.4.12 Clear Space: Beyond the curb line toward the street, a clear space of 48 inches minimum by 48 inches minimum shall be provided within any marked crosswalk that may be present and located wholly outside the parallel vehicle travel lane.

4.4.13 Obstructions: Curb ramps shall be located or protected to prevent their obstruction by parked cars.

Section 5.5 Detectable Warning Standards

5.1 Scope: Where detectable warnings (truncated domes) are required by other sections of these standards, they shall comply with the requirements of this section.

5.2 Size and Location: Detectable warnings shall be 36 inches in depth and span the full width of the area where they are required.

5.3 Specifications: The detectable warning surface shall be prefabricated and shall have in-line, square grid pattern truncated domes with a diameter of nominal 0.9 inch (22.9 mm) at the base tapering to 0.45 inch (11.4 mm) at the top, a height of nominal 0.2 inch (5.08 mm), and a center-to-center spacing of nominal 2.35 inches (59.7 mm). “Nominal” means that pre-manufactured detectable warnings or devices used to create the detectable warning in place shall comply with required dimensions within + - 0.020 inch for dome height, top diameter and bottom diameter and 0.050 inch for dome spacing. Detectable warnings shall be colonial red conforming with Federal Color No. 20109, and with safety field dots 30 per square inch between truncated domes. The 0.2-inch height of domes shall be measured from the top of the highest field safety dot to the highest point on the top of the truncated dome. Detectable warning surfaces shall differ from adjoining walking surfaces in sound on cane contact.

Section 5.6: Pedestrian Crossing Standards

6.1 Scope: All controlled intersections shall be provided with marked crosswalks as described in this section. Controlled intersections refers to intersections with a traffic signal system or all-way stop signs. If provided, all marked crosswalks shall comply with the requirements of this section.

6.2 Width: Marked crosswalks shall be 96 inches wide minimum, as measured between the striped lines.

> **6.2.1 Advisory:** Where feasible, marked crosswalks shall be 120 inches wide, as measured between the striped lines.

6.3 Color and Size: Crosswalk stripes shall be 12 inches wide, and white in color.

> **6.3.1 Exception:** Crosswalks serving schools shall be yellow in color.

6.4 Advisory Cross Slope: The cross slope of the pavement within a marked crosswalk shall be 1:67 (1.5 percent) maximum, measured perpendicular to the direction of pedestrian travel, with allowances for a construction variance of 1:200 (0.5 percent) in either direction.

6.5 Running Slope: The running slope of the pavement within a marked crosswalk shall be 1:20 (five percent) maximum measured parallel to the direction of pedestrian travel in the crosswalk.

6.6 Pedestrian Signal Phase Timing: All pedestrian signal phase timing shall be calculated using a pedestrian walk speed of 3.5 feet per second maximum. To accommodate older pedestrians who may have a slower gait, pedestrian signal phase timings shall be calculated using a pedestrian walk speed of 2.8 feet per second. The locations for the slower pedestrian signal phase timings will be determined on a request basis. The total crosswalk distance used in calculating pedestrian signal phase timing shall include the entire length of the crosswalk plus the length of each curb ramp, if the curb ramp is a perpendicular curb ramp.

6.7 Medians and Pedestrian Refuge Islands: Medians and pedestrian refuge islands in crosswalks shall be cut through level with the street or have curb ramps complying with Section 5.4. Where the cut-through connects to the street, edges of the cut-through shall be aligned with the direction of the crosswalk for a length of 24 inches minimum.

> **6.7.1 Width:** The width of all cut-throughs shall be 48 inches minimum.
>
> > **6.7.1.1 Advisory:** Where feasible, the width of all cut-throughs shall be 60 inches.

6.7.2 Length: Where signal timing is not designed or intended for full crossing of all traffic lanes or where the crossing is not signalized, cut-through medians and pedestrian refuge islands shall be 96 inches minimum in length in the direction of pedestrian travel.

6.7.3 Detectable Warnings: Medians and refuge islands shall have detectable warnings complying with the section titled Detectable Warnings (Section 5.5). Detectable warnings at cut-through islands shall span the full width of the cut-through and shall be separated by a 24-inch minimum length of walkway without detectable warnings.

6.8 Crosswalk Alignment: Marked crosswalks shall have straight alignment, with no change of direction between the terminal ends of the crosswalk.

6.8.1 Exception: Where a straight crosswalk is not feasible at existing intersections due to the particular geometry of the intersection, or where an intersection has unusual or non-standard geometry such as exceptionally large radii, T-intersections and intersections with exceptionally wide streets, as determined by the ADA Program Access Coordinator and the Pedestrian Advisory Committee, tactile guidestrips shall be installed within the crosswalk. Where required, a tactile guidestrip shall be located in the center of the crosswalk for the entire length of the crosswalk. The color of the tactile guidestrip shall match the crosswalk color. The tactile guidestrip material shall be a vitrified polymer composite consisting of epoxy polymer composition employing aluminum oxide particles in the raised surface of the guidestrip. The nominal dimensions of the tactile guidestrip shall be 4 inches wide by 24 inches long by 5/16 inch thick. To improve detectability, a concave groove shall be provided along the centerline of the length. Tactile guidestrips shall be formed with structural flanges, which shall extend below the surface a minimum of 1-1/4 inch.

Section 5.7: Accessible Pedestrian Signal Standards

7.1 Scope: Each crosswalk with pedestrian signal indication shall have a signal device that includes accessible indications of the walk interval. Where a pedestrian pushbutton is provided, it shall be integrated into the signal device and shall comply with the requirements of this section.

7.2 Types and Location of Accessible Pedestrian Signals:

Accessible pedestrian signals (APS) may be either of the following types: (1) Overhead - the APS is mounted to the Pedestrian Head, or (2) Pedestrian Activated Signal Control (PASC) - the APS accessibility features is incorporated into the PASC.

All overhead and PASC accessible pedestrian signal devices shall serve the nearest crosswalk in relationship to their installation site. The speakers of all overhead and PASC APS devices shall be oriented toward the center of the crosswalk or the direction of travel to the maximum extent feasible. If possible due to intersection configuration, all overhead and PASC APS devices shall be separated a minimum of 120 inches from any other APS device, unless on an island or median, where space will not permit.

7.3 Audible Walk Indication:

The audible pedestrian signals shall emit two distinct audible signals that resemble birdcalls; "cuckoo" for the north-south walk phase and "peep-peep" for the east-west walk phase, (per the California Manual on Uniform Traffic Control Devices for Streets and Highways, Revised, September 26, 2006, Section 9-04.8) or the closest proximity to these compass directions.

Volume measured at 36 inches from the pedestrian signal device shall be between two and five decibel (dB) above ambient noise level and responsive to ambient noise level change. Automatic volume adjustment in response to ambient traffic sound level should be provided up to a maximum volume of 89 dB.

When accessible pedestrian signals have an audible tone, they shall have a tone for the walk interval. The audible tone shall be audible from the beginning of the associated walk interval.

Activation of the pedestrian-activated signal control shall simultaneously activate the accessible pedestrian signal. There shall be no extended button press required to activate the auditory tone feature that announces the onset of the walk interval. An extended button press shall be permitted to activate additional features (e.g. auditory announcement, “wait,” “street name,” etc). Buttons that provide additional features shall be marked with three Braille dots forming an equilateral triangle in the center of the pushbutton.

7.4 Pedestrian Pushbuttons: Pedestrian pushbuttons shall comply with the details described in this section.

7.4.1 Location: Pedestrian pushbuttons shall be located 60 inches maximum from the crosswalk line extended, and if possible due to intersection configuration, 120 inches maximum and 30 inches minimum from the curb line, and 120 inches minimum from any other pedestrian pushbutton at a crossing. The control face of the pushbutton shall be installed to face the intersection and be parallel to the direction of the crosswalk it serves.

7.4.2 Reach and Clear Space: A clear space measuring 30 inches wide by 48 inches deep shall be provided at each pushbutton and shall connect to or overlap the pedestrian path of travel.

7.4.3 Mounting Height: Pedestrian pushbuttons shall be mounted at a height from 34 inches minimum to 46 inches maximum to the centerline above the lowest adjacent walking surface.

7.4.4 Operation: Pedestrian pushbuttons shall require no more than five pounds of pressure to operate.

7.4.5 Size and Contrast: Pedestrian pushbuttons shall be a minimum of two inches across in one dimension and shall contrast visually with their housing or mounting.

7.4.6 Locator Tone: If used by the particular accessible signal manufacturer, pedestrian pushbuttons shall incorporate a locator tone (one per pole) at the pushbutton. Locator tone volume measured at 36 inches from the pushbutton shall be two dB minimum and five dB maximum above ambient noise level and shall be responsive to ambient noise level changes. Automatic volume adjustment in response to ambient traffic sound level should be provided up to a maximum volume of 89 dB. The duration of the locator tone shall be 0.15 seconds maximum and shall repeat at intervals of one second. The locator tone shall be deactivated when the pedestrian signal system is not operative.

