Americans with Disabilities Act
ADA Transition Plan
for Public Rights-of-Way

December 2, 2009

CITY OF ROSEVILLE CALIFORNIA

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Section 1: Executive Summary

Introduction

The ADA Transition Plan for Public Rights-of-Way documents the legal and functional goals and objectives of the City in order to make existing pedestrian facilities within the public right-of-way accessible and usable for persons with disabilities. The ADA Transition Plan has been prepared pursuant to the Americans with Disabilities Act (ADA), which requires that all public agencies develop a transition plan for the installation of curb ramps or other sloped areas at all locations where walkways cross curbs. The plan is required to give a schedule for curb ramp installation, as well as describing other improvements necessary to achieve programmatic accessibility for persons with disabilities. The main purpose of this transition plan is to describe the curb ramp and pedestrian facility needs within the City and to outline the recommended procedures for implementing and scheduling remedial work to provide a complying system of curb ramps, sidewalks, and related facilities within the public right-of-way.

The ADA Transition Plan is one component of a larger project intended to optimize the pedestrian experience; provide safe and usable pedestrian facilities for all pedestrians, and; assure compliance with all federal, state, and local regulations and standards. Other components of this project include the Pedestrian Master Plan and Pedestrian Design Guidelines. Together, these three documents are intended to provide guidance for the design and installation of the wide variety of facilities within the public right-of-way. These facilities include streets and roadways, vehicular and pedestrian bridges, underground and above-ground utilities, vehicular and pedestrian signal systems, signage systems, on-street parking facilities, sidewalks with curb ramps at intersections, planting strips and buffers, pedestrian activity areas, and unimproved open spaces that are part of the public right-of way.

Inventory Efforts

A major effort of the project was to undertake inventory surveys of existing pedestrian facilities within the City right-of-way, to provide a baseline of what facilities existed and what conditions were prevalent. This data was used to recommend improvements to pedestrian facilities and to comply with ADA and State of California Title 24 requirements and City-approved policies.

An eight-month long period of surveying pedestrian facilities was undertaken by the City from August, 2007, through March, 2008, to document these existing conditions. "Surveying" refers to visiting the particular location by a trained accessibility "surveyor", and obtaining measurements, dimensions, gradients, and/or other visual determinations as may be appropriate depending on the particular location. Highlights of the survey process and inventory findings are listed below:

- The inventory focused on more heavily used roadways and intersections and on those roadways and intersections serving governmental, public service, and commercial uses. All intersections within the public right of way were surveyed during this process, the street survey for the pedestrian master plan focused on the collector and arterial roadways.
- Approximately 150 miles of streets and roadways covering over 750 individual segments of roadway boundaries were traveled and surveyed to document physical conditions along the roadways and sidewalks, including conditions that might pose barriers to persons with disabilities.

- Approximately 2,400 intersections or almost 7,000 street corners were surveyed, with measurements taken for a variety of dimensions and gradients.
- Approximately 180 bus stops were surveyed, with measurements taken for the sidewalk width at the bus stop, the length of the sidewalk parallel to the stop, the cross slope of the pavement at the stop, and the presence of a bus shelter and its dimensions.

All survey findings are contained in a Microsoft Access database. The database is designed to access a summary report and reports for each individual intersection or roadway segment. The database also includes data entry capacity that can be used for monitoring construction activity and producing status reports.

ADA Design Standards

The ADA Design 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 in the City. The standards are intended to apply to all construction undertaken within the City right-of way after the approval of the ADA Transition Plan. The ADA Design Standards were reviewed by the City's ADA Technical Advisory Committee, comprised of staff engineers and planners.

The ADA Design 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, 2007 edition. Draft Guidelines for Public Rights-of-Way, published by the U.S. Architectural and Transportation Barriers Compliance Board on November 5, 2005, which are expected to take effect in the near future, were also considered in the ADA Design Standards. In addition, all City-approved policies and standards affecting accessibility in the public right-of way were included in the standards.

Public Participation

The ADA Transition Plan and Pedestrian Master Plan project was set up to encourage and facilitate the participation from citizens of Roseville. This process included persons with disabilities and those representing disability service organizations. A community outreach public workshop was held on May 13, 2008, to explain the project to community members and receive feedback on important issues. Notice of the workshop was provided to approximately 30 local community groups with an interest in disability, accessibility and pedestrian issues; was e-mailed to interested parties and the Roseville Transit E-Notify list, which includes approximately 730 recipients; and was provided on the City's web site. A Consumer Survey was also developed, distributed, and analyzed to obtain input from residents on important issues and practices. Future activities of the community outreach efforts will include a second public meeting scheduled to present the draft ADA Transition Plan and Pedestrian Master Plan to the public and to receive feedback and recommendations from community members and groups.