7.4.6.1 Exception: At existing pedestrian pushbuttons without locator tones, pole-supported pedestrian pushbuttons shall be identified with color coding consisting of a textured horizontal yellow band two inches in width encircling the pole, and a one-inch wide dark border band above and below the yellow band. Color-coding should be placed immediately above the pushbutton.

7.4.7 Vibrotactile Indicator: If used by the particular accessible signal manufacturer, pedestrian pushbuttons shall incorporate a vibrotactile indicator at the pushbutton. The vibrotactile indicator shall indicate that the walk interval is in effect, and for which direction it applies, through the use

of a vibrating directional arrow. The vibrotactile indicator shall be part of the pedestrian pushbutton and adjacent to the intended crosswalk.

7.5 Directional Information and Signs: If used by the particular accessible signal manufacturer, pedestrian pushbuttons shall provide tactile and visual signs on the face of the device or its housing or mounting indicating crosswalk direction and the name of the street containing the crosswalk served by the pedestrian signal.

7.5.1 Arrow: Signs shall include a tactile arrow aligned parallel to the crosswalk direction. The arrow shall be raised 1/32-inch minimum and shall be 1-1/2 inches minimum in length. The arrowhead shall be open at 45 degrees to the shaft and shall be 33 percent of the length of the shaft. Stroke width shall be 10 percent minimum and 15 percent maximum of arrow length. The arrow shall contrast with the background, white on black or black on white.

7.5.2 Street Name: Signs shall include street name information aligned parallel to the crosswalk direction. The street name shall be printed in non-serif raised white letters a minimum of 5/8 inches high, accompanied by contracted Grade 2 Braille below, on a black background.

Section 5.8: Transportation and Vehicle Access Standards

8.1 Scope: Where new public transportation facilities are constructed or substantially altered within the City-regulated right-of-way, they shall comply with the requirements of this section.

8.2 Location: Bus stops or other transit stops serving fixed transit routes shall be located on at least one pedestrian access route complying with the requirements of Section 5.3 for the pedestrian path of travel from the transit stop to the nearest four-way street intersection. Curb ramps located at the nearest four-way intersection or other locations along the pedestrian access route shall comply with the requirements of Section 5.4.

8.3 Clear Width: The sidewalk adjacent to each transit stop shall provide a minimum clear width of 72 inches, not including the width of any curb that may be present between the sidewalk and the street or gutter, for a minimum length of 28 feet.

> **8.3.1 Exception:** All transit stops directly in front of all school properties shall have a clear width of 96 inches, except frontages in front of fenced play areas with no access may have a clear width of 72 inches.

8.4 Cross Slope: The cross slope of the sidewalk along the required length of the transit stop shall be 1:67 (1.5 percent), with allowances for construction a variance of 1:200 (0.5 percent) in either direction.

8.5 Running Slope: The running slope of the sidewalk along the required length of the transit stop shall not exceed the grade of the adjacent roadway or 1:20 (five percent), whichever is greater.

> **8.5.1 Advisory:** A running slope of no greater than 1:48 (two percent) is preferred.

8.6 Curbs at Streets Adjacent to Sidewalks: Curbs on the street side of the sidewalk along the required length of the transit stop shall be approximately vertical, with a height of at least five inches but no greater than eight inches.

8.7 Surface: The surface of the sidewalk along the required length of the transit stop shall be either Portland cement concrete or asphalt concrete, and it shall be firm, stable and slip-resistant.

> **8.7.1 Exception:** A material other than concrete or asphalt may be used when it can be adequately demonstrated to the ADA Program Access Coordinator that it provides an equal firm, stable, and slip-resistant surface.

8.8 Barrier Curbs at Drop-offs: At transit stops, where a slope behind a sidewalk slopes toward the sidewalk, a barrier curb projecting at least six inches in height above the surface shall be provided to prevent water flow across the sidewalk.

8.9 Bus Shelters: Where Regional Transit provides a shelter at a transit stop, their shelter shall be located along a pedestrian access route complying with Section 5.3, and it shall provide a minimum 42 inches by 60 inches clear space, not including benches that are located completely beneath the shelter.

8.10 Bus Stop Signage: Where provided by Regional Transit, all new bus stop signage shall comply with ADAAG 4.30.2,.3,&.5 (1991).

> **8.10.1 Exception:** Bus schedules, timetables or maps do not have to comply with these standards.

Section 5.9: Street and Sidewalk Furnishings and Appurtenances Standards

9.1 Clear Space: Street and sidewalk furnishings shall have a 30-inch wide (measured parallel to the pedestrian travel direction) by 48-inch deep (measured perpendicular to the pedestrian travel direction) clear space in front of each portion used by a pedestrian and shall be connected to the sidewalk or pedestrian access route.

9.2 Facilities and Elements: Where drinking fountains, telephones, concession stands, kiosks, information counters or public toilet facilities are provided, they shall comply with all applicable portions of the California State Building Code, Chapter 11B.

9.3 Benches: The leading edge of benches and all similar sidewalk furnishings shall be set back 12 inches minimum from the required minimum width of the pedestrian access route. Bench seats shall be 17 inches to 19 inches vertical from the adjacent walkway surface to the seat.

Section 5.10: Temporary Construction Standards

10.1 Scope: Where construction or other temporary conditions prohibit full access to pedestrian facilities with the City-regulated right-of-way, an alternate pedestrian route shall be provided in compliance with the requirements of this section.

10.2 Location: To the maximum extent feasible, the alternate pedestrian route shall parallel the disrupted pedestrian route, on the same side of the street. Where access is not available on the same side of the street, the alternate pedestrian route may be located on the opposite side of the street as long as the distance in excess of the disrupted pedestrian route does not exceed 300 feet, and as long as all requirements of these standards are met.

10.3 Elements: The alternate pedestrian route shall include sidewalks and pedestrian access routes, curb ramps, pedestrian crossings and all other elements included in these standards.

10.4 Width: The alternate pedestrian route shall have a width of 48 inches minimum.

> **10.4.1 Exception:** Where technical infeasibility exists, the alternate pedestrian route may have a width of 36 inches minimum.

10.5 Barricade Protection: The alternate pedestrian route shall be protected with a solid barricade to separate alternate pedestrian route from any adjacent construction, drop-offs, openings or other hazards. Barricades shall be continuous, stable and non-flexible, and shall consist of a solid wall or fence with the bottom or lower rail 1-1/2 inches maximum above the walking surface, and the top of the fence, wall or upper rail 36 inches minimum above the walking surface. Barricade support members shall not protrude beyond the barricade face into the alternate pedestrian route. Barricades shall be of a contrasting color, with yellow or orange preferred.

10.6 Signs: Signs complying with California Building Code Section 1117B.5 shall be provided at both the near side and the far side of the intersection preceding a disrupted pedestrian route, with appropriate wording to guide pedestrians to the alternate pedestrian route. When raised characters or symbols are used, they shall be raised 1/32-inch (0.794 mm) minimum and shall be sans-serif uppercase characters accompanied by Grade 2 Braille. Dots shall be 1/10 inch (2.54 mm) on centers in each cell with 2/10-inch (5.08 mm) space between cells. Dots shall be raised a minimum of 1/40 inch (0.635 mm) above the background.

Section 6: ADA Capital Implementation Plan

Section 6.1: Introduction

The ADA Capital Implementation Plan is a final step in determining the extent of City-operated and other participants' projects necessary to implement the ADA Transition Plan within the City of Indio public right-of-way.

Types of projects included can be categorized as follows:

- Curb ramp construction or replacement projects based upon resident request.
- Curb ramp, sidewalk and intersection retrofit projects, included with street overlay or other street or sidewalk construction projects.
- Curb ramp, sidewalk and intersection retrofit projects, in conjunction with construction by private parties.
- Curb ramp, sidewalk and intersection retrofit projects deemed essential for mitigation of barriers based upon the finalized ADA Transition Plan.
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities.
- Signal retrofit projects.
- Roadway widening projects.

A number of existing and potential programs and funding sources for capital improvement projects are described in this section. These programs include on-going City capital improvement and maintenance programs, as well as specific projects and funding sources allocated in the five year Capital Improvement Plan (CIP). The ADA Capital Implementation Plan uses, to the maximum extent possible, existing and prospective funding programs and sources. The plan recommends specific goals for the construction of accessibility improvements. While specifying locations and the scope of work, the plan also is intended to serve as a conceptual plan whereby the extent and goals of future projects will be evaluated prior to preparing detailed cost estimates. Once an overall scope of work and its financial impact is established, annual projects can be finalized and the exact number of specified improvements can be set as project goals.

The ADA Capital Implementation Plan includes a detailed and prioritized list of approximately 60 potential project locations and items of work, which have been reviewed by the City of Indio and members of the community with a vested interest in the ADA Transition Plan. This implementation plan, which targets higher priority uses, anticipates a 3 to 5 year implementation period to achieve

compliance with program accessibility requirements. Additional ADA work, such as new construction and additional curb ramps beyond the minimum program access requirements will continue beyond the timeframe identified above.