ADA Implementation Plan

The ADA Implementation Plan has been developed to designate and describe the extent of City-operated and other participants' projects necessary to implement the ADA Transition Plan within the City's public rights-of-way.

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

- Curb ramp and intersection retrofit projects deemed essential for mitigation of barriers based upon the finalized ADA Transition Plan.
- Curb ramp and intersection retrofit projects included with street or sidewalk construction repair projects.
- Curb ramp and intersection retrofit projects, in conjunction with construction by private parties.
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities.
- Pedestrian signals if provided as part of new projects.
- Curb ramp construction or replacement projects based upon citizen request.

A number of existing and potential programs and funding sources for capital improvement projects were evaluated, and these included on-going City capital improvement and maintenance programs, as well as specific projects and funding sources allocated in the City's improvement plans. The ADA Implementation Plan is envisioned as one that will utilize, to the maximum extent possible, existing and prospective funding programs and sources. The basis of plan is recommended to include specified goals for the construction of accessibility improvements. While specifying certain locations and the scope of work required at these locations, the plan is also intended to serve as a conceptual plan whereby the extent of future projects can be evaluated prior to preparing detailed cost estimates and construction plans.

Over the life of the ADA Implementation Plan, curb ramps should be installed at all locations where they are missing and necessary for the full usage of the overall pedestrian path of travel. Older non-conforming curb ramps that pose potential barriers or hazards to wheelchair users should be repaired, upgraded, or replaced. These include curb ramps that may be ineffective due to excessive 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 Design Standards and upgraded where necessary.

The ADA Implementation Plan includes a detailed and prioritized list of approximately 450 project locations and specific items of work. This plan that targets higher priority uses anticipates an approximate 30-year implementation period to achieve compliance with the ADA's program accessibility requirements.

Section 2: Introduction & Administrative Information

Section 2.1: Introduction to the ADA

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections 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 of 1964 and Section 504 of the Rehabilitation Act of 1973. This legislation mandates that qualified individuals with disabilities shall not be excluded from participation in, denied the benefit of, or be subjected to discrimination under any program or activity. The Act also provides employees with disabilities with certain protections and requires employers to make reasonable accommodations for applicants and employees with disabilities.

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

Title I: Employment

Under this title, 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

This title prohibits state and local governments 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 transition plan has been prepared, and the transition plan is intended to outline the methods by which physical changes will be made to effect the non-discrimination 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 is often misinterpreted as applying to public agencies, but the intent of the term is to refer to any privately funded and operated facility serving the public.

Title IV: Telecommunications

This title covers regulations regarding private telephone companies and requires common carriers offering telephone services to the public to increase the availability of interstate and intrastate telecommunications relay services to individuals with hearing and speech impairments.

Title V: Miscellaneous Provisions

This title contains several miscellaneous regulations, including construction standards and practices, provisions for 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 public agency is required to examine activities and services, identify problems or barriers that may limit accessibility by persons with disabilities, and describe potential compliance solutions. The entity must then proceed to make the necessary changes resulting from such an evaluation. The ADA further requires that a formal, written transition plan be prepared to describe any structural or physical changes required to make programs accessible.

Under 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 such an impairment.

If an individual meets any one of these three tests, that person is considered to be an individual with a disability for 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 upon request from the study team and are incorporated by reference as part of this transition plan.

Section 2.2: City Responsibilities Under the ADA

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

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

Title II also mandates 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. However, if the public entity can demonstrate that a modification would fundamentally alter the nature of its service, it would not be required to make that modification. 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, resources, and structure of the specific operation. Undue hardship is determined on a case-by-case basis.

A public entity is also required to designate a person to be responsible for coordinating the implementation of ADA requirements and for investigating complaints of alleged noncompliance. At time of preparation of this transition plan, for the intent of this portion of the transition plan that relates to streets, sidewalks, and public rights-of-way, that designated person is the Director of Public Works and ADA Coordinator, 311 Vernon Street, Roseville, CA 95678.

Section 2.3: Transition Plan Requirements

A public agency is required to prepare a 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 transition plan is limited to evaluating physical barriers; however, an analysis of the programs and services rendered by the city is also important to determine what physical changes are necessary. The transition plan documents what actions the city will take to alter its facilities. The ADA requires that the transition plan be submitted for public review before final approval and adoption by the appropriate agency.

Generally, the transition plan lists existing barriers in public rights-of-way under the city's jurisdiction, and it further schedules which barriers are to be removed 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, in order to obtain overall program access.

A transition plan is required by U.S. 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 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 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 transition plan shall describe the methods that will be used to make the facilities accessible; and

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

This transition plan describes barriers found in the public rights-of-way under the City's jurisdiction. It includes a plan for removing the physical barriers necessary to achieve program access. The transition plan contains detailed physical barrier surveys of City streets, curb ramps, sidewalks, and related facilities. These surveys are contained in a comprehensive computer database. The surveys document barriers present at the time of the survey. It is important to note that the dates of survey for each facility or area is an important "datum", and that improvements made to facilities after the date of survey are not included as part of this transition plan.

The ADA does not designate a specific code or standard for evaluating access to existing facilities. Title II of the ADA 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 specifically states that it does not override requirements of other state and local requirements, the State of California Building Code (Title 24, Part 2) access regulations must also be applied. Therefore, for the purpose of this transition plan, each facility or site area is evaluated based on the most stringent requirements of the ADA Accessibility Guidelines dated July 26, 1991, or Title 24, effective January 1, 2008.

In creating priorities, it is the City's intent is 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 common concerns of the local disability community. It must be emphasized that it is the intent for all individuals with disabilities to be reasonably accommodated by the City of Roseville.

Section 2.4: Description of Program Accessibility

The final Rules and Regulations of the ADA describes 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 which 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. That is what this section attempts to do. It should be noted that this section is not intended to be a formal "self-evaluation", as described in the ADA. A self-evaluation includes an analysis of all programs and services offered by a public entity. This may include communications, publications, employment, and many other factors that are separate from proposed 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 the City's built environment.

The Department of Justice's Title II Technical Assistance Manual points to the fact 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 & 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 transition plan and its applicability to the services, programs, and activities of the public entity, and to apprise the public of the protections against discrimination afforded to them by the ADA. A public entity is also required to provide an opportunity for interested persons, including individuals with disabilities and organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments and making specific recommendations. The ADA also requires that a copy of the draft transition plan shall be made available for public inspection during a citizen review period.

The ADA Transition Plan project was set up to encourage and facilitate participation from citizens and community groups of Roseville. This process included persons with disabilities and those representing disability service organizations. This section describes the public participation and outreach efforts made by the City and the study team to make the transition plan one that represents the goals and aspirations of the local community.

City staff and the ADA study team met with the community and advisory groups at key milestones throughout the ADA Transition Plan and the Pedestrian Master Plan. The first public meeting and workshop was held on May 13, 2008, to discuss key project components, goals and objectives, and project schedules. The meeting was attended by citizens representing either their own perspectives or those of local community groups. Both the ADA Transition Plan and the Pedestrian Master Plan consultant team and City staff received comments and recommendations from the community that were vital in planning for future activities. The workshop included both ADA and pedestrian issues at the same venue, to allow everyone to understand the development process, see the results of the inventory and evaluation of existing conditions, provide input on ADA codes and standards, and respond with comments and identification of specific areas of neighborhood concern.

The City's web site was used as an additional means of disseminating information on and the ADA Transition Plan, as well as the Pedestrian Master Plan. By using the web site, the public was able to obtain information on the project's purposes, schedule and timeline, the pedestrian/ADA consumer survey, public involvement opportunities, and contact information. In addition, the draft and final ADA Transition Plan and Pedestrian Master Plan will be posted on the web site after approval and adoption.

As part of the project's overall public participation activities, it is recommended that the City maintain a continuing public outreach component to inform the public of the progress made under the ADA Implementation Plan, discussed in Section 6. It is probable that the City's and Public Works' web sites would be the best way to continue with this outreach efforts. The City should also continue to inform the public about the ability to request curb ramps, accessible pedestrian signals, and other accessibility-related improvements and to have these requests objectively evaluated, as described in Section 6.2.

Section 3.2: Consumer Accessibility Surveys

As part of the public participation process, a "Consumer Survey of Pedestrian and Disabled Access Experiences" was prepared and distributed to community members and the general public. The survey form was distributed in hard copy by request and at the first public workshop held on May 13, 2008. The survey form was also made available on the City's web site and provided to various community groups. The survey form was made available in alternative formats for the visually impaired, upon request. The survey asked a number of questions about experiences all pedestrians, including persons with disabilities, encountered along City sidewalks within the public right-of-way, and it solicited opinions on existing conditions and suggestions for improvements. This survey was used to better understand what pedestrian and accessibility conditions exist and how Roseville citizens can be better served while using the City's sidewalks.