Although the ADA Transition Plan does address work through 5 years, this is not the final ADA Implementation Plan. The Implementation Plan is a fluid plan and will continue to be modified to address the City's current needs and budget. The City will reevaluate the ADA transition plan every 2 to 5 years as determined necessary by the ADA Coordinator or the City Engineer. The City will evaluate other areas of the City with the reevaluation as determined by the ADA Coordinator.

Additionally as part of the implementation of the ADA Transition Plan the City shall make a diligent effort to maintain the exiting facilities to allow for barrier-free travel within the City. This shall include the landscaping within the Right-of-Way, temporary traffic control, water and debris within the ADA ramps, and any other items that do not allow for barrier-free travel.

Section 6.2: Extent of Required ADA Work

The extent of work included in the ADA Transition Plan includes the types of capital improvements that should be made to intersections, streets and sidewalks. The extent of work included in the plan has been the result of an extensive process that has included review and recommendations of all basic elements of the ADA Transition Plan by the City of Indio. These basic elements include the ADA Codes and Standards and the ADA Monitoring Program. The general types and extent of ADA work that is required for the City to transition into compliance with the programmatic access requirements of Title II of the ADA are included in this section.

Most recommended capital improvements will be comprehensive in their approach. A comprehensive approach refers to making a series of related improvements at each particular location of work in an effort to bring the entire location and any public uses (as described in the Use Priority 1 list on a subsequent page), if they occur, into compliance with the applicable ADA Codes and Standards. It is probable that some capital improvement projects may, to a lesser degree, include only specific elements that represent physical barriers that need to be removed at a particular location, or that are specifically funded by an existing program.

The typical extent and scope of work for the most common types of capital improvements is shown below:

(1) Fix drainage: Reconstruct existing sidewalk, curb and gutter as required within area to alleviate standing nuisance water.

(2) Install Ramps, Island and Crosswalk: Install new ADA ramps at corners, provided ADA pass through at existing islands and strip detectable crosswalks.

(3) Install Groove Border: Provide new groove border at ADA ramps that meets requirements.

(4) Install Sidewalk: Install sidewalk where no sidewalk is present to connect existing sidewalks.

(5) Remove Driveway: Demolition existing driveway and replace with new sidewalk.

(6) Replace Driveway: Demolition existing non conforming driveway and replace with new ADA compliant driveway.

(7) Replace Missing Curb: Install curb where existing curb has be damaged and or is missing.

(8) Replace Ramp: Remove existing non conforming ramp and replace with ADA compliant handicap ramp at corner as required.

(9) Replace Sidewalk: Remove and replace sidewalk that has been damaged due, and does not meet ADA requirements

(10) Reset Utility Lid: Adjust utility lid to provide less than ¼" level change in sidewalk.

(11) Retrofit Sidewalk Barrier: Install additional sidewalk or relocated barrier to provide ADA compliant path of travel where a barrier is present within the sidewalk.

Again, the above list is for project planning purposes only, and represents an attempt to categorize the general extent of work at each location. The exact extent of all ADA work is described in the ADA Codes and Standards.

Section 6.3: Prioritization Criteria for ADA Work

Capital improvement projects forming the ADA Capital Implementation Plan have been prioritized to determine which projects should be undertaken first. It should be noted that the policy regarding prioritization also follows ADA guidelines, as contained in 28 CFR Part 35 section 35.150 (c), (d) and 35.151 (e), and in the Accessibility Policy Statement of the U. S. Department of Transportation, dated July 1999.

Use Priority A: Public Input Requests

The City operates a program of public input requests for constructing curb ramps, installing accessible pedestrian signals and for providing other accessibility improvements on an annual basis. The program is outlined in Section 3.4. Generally, requests for improvements come from community members with disabilities who wish to access shopping areas, medical facilities, bus stops, transportation and other facilities or areas to accommodate their activities of daily living. These requests should continue to be handled as the first line of priority. All the items included in this Implementation Plan are at the request of the community members.

When the requests come into the City's ADA Program Access Coordinator, an evaluation for construction or reconstruction is undertaken. If a curb ramp is requested, the evaluation consists of the requested curb ramp and the entire intersection at which the curb ramp is located. Any existing curb ramp is evaluated for usability and safety to determine the usable path of travel through that intersection.

The ADA Formal Request Procedures primarily replaces curb, gutter and sidewalk sections with curb ramps. These ramps are installed at intersection corners, near schools and hospitals, at driveways or any other curb, gutter and sidewalk where accessibility needs to be improved. The curb ramp need is determined by constituent request, but if insufficient requests are made within the annual funding period, the City recommends additional curb ramps or other improvements necessary to fully use the available funds.

Use Priority 1: State and Local Governmental and Public Use

Priority 1 areas are those within the public right-of-way that abut or serve public and governmental agencies and offices, and include the following in the recommended order of priority:

1. State, county and local government buildings located within the City,

2. Public hospitals, health clinics, medical clinics, mental health clinics and therapy centers,

3. CalWorks offices, and Employment Training Agency facilities,

4. City parks,

5. Public schools, including in the following order, but not limited to: high school, junior high and elementary school programs with magnet programs for children with disabilities; and all other schools,

6. State and local district offices with high public traffic, beginning with, but not limited to: transportation hubs and major corridors and routes; Department of Motor Vehicles offices; state parks, and prisons.

Use Priority 2: Public Accommodations

Priority 2 areas are those within the public right-of-way that abut or serve places of public accommodations that are privately owned, including, but not limited to, the following in the recommended order of priority:

1. Private hospitals, doctors' offices, and medical and mental health offices,

2. Senior facilities,

3. Major shopping malls,

4. Large housing complexes,

5. Major employment sites,

6. Supermarkets,

7. Retail strip centers,

8. Small apartment facilities,

9. Service sites of disability organizations,

10. Rehabilitation facilities.

Use Priority 3: Low-Density Residential and Other Uses

Priority 3 areas are those within the public right-of-way that abut or serve:

1. Single-family residential areas,

2. Industrial areas,

3. Areas that have not fallen into any of the above groups.

Section 6.4: Description of ADA Capital Implementation Plan

The ADA Capital Implementation Plan of the ADA Transition Plan includes specified goals for the construction of accessibility improvements. The exact goals should take into account all of the various items of work required under the plan, including curb ramps, accessible pedestrian signals, sidewalk barrier removal and sidewalk installation, crosswalk markings and other work necessary to comply with the ADA Codes and Standards. The ADA Capital Implementation Plan lays the groundwork for concepts concerning the extent of ADA work required, prioritization, and locations. Until exact funding sources are finalized, the annual work and expenditures proposed must be of a preliminary nature.

It is recommended that the City commit to an aggressive schedule to bring Indio into ADA compliance. This work should include installation, repair and replacement of curb ramps, together with other specified improvements, on an annual basis. An evaluation of existing annual ADA work is presented on the following page as Table 1.

In addition, the existing funding sources will continue to fund locations within the plan. The previously stated schedule assumes that sidewalk repair will include the items described in Section 6.3, plus the removal of other barriers that may be subsequently determined as part of the ADA. Likewise, sidewalk repair work would include the retrofit of existing driveways that have excessive cross slope, by using methods presented in the Pedestrian Design Guidelines and other criteria to be subsequently determined as part of the ADA. The pedestrian elements identified in Section 4.5, as well as other similar examples, also are included in the recommended list of improvement projects that should be upgraded as part of this ADA Transition Plan.

Table 1: Summary of ADA Implementation Plan projects by Fiscal Year

Fiscal Year	Inter-sections	Est. Curb Ramp Costs	Est. Sidewalk Costs	Est. Misc. Costs	Est Capital Improvement Costs
07/08	**12**	**$44,625**	**$4,000**		**$48,625**
08/09	**17**	**$76,500**	**$23,500**		**$100,00**
09/10	**15**	**$42,500**	**$55,800**	**$1,575**	**$99,875**
10/11	**14**	**$57,375**	**$41,500**	**$1,550**	**$100,425**
11/12	**2**	**$4,250**	**$99,525**		**$103,775**
All Projects	**60**	**$225,250**	**$224,325**	**$3,125**	**$452,700**

Note: Costs included in this table do not include additional community member request projects

Section 6.5: Detailed Reports of Proposed Work

Detailed descriptions of proposed disabled access improvement projects are included in the Sidewalk and Intersection Database. A table of CIP projects is included in Appendix C and a summary of the projects per year is shown in Table 1. The City currently has budgeted $50,000 for implementation of the ADA Transition Plan, whoever, the City plans to allocate approximately $100,000 annually to implement the ADA Transition Plan, and also plans to apply for competitive funds to accelerate the transition process. For most of the fiscal year allocations, the total is less than $100,000 to allow for expenditures on projects that originate through community member requests using the formal request procedure mentioned in the next section.