Statistically valid results were not necessarily drawn from the survey results, because the pedestrian respondents were not randomly selected. Nevertheless, these pedestrians did provide a broader picture of pedestrian activity in the City. In interpreting these observations, it should be remembered that respondents, since they were "self selected," are more likely to travel longer distances and for more purposes than the average resident in the City. The survey is included below, and responses received are tabulated to show trends and specific concerns and suggestions.

1. What is the usual purpose of your walking trip?

Pleasure:	50%
Exercise/health:	37%
Personal/family business:	25%
School/church/civic:	16%
To work:	16%
Walking dog:	16%

2. How long do each of your typical walking trips take, in minutes?

Range:	10 – 60 minutes
Average:	31 minutes

3. How long do you usually walk on City sidewalks during a day, in total minutes?

Range:	10 – 90 minutes
Average:	39 minutes

4. What conditions along City streets/sidewalks are most important to you?

Pavements in good, firm condition:	75%
Reasonable crossing times:	63%
Planting strips between street and walk:	38%
Wide sidewalks:	25%
Street trees for shady areas:	25%
Curb ramps at every corner:	25%

5. What conditions along City streets/sidewalks keep you from walking more often?

Sidewalks/walkways in poor condition:	63%
Inaccessible conditions/no curb ramps:	25%
Afraid of motor vehicles/drivers:	25%
Difficult/unsafe street crossings:	25%
Destination is too far away:	16%
Unattractive scenery/surroundings	16%
Getting around is to difficult:	16%
Personal security/safety:	16%
Takes too long to destination:	16%

6. Please identify difficulties or constraints along routes you normally take:

(1) Country Club Drive and Pleasant Grove Blvd.:
Common problems: Sidewalks
Specific comments : Sidewalks are incomplete and missing in many areas, and the surface is uneven. One has to walk in the bike lane, which creates an unsafe situation. Where the sidewalk is present, it is too close to the street and should have a planting strip. Walking path gets muddy and is overgrown with vegetation.

(2) Foothills Blvd. and Pleasant Grove Blvd.:
Common problems: Street crossings
Specific comments: The corners have yield turn lanes, and it is not very safe to cross.

(3) Cirby Way and Highway 80:
Common problems: Inaccessible areas
Specific comments: The sidewalk stops on the south side, with no crossing available and no warning signs.

(4) Roseville Parkway and Galleria:
Common problems: Sidewalks
Specific comments: The sidewalk stops at mid-block on the south side, across form the mall, and there is a sidewalk gap until one reaches the apartments. This should be rebuilt correctly by the developer.

(5) McAnally Drive and Foothills Blvd.:
Common problems: Street crossings
Specific comments: The crosswalk has been removed. This intersection needs four crosswalks since there is a traffic light.

7. What general suggestions would you have for improvements to pedestrian facilities along City streets and sidewalks:

(1) When a developer starts developing, they should put in complete sidewalks, even in the undevelope surrounding area, or have the undeveloped landowner pay for it.

(2) The City appears to be aware of where improvements are needed.

(3) Intersections should be built for better use by wheelchairs, with curb ramps at each corner and safe crossing.

(4) With the amount of seniors in the area, Country Club and Pleasant Grove should have sidewalks, before median planting.

(5) More sidewalks are needed (such as at Country Club and Pleasant Grove). Areas need to be safer where folks are seniors.

(6) Sidewalks should be further from the traffic.

(7) There should be curb ramps at every corner, and street corners and crosswalk should be more prevalent and safer.

(8) There should be better cement walks, more plants and trees, and more walks where there are not any now.

8. What conditions related to physical accessibility do you find to be the most difficult?

Lack of crosswalk stripes:	50%
Lack of curb ramps:	37%
Sidewalks/walkways in poor condition:	37%
Intersections difficult to cross:	25%
No pedestrian signals (stop/go):	16%
Sidewalks too narrow:	16%

9. If you have a mobility disability or travel with someone who has a mobility disability, what accessibility problems have you experienced along the City's sidewalks & pedestrian facilities?

(1) It is hard to get around. There should be curb ramps at every corner, and street corners and crosswalk should be more prevalent and safer.

10. If you are blind or have a visual disability or travel with someone who is blind or has a visual disability, what problems have you had along the City's sidewalks & pedestrian facilities?

No responses.

11. If you are deaf or hard of hearing or travel with someone who is deaf or hard of hearing, what problems have you experienced along the City's sidewalks & pedestrian facilities?

No responses.

12. What suggestions would you have for improvements to physical accessibility or accommodations for persons with disabilities along the City's sidewalks and pedestrian facilities?