The ADA improvement projects are subdivided by fiscal year as part of a 3 to 5 year implementation plan. It is estimated that this period would yield a degree of compliance that could be described as compliance with High Priority areas for the community members with disabilities. It is felt that a detailed breakdown of projects past these periods would be inappropriate, since conditions would be subject to numerous changes over such a time span.

The locations of work are subject to review and recommendations by the City and the public. Likewise, it is probable that specific locations and project groupings will need to be adjusted among the various years of the plan, after a more detailed review by the City's program managers. Other breakdowns of proposed work locations and extent are available, including by types of work or funding sources. It should be noted that the detailed field surveys undertaken, as described in Section 4, form the basis of existing conditions requiring correction under the proposed projects.

Construction and soft costs given in both the detailed and summary tables of improvement projects should be considered schematic, order of magnitude costs, based upon the unit costs and estimating parameters developed specifically for this ADA Transition Plan.

The detailed table of improvement projects does not necessarily depict the complete and exact locations of all sidewalk and driveway repair work to be undertaken as part of the ADA Transition Plan, since much of this work will be determined by public input requests and will be evaluated in conjunction with intersection work or other construction projects.

Appendix A: Glossary

Accessible Pedestrian Signal. A device that communicates information about the pedestrian walk phase in non-visual formats such as audible tones, vibrotactile features or auditory announcements.

Island. Curbed or painted area outside of the vehicular path that is provided to separate and direct traffic movement, and which also may serve as a refuge for pedestrians.

Blended Curb or Transition. A curb ramp shallower than 1:20 (5 percent), where the sidewalk is blended into or flush with the street.

Cross Slope. The slope that is perpendicular to the intended direction of travel.

Crosswalk. That part of a roadway at an intersection that is included within the extensions of the lateral lines of the sidewalks on opposite sides of the roadway, measured from the curb line or, in the absence of curbs, from the edges of the roadway or, in the absence of a sidewalk on one side of the roadway, the part of the roadway included within the extension of the lateral lines of the sidewalk at right angles to the centerline.

Marked Crosswalk. Any portion of a roadway at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Curb. A vertical or rolled transition from the roadway or gutter to the sidewalk or planting strip.

Curb Line. A line at the face of the curb that marks the transition from the roadway or gutter to a sidewalk or planting strip.

Curb Ramp. A ramp cutting through a curb.

Detectable Warning. A surface feature built in or applied to walking surfaces or other elements to warn of hazards on a pedestrian access path.

Driveway. A vehicular path serving a single parcel of private property.

Element. An architectural or mechanical component of a facility, space, site or public right-of-way.

Equivalent Facilitation: A departure from a particular technical or scoping requirement of these standards by the use of other designs and technologies, where the alternative designs and technologies used provide substantially equivalent or greater access to and usability of the element.

Facility. All or any portion of structures, improvements, elements, and pedestrian or vehicular routes located on a site or in a public right-of-way.

Flush Transition. See Blended Transition.

Grade. See Running Slope.

Grade Break. The meeting line of two adjacent surfaces of different slope (grade).

Land Use Zone. The land use of a particular property location, as defined by Title II of the City's Zoning Code.

Locator Tone. A repeating sound that identifies the location of the pedestrian push button.

Parallel Curb Ramp. A system of two sloped ramps that run parallel to the curb line from a common lower landing that is approximately level with the street.

Pedestrian Access Route (Path). Any walk or path intended for pedestrian movement or activity.

Perpendicular Curb Ramp. A curb ramp with a main slope running perpendicular to the curb line, and which may include one or more flared side slopes.

Program Access Requirements. Requirements in the ADA Transition Plan for making the public right-of-way accessible to persons with disabilities.

Public Right-of-Way. Land or property owned by a public entity and usually is acquired for or devoted to transportation or pedestrian purposes.

Ramp. A sloping portion of a walkway with a running slope exceeding five percent.

Running Slope. The slope that is parallel to the direction of travel expressed as a ratio of rise to run, usually expressed in percent.

Sidewalk. That portion of a public right-of-way between the curb line or lateral line of a roadway and the adjacent property line that is improved for use by pedestrians.

Sidewalk Ramp: See Curb Ramp.

Street Furniture. Elements in the public right-of-way that are intended for use by pedestrians.

Tactile Guidestrip. A horizontal strip applied to the walking surface along an accessible pedestrian access route that provides directional cues for persons with low vision or persons who are blind and use a cane.

Technical Infeasibility. With respect to an alteration of an existing element, that it has little likelihood of being accomplished because existing physical or site constraints prohibit modification or addition of elements, spaces or features that are in full and strict compliance with the minimum requirements for new construction and that are necessary to provide accessibility.

Walk Interval. The phase of a traffic signal cycle during which the pedestrian is to begin crossing, typically indicated by a walk message or the walking person symbol and its audible equivalent.

Appendix B: Standard City Improvement Drawings

(Note: The City of Indio is in the process of updating the standard details, therefore at this time the City is using Caltans standard details for the ADA Transition Plan)

A87	Curbs, Dikes and Driveways
A88A	Curb Ramp Details
A88B	Curb Ramp and Island Passage Details
A90A	Accessible Parking Off-Street
A90B	Accessible Parking On-Street

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

July 1, 2002
PLANS APPROVAL DATE

Glenn DeFau
No. C34547
Exp. 9-30-03
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

Caltrans now has a web site! To get to the web site, go to: http://www.dot.ca.gov

A1-150

A2-150

A1-200

A2-200

TYPE A

TYPE E

B1

B2

B3
Superimposed on existing pavement

B4

TYPE B

TYPE H
ON BRIDGES

CURB QUANTITIES

TYPE	CUBIC METERS PER METER (CUBIC YARDS PER FOOT)
A1-150	0.064 (0.026)
A2-150	0.144 (0.059)
A1-200	0.075 (0.031)
A2-200	0.155 (0.064)
B1	0.073 (0.029)
B2	0.152 (0.062)
B3	0.027 (0.011)
B4	0.142 (0.057)
E	0.161 (0.067)

AC DIKE QUANTITIES

TYPE	CUBIC METERS PER METER (CUBIC YARDS PER FOOT)
A	0.033 (0.013)
B	0.026 (0.010)
C	0.009 (0.004)
D	0.065 (0.027)
E	0.027 (0.011)
F	0.016 (0.007)

AC quantities based on 5% cross slope

ELEVATION

PLAN

CURBS

CASE A
Normal sidewalk

CASE B
Depress entire sidewalk

SECTIONS

DRIVEWAYS

TYPE A
HIGH DIKE

TYPE B
HIGH DIKE

TYPE C
LOW DIKE

TYPE D
MOUNTABLE DIKE

TYPE E
MOUNTABLE DIKE

TYPE F
USE UNDER MBGR

ASPHALT CONCRETE DIKES

NOTE A - Extend top layer of AC placed on the shoulder under dike with no joint at the ES

NOTES:

1. Case A normally applies.
2. Use Case B when ramp slopes would exceed 10% in Case A.
3. Use Case B when sidewalk cross slope would exceed 2% in Case A.
4. x=900 mm (3'-0") except for curb heights over 250 mm (10") where 1:4 (4:1) slopes shall be used on curb slope.
5. X is variable when sidewalk is located where wheelchairs may traverse the surface. Slopes shall be 8.33% maximum.
6. Sidewalk and ramp thickness "T" at driveway shall be 100 mm (4") for residential and 150 mm (6") for commercial.
7. Difference in slope of the driveway ramp and the slope of a line between the gutter and a point on the roadway 1.5 m (5') from gutter line shall not exceed 15%. Reduce driveway ramp slope, not gutter slope, where required.
8. Minimum width of clear passage shall be 1.22 m (48"). Where right of way restrictions, natural barriers or other existing conditions create an unreasonable hardship, the clear width may be reduced to 915 mm (36").
9. Retaining curbs and acquisition of construction easement may be necessary for narrow sidewalks or curb heights in excess of 150 mm (6").

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CURBS, DIKES AND DRIVEWAYS

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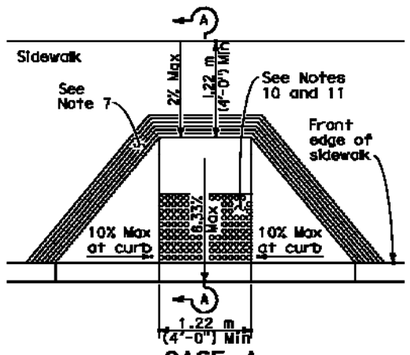
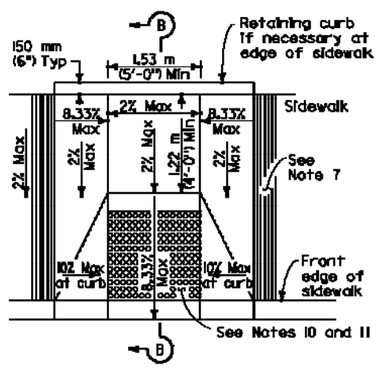
NO SCALE

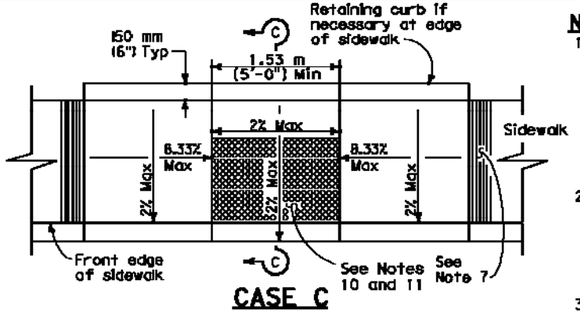
A87



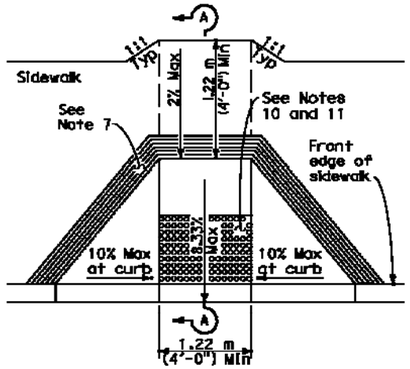
CASE A



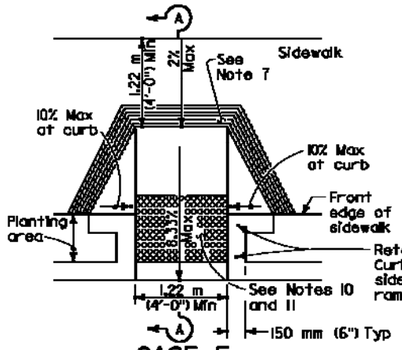
CASE B



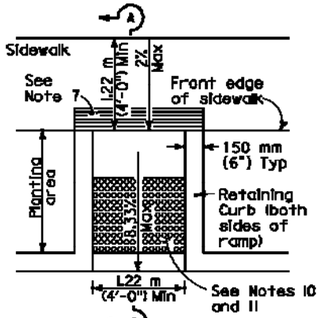
CASE C



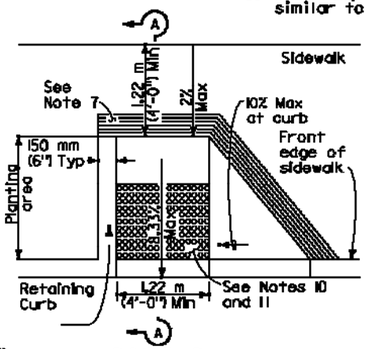
CASE D



CASE E

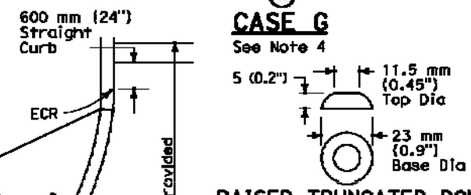


CASE F



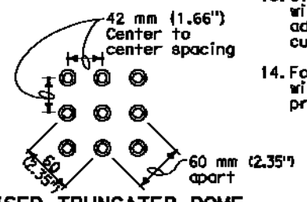
CASE G

See Note 4



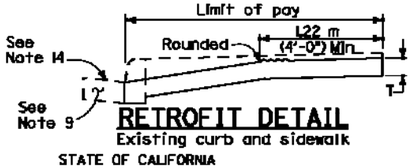
DETAIL B
TYPICAL ONE-RAMP CORNER INSTALLATION
See Notes 1 and 3

RAISED TRUNCATED DOME

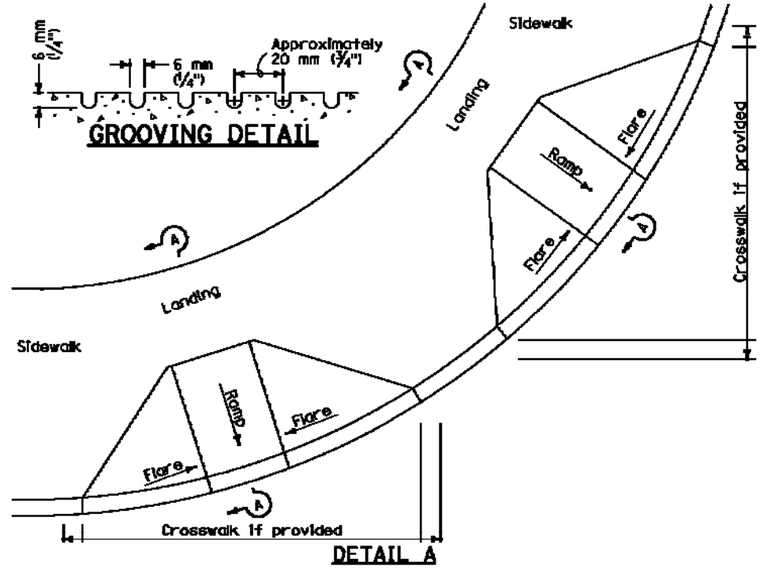


RAISED TRUNCATED DOME PATTERN (IN-LINE)

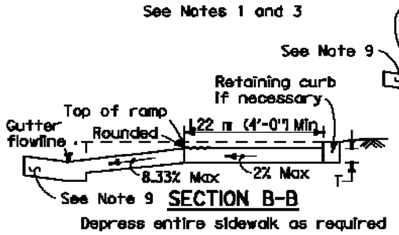
DETECTABLE WARNING SURFACE
See Note 10



RETROFIT DETAIL
Existing curb and sidewalk

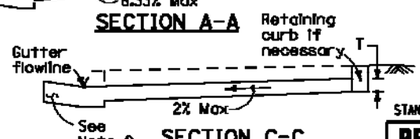


DETAIL A
TYPICAL TWO-RAMP CORNER INSTALLATION
See Note 1



SECTION A-A

SECTION B-B
Depress entire sidewalk as required



SECTION C-C

NOTES

1. As site conditions dictate, Case A through Case G curb ramps may be used for corner installations similar to those shown in Detail A and Detail B. The case of curb ramps used in Detail A do not have to be the same. Case A through Case G curb ramps also may be used at mid block locations, as site conditions dictate.
2. If distance from curb to back of sidewalk is too short to accommodate ramp and 1.22 m (4'-0") platform (landing) as shown in Case A, the sidewalk may be depressed longitudinally as in Case B, or C or may be widened as in Case D.
3. When ramp is located in center of curb return, crosswalk configuration must be similar to that shown for Detail B.
4. As site conditions dictate, the retaining curb side and the flared side of the Case G ramp shall be constructed in reversed position.
5. If located on a curve, the sides of the ramp need not be parallel, but the minimum width of the ramp shall be 1.22 m (4'-0").
6. Side slope of ramp flares vary uniformly from a maximum of 10% at curb to conform with longitudinal sidewalk slope adjacent to top of the ramp, except in Case C and Case F.
7. The curb ramp shall be outlined, as shown, with a 300 mm (12") wide border with 6 mm (1/4 ") grooves approximately 20 mm (3/4 ") on center. See grooving detail.
8. Transitions from ramps to walks, gutters or streets shall be flush and free of abrupt changes.
9. Maximum slopes of adjoining gutters, the road surface immediately adjacent to the curb ramp and continuous passage to the curb ramp shall not exceed 5 percent within 1.22 m (4'-0") of the top or bottom of the curb ramp.
10. Curb ramps shall have a detectable warning surface that extends the full width and 914 mm (3'-0") depth of the ramp. Detectable Warning Surfaces shall conform to the details on this plan and the requirements in the Special Provisions.
11. The edge of the detectable warning surface nearest the street shall be between 150 mm (6") and 205 mm (8") from the gutter flowline.
12. Sidewalk and ramp thickness, "T", shall be 90 mm (3½") minimum.
13. Utility pull boxes, manholes, vaults and all other utility facilities within the boundaries of the curb ramp will be relocated or adjusted to grade by the owner prior to, or in conjunction with, curb ramp construction.
14. For retrofit conditions, removal and replacement of curb apron will be at the Contractor's option, unless otherwise shown on project plans.

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

Hector David Cardenas
No. C41957
Exp. 3-31-06
CIVIL
STATE OF CALIFORNIA

9-29-04
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CURB RAMP DETAILS

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NO SCALE

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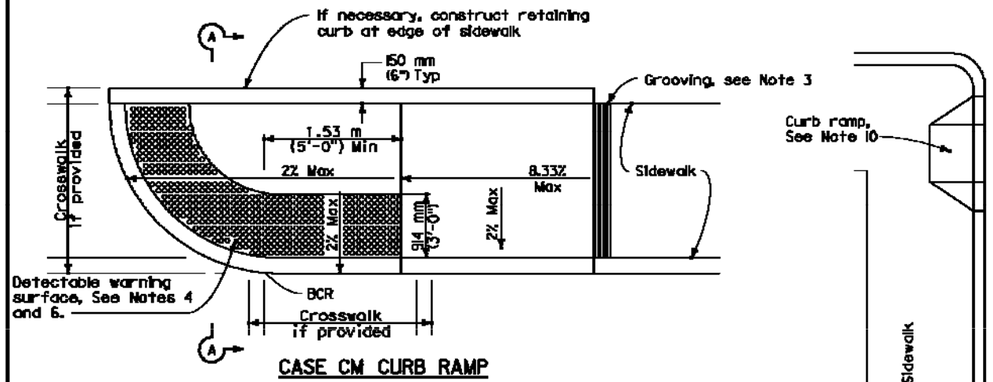
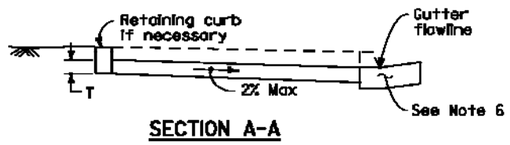
RSP A88A DATED 9-29-04 SUPERSEDES RSP A88A DATED 03-12-04 AND STANDARD PLAN A88A DATED JULY 1, 2002-PAGE 83 OF THE STANDARD PLANS BOOK DATED JULY 2002.

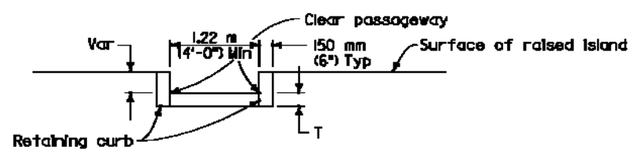
REVISED DUAL UNITS STANDARD PLAN RSP A88A



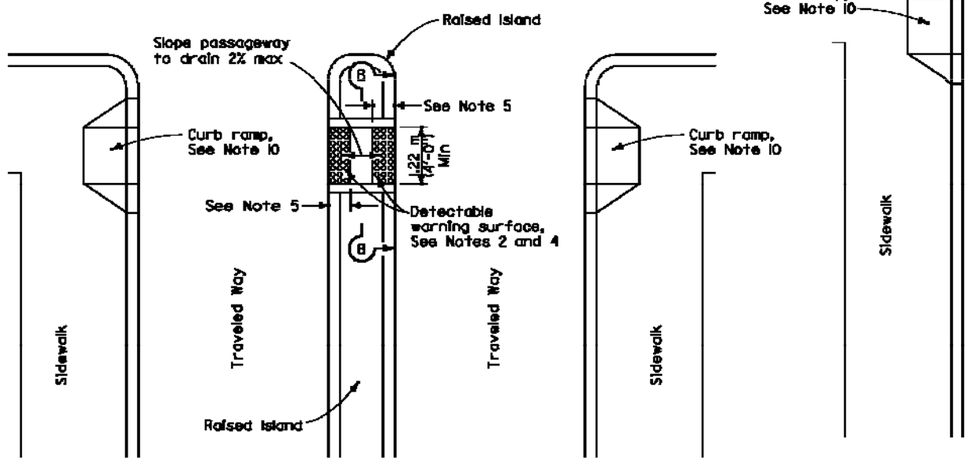
CASE CM CURB RAMP



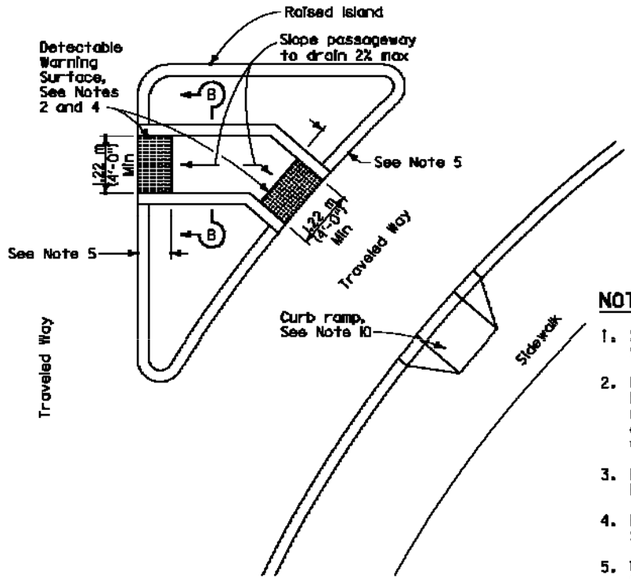
SECTION A-A



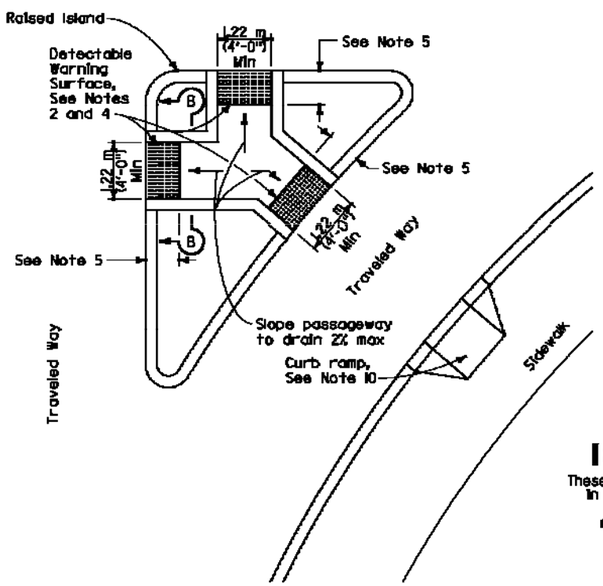
SECTION B-B



TYPE A PASSAGEWAY



TYPE B PASSAGEWAY



TYPE C PASSAGEWAY

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

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NOTES

1. Sidewalk, ramp and passageway thickness, "T", shall be 90 mm (3½") minimum.
2. Minimum width of passageway through raised islands shall be 1.22 m (4'-0"), except for locations where right of way restrictions, natural barriers, or other existing conditions create an unreasonable hardship, the clear width of the passageway may be reduced to 915 mm (3'-0").
3. For details of grooving used with Case CM curb ramp, see Revised Standard Plan RSP A88A.
4. For details of detectable warning surfaces, see Revised Standard Plan RSP A88A.
5. Where an island passage way length is less than 1.8 m (6'-0"), the detectable waring surface shall extend the full width and full depth of the passage way length. Where an island passage way length is greater than or equal to 1.8 m (6'-0"), but less than 2.44 m (8'-0"), a detectable warning surface shall extend the full width and 600 mm (2'-0") depth of the passage way length. Where an island passage way length is greater than or equal to 2.44 m (8'-0"), a detectable warning surface shall extend the full width and 914 mm (3'-0") depth of the passage way length.
6. For Case CM curb ramp, the edge of the detectable warning surface nearest the street shall be between 150 mm (6") and 205 mm (8") from the gutter flowline.
7. Transitions from ramps to walks, gutters or streets shall be flush and free of abrupt changes
8. Maximum slopes of adjoining gutters, the road surface immediately adjacent to the curb ramp and continous passage to the curb ramp shall not exceed 5 percent within 1.22 m (4'-0") of the top or bottom of the curb ramp.
9. Utility pull boxes, manholes, vaults and all other utility facilities within the boundaries of the curb ramp will be relocated or adjusted to grade by the owner prior to, or in conjunction with, curb ramp construction.
10. For additional curb ramp details, see Revised Standard Plan RSP A88A.

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CURB RAMP AND ISLAND PASSAGEWAY DETAILS

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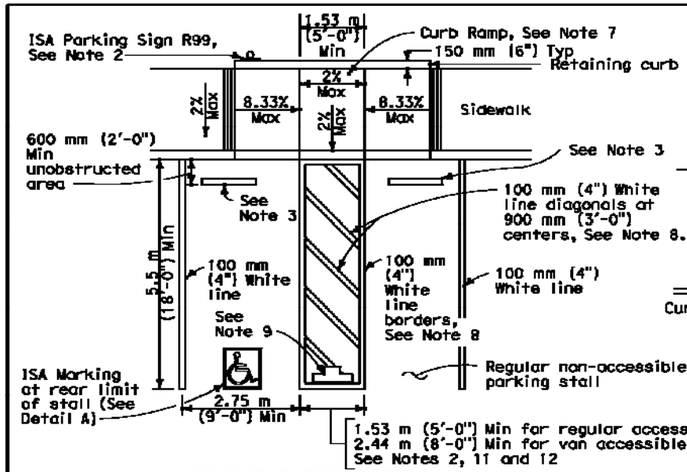
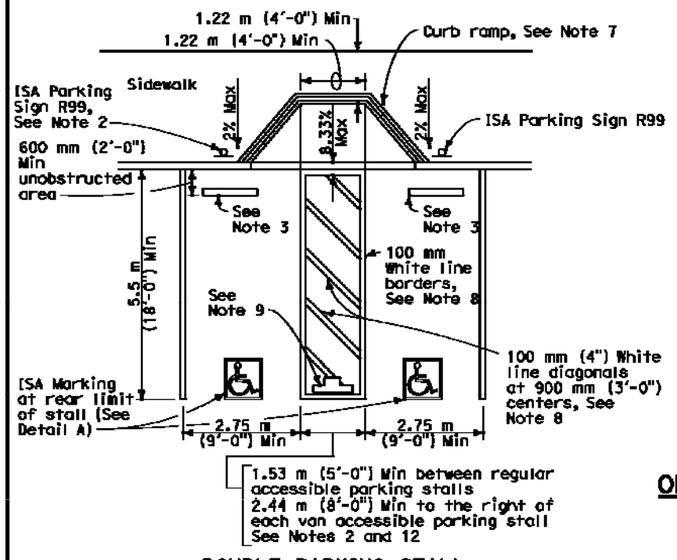
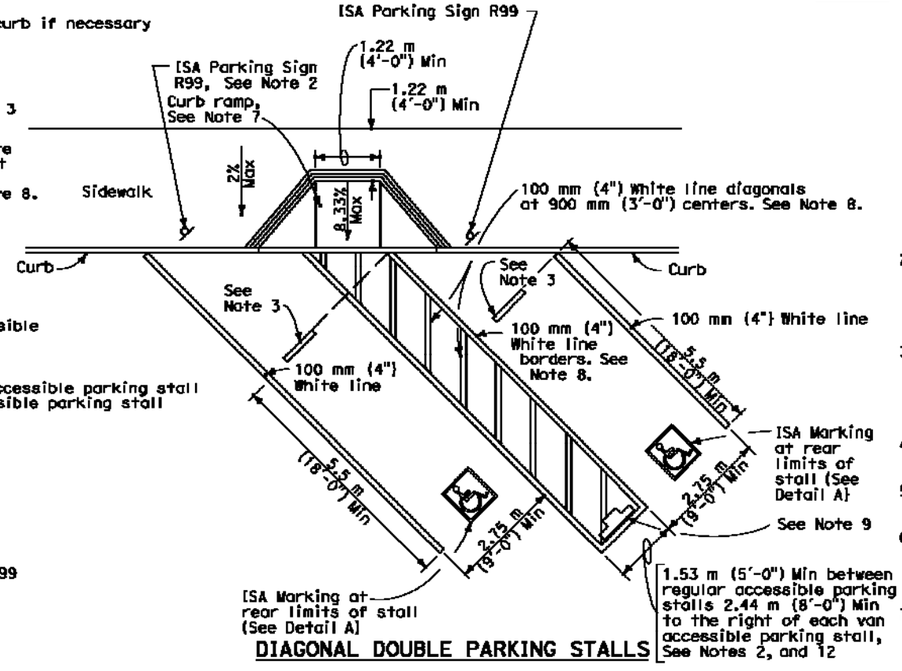
REVISED DUAL UNITS STANDARD PLAN RSP A88B



SINGLE PARKING STALL



DOUBLE PARKING STALL



DIAGONAL DOUBLE PARKING STALLS

NOTES

1. Accessible parking spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In parking facilities that do not serve a particular building, accessible parking shall be located on the shortest accessible route of travel to an accessible pedestrian entrance of the parking facility.
2. One in every eight accessible off-street parking stalls, but not less than one, shall be served by an accessible aisle of 2.44 m (8'-0") minimum width and shall be signed van accessible. The R99A "Van Accessible" sign shall be mounted below the R99 "ISA Parking" sign.
3. In each parking stall, a curb or bumper shall be provided and located to prevent encroachment of vehicles over the required width of walkways. Parking stalls shall be so located that persons with disabilities are not compelled to wheel or walk behind parked cars other than their own.
4. Surface slopes of accessible off-street parking stalls shall be the minimum possible and shall not exceed 2 percent in any direction.
5. Table A shall be used to determine the required number of accessible parking stalls in any parking lot or garage.
6. Where R99 "ISA Parking" or R99A "Van Accessible" signs are installed on sidewalks or other paths of travel, the bottom of the sign panel shall be a minimum of 2.04 m (6'-8") above the surface of the sidewalk or path.
7. Curb ramps shall conform to the details shown on Revised Standard Plan RSP A88A. Except that the detectable warning surface shall only apply where the curb ramp is provided for a pedestrian to cross a vehicular way.
8. Blue paint, instead of white may be used for marking accessibility aisles in areas where snow may cause white markings to not be visible.
9. The words "NO PARKING", shall be painted in white letters no less than 300 mm (12") high and located so that it is visible to traffic enforcement officials. See Revised New Standard Plan RNSP A90B for details of the "NO PARKING" pavement marking.
10. A R100B sign shall be posted in a conspicuous place at each entrance to off-street parking facilities or immediately adjacent to and visible from each stall. The sign shall include the address where the towed vehicle may be reclaimed at the telephone number of the local traffic law enforcement agency.
11. Where a single (non-van) accessible parking space is provided, the loading and unloading access aisle shall be on the passenger side of the vehicle as the vehicle is going forward into the parking space.
12. Where a van accessible parking space is provided, the loading and unloading access aisle shall be 2.44 m (8'-0") wide minimum, and shall only be on the passenger side of the vehicle as the vehicle is going forward into the parking space.

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

9-29-04
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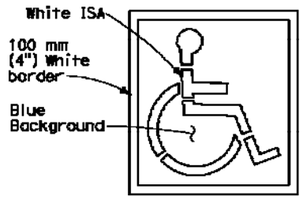

ISA MARKING FOR ACCESSIBLE PARKING SPACE OR STALL (See Std. Plan A24C)

DETAIL A

OFF-STREET PARKING

(Parking lot or garage)
See Note 6

TABLE A

Total Number of Parking Spaces or Stalls	Minimum Number of Disabled Accessible Parking Spaces or Stalls
1-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201-300	7
301-400	8
401-500	9
501-1000	2 percent of total
Greater than 1001	20 plus 1 for each 100 or fraction thereof over 1001

VAN ACCESSIBLE SIGN (R99A)
Standard 300 mm x 200 mm
(12" x 8") See Notes 2 and 6.

ISA PARKING SIGN (R99)
Standard 300 mm x 450 mm
(12" x 18") See Note 6.

SIGN (R100B)
Standard 450 mm x 600 mm
(18" x 24") See Note 10.

ISA = International Symbol of Accessibility

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ACCESSIBLE PARKING OFF-STREET

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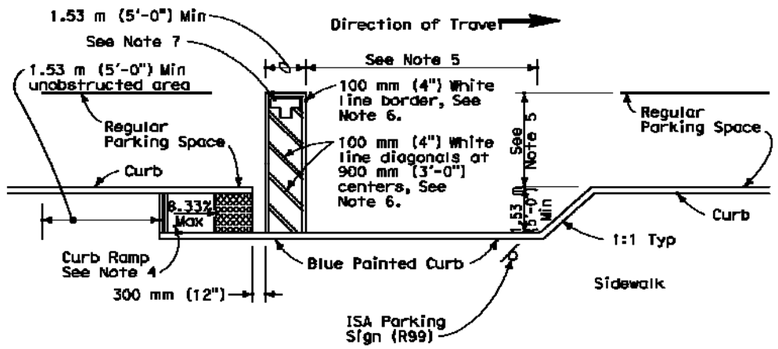
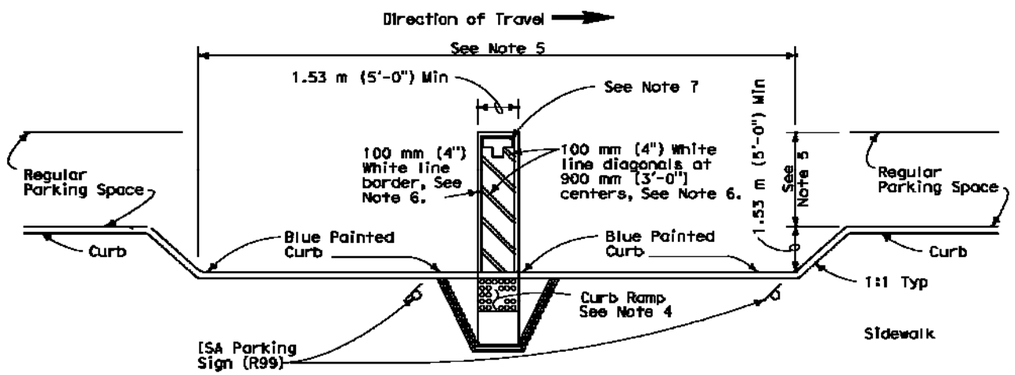
REVISED DUAL UNITS STANDARD PLAN RSP A90A

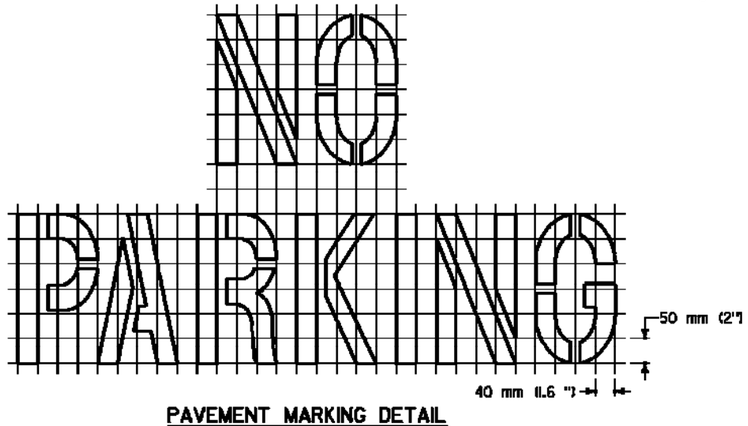


SINGLE PARKING SPACE



DOUBLE PARKING SPACE

ON-STREET PARKING
(Parallel parking)



PAVEMENT MARKING DETAIL
See Note 7

ISA PARKING SIGN (R99)
Standard 300 mm x 450 mm (12" x 18"), See Note 3.

ISA = International Symbol of Accessibility

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

H. David Cordova
REGISTERED CIVIL ENGINEER

9-29-04
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REGISTERED PROFESSIONAL ENGINEER
Hector David Cordova
No. C41957
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NOTES

1. Parking spaces shall be so located that persons with disabilities are not compelled to wheel or walk behind parked cars other than their own.
2. Surface slopes of accessible on-street parking spaces shall be the minimum feasible.
3. Where R99 "ISA Parking Signs" are installed on sidewalks or other paths of travel, the bottom of the sign panel shall be a minimum of 2.04 m (6'-8") above the surface of the sidewalk or path.
4. Curb ramps shall conform to the details shown on Revised Standard Plan RSP A88A.
5. Accessible on-street parking spaces shall not be smaller in length or width than that specified by the local jurisdiction for other parking spaces.
6. Blue paint, instead of white may be used for marking accessibility aisles in areas where snow may cause white markings to not be visible.
7. The words "NO PARKING", shall be painted in white letters no less than 300 mm (12") high on a contrasting background and located so that it is visible to traffic enforcement officials. See Standard Plan A24E for square meter area for painting the words "NO PARKING".

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ACCESSIBLE PARKING ON-STREET

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REVISED NEW DUAL UNITS STANDARD PLAN RNSP A90B

Appendix C: Capital Implementation Program Project List

Legend for Project List

Use Priorities

A. Public input requests.
1. Government services.
2. Commercial, business or multi-family residential.
3. Single-family residential.

(Refer to Section 6.3 for detail description)

Work Scope Codes

1. Fix drainage
2. Install Ramps, Island and Crosswalk
3. Install Groove Border
4. Install Sidewalk
5. Remove Driveway
6. Replace Driveway
7. Replace Curb
8. Replace Ramp
9. Replace Sidewalk
10. Reset Utility Lids
11. Retrofit Sidewalk Barrier

(Refer to Section 6.2 for detailed description)

Street 1 or Address Number		Street 2	Use	Work Scope	Curb Rmps	FY	Curb Ramp Cost	Side-walk Costs	Misc Costs	Total Costs
FY 2007-2008										
	81501	Dr Carreon Blvd	A	9		07-08		$500		$500
	81709	Dr Carreon Blvd	A	8	2	07-08	$4,250			$4,250
	81775	Dr Carreon Blvd	A	9		07-08		$1,000		$1,000
	81833	Dr Carreon Blvd	A	6	2	07-08	$4,250	$2,500		$6,750
	82013	Dr Carreon Blvd	A	6	2	07-08	$4,250			$4,250
	82165	Dr Carreon Blvd	A	6	2	07-08	$4,250			$4,250
	82245	Dr Carreon Blvd	A	6	2	07-08	$4,250			$4,250
	82259	Dr Carreon Blvd	A	6	2	07-08	$4,250			$4,250
Cheyenne Rd		Dr. Carreon Blvd	A	8	2	07-08	$4,250			$4,250
Dr. Carreon Blvd		Highway 111	A	8	2	07-08	$4,250			$4,250
Dr. Carreon Blvd		Arabia St	A	8	1	07-08	$2,125			$2,125
Monroe St		Dr. Carreon Blvd	A	8	3	07-08	$6,375			$6,375
Dr. Carreon Blvd		Janet St	A	8	2	07-08	$4,250			$4,250
			13				$46,750	$4,000		$50,750
FY 2008-2009										
	82199	Dr Carreon Blvd	A	6	4	08-09	$8,500			$8,500
	82625	Dr Carreon Blvd	A	6	4	08-09	$8,500			$8,500
	46267	Oasis St	A	6	2	08-09	$4,250			$4,250
	47621	Oasis St	A	6	2	08-09	$4,250			$4,250
Highway 111		Oasis St	A	8	2	08-09	$4,250			$4,250
	46476	Arabia St	A	6	2	08-09	$4,250	$2,500		$6,750
	46390	Arabia St	A	6		08-09		$3,500		$3,500
	46350	Arabia St	A	6	2	08-09	$4,250	$2,500		$6,750
	46268	Arabia St	A	6	2	08-09	$4,250			$4,250
	46246	Arabia St	A	6	2	08-09	$4,250			$4,250
	46070	Arabia St	A	6	2	08-09	$4,250	$2,500		$6,750
	46050	Arabia St	A	6	2	08-09	$4,250	$2,500		$6,750
Dr. Carreon Blvd		Arabia St	A	8	1	07-08	$2,125			$2,125

Street 1 or Address Number	Street 2	Use	Work Scope	Curb Rmps	FY	Curb Ramp Cost	Side-walk Costs	Misc Costs	Total Costs
FY 2008-2009									
Highway 111	Arabia St	A	8	2	08-09	$4,250			$4,250
82615	Highway 111	A	6	2	08-09	$4,250	$2,500		$6,750
82645	Highway 111	A	6	2	08-09	$4,250	$2,500		$6,750
82655	Highway 111	A	6	2	08-09	$4,250	$2,500		$6,750
82675	Highway 111	A	6	2	08-09	$4,250	$2,500		$6,750
		18				$78,625	$23,500		$102,125
FY 2009-2010									
47631	Oasis St	A	6	2	09-10	$4,250	$2,500		$6,750
47671	Oasis St	A	6	2	09-10	$4,250			$4,250
47755	Oasis St	A	6	2	09-10	$4,250			$4,250
47825	Oasis St	A	6	2	09-10	$4,250			$4,250
47915	Oasis St	A	6	2	09-10	$4,250			$4,250
82847	Highway 111	A	6	1	09-10	$2,125			$2,125
82917-82999	Highway 111	A	4		09-10		$33,150		$33,150
47111	Monroe Ave	A	10		09-10		$450	$1,575	$2,025
47192	Monroe Ave	A	1	1	09-10	$2,125			$2,125
47193	Monroe Ave	A	9		09-10		$450		$450
47797	Monroe Ave	A	8	2	09-10	$4,250			$4,250
47797-48000	Monroe Ave	A	4		09-10		$8,750		$8,750
47111	Monroe Ave	A	6	2	09-10	$4,250	$3,500		$7,750
47763	Monroe Ave	A	6	2	09-10	$4,250	$3,500		$7,750
47783	Monroe Ave	A	6	2	09-10	$4,250	$3,500		$7,750
		15				$42,500	$55,800	$1,575	$99,875
FY 2010-2011									
81890	Dr Carreon Blvd	A	8	2	10-11	$4,250			$4,250
81712	Dr Carreon Blvd	A	6	4	10-11	$8,500	$11,000		$19,500
81558	Dr Carreon Blvd	A	6	4	10-11	$8,500	$11,000		$19,500
81716	Dr Carreon Blvd	A	6	2	10-11	$4,250	$2,500		$6,750

Street 1 or Address Number	Street 2	Use	Work Scope	Curb Rmps	FY	Curb Ramp Cost	Side-walk Costs	Misc Costs	Total Costs
FY 2010-2011									
82202	Dr Carreon Blvd	A	6	2	10-11	$4,250			$4,250
82198	Dr Carreon Blvd	A	6	1	10-11	$2,125			$2,125
82484	Dr Carreon Blvd	A	6		10-11		$3,500		$3,500
82466	Dr Carreon Blvd	A	6	2	10-11	$4,250	$2,500		$6,750
82450	Dr Carreon Blvd	A	6	2	10-11	$4,250	$2,500		$6,750
82430	Dr Carreon Blvd	A	6	2	10-11	$4,250	$2,500		$6,750
82440	Dr Carreon Blvd	A	6	2	10-11	$4,250	$2,500		$6,750
82394	Dr Carreon Blvd	A	6	2	10-11	$4,250			$4,250
82392	Dr Carreon Blvd	A	10		10-11		$500	$1,550	$2,050
Dr. Carreon Blvd	Sun Drop Gate	A	8	2	10-11	$4,250	$3,000		$7,250
		14				$57,375	$41,500	$1,550	$100,425
FY 2011-2012									
82220-82318	Dr Carreon Blvd	A	4		11-12		$62,025		$62,025
Monore Ave	Las Palmas	A	6	2	11-12	$4,250	$37,500		$41,750
		2				$4,250	$99,525		$103,775
Total		62				$229,500	$224,325	$3,125	$456,950