(1) Push buttons for crossing signals get stuck, for hours, days, or weeks. The pedestrian light goes on, impeding car traffic.

(2) There should be audible pedestrian signals or count-downs.

(3) There should be ramps for wheelchairs and walkers.

(4) I think the City is on top of the issues, and has a plan in place for future improvements.

(5) There should be more sidewalks and curb ramps.

13. Please provide any additional comments.

(1) The meeting on 5/13/08 was very informative. Everyone's questions were addressed and the staff was very helpful. The presentation was professional and well done.

(2) There needs to be more space beside the "truncated domes". Ever try to roller blade across these things?

Section 3.3: ADA Transition Plan Public Review & 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, such input is vital in assuring that those affected by the City's programs and 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, the transition plan process will span several years, and substantial efforts to obtain public input have been undertaken during this period.

The issuance of a public input draft of the ADA Transition Plan should commence a more formal period of public review and participation. The notice of the issuance of such a draft should be advertised in local publications, and upon issuance, members of the public should be afforded a 30-day comment period to submit written comments. The draft ADA Transition Plan should be available in alternate formats, and written comments should be received in any alternative formats chosen by respondents. Members of the public should also be afforded the opportunity to make public oral comments about the ADA Transition Plan at a public meeting.

All written public comments received should be incorporated in their entirety into a section of the final ADA Transition Plan. All public comments should be reviewed, analyzed, and incorporated into the text of the final ADA Transition Plan as deemed to be appropriate.

Requests for copies of the ADA Transition Plan and public comments should be directed in writing to City of Roseville ADA Transition Plan Project, c/o Dowling Associates, Inc., 180 Grand Avenue, Suite 250, Oakland, CA. 94612. The ADA Transition Plan will be provided in various alternative formats upon written request.

Section 3.4: ADA Grievance Procedures

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 is also 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 self-evaluation and 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 grievance procedures providing for prompt and equitable resolution of complaints alleging any action that would be prohibited by Title II of the ADA. Recommended City of Roseville Department of Public Works grievance procedures are described in this section on the following pages. 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 grievance.

City of Roseville, Department of Public Works – Grievance Procedures and Instructions

Step 1: File a Grievance Form

The complainant should fill out the Grievance Form attached to this Procedure, giving all of the information requested. The Grievance Form should be filed in writing with the City of Roseville Department of Public Works within 60 days of the alleged disability-related discrimination. Upon request, reasonable accommodations will be provided in completing the form, or alternative formats of the form will be provided. The Grievance Procedure and Form may be obtained from and sent to the City of Roseville Public Works Department.

Step2: An Investigation is Conducted

A notice of receipt shall be mailed to the complainant by registered mail within 5 days of the receipt of the grievance. If necessary, the authorized Public Works Department representative may contact the complainant directly to obtain additional facts or documentation relevant to the grievance. If the complainant does not wish to be contacted personally, it should be indicated on the Grievance Form.

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

The Engineering Manager shall prepare a written decision, after full consideration of the merits of the grievance, no later than 60 days following the receipt of the grievance. A copy of the written decision shall be mailed to the complainant by registered mail no later than 5 days after preparation of the written decision.

Step 4: A Complainant May Appeal the Decision

If the complainant is dissatisfied with the written decision, the complainant may file a written appeal with the Director of Public Works, no later than 30 days from the date of the mailing of the decision. The appeal must contain a statement of the reasons why the complainant is dissatisfied with the written decision, and must be signed by the complainant, or by someone authorized to sign on the complainant's behalf. A notice of receipt shall be mailed to the complainant by registered mail within 5 days of the receipt of the appeal. The decision of the Public Works Director shall be final.

The City of Roseville, Department of Public Works, shall maintain the confidentiality of all files and records relating to grievances filed, unless disclosure is authorized or required by law. Any retaliation, coercion, intimidation, threat, interference, or harassment for the filing of a grievance, or used to restrain a complainant from filing, is prohibited and should be reported immediately to the Director of Public Works.

City of Roseville, Department of Public Works – ADA Complaint / Grievance Form

Complainant: _____

Person Preparing Complaint (if different from Complainant): _____

Relationship to Complainant (if different from Complainant): _____

Street Address & Apt. No.: _____

City: _____ State: _____ Zip: _____

Phone: (_____) _____ E-mail: _____

Please provide a complete description of the specific complaint or grievance:

_____

_____

_____

_____

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

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

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Please attach additional pages as needed.

☐ Please do not contact me personally.

Signature: _____ Date: _____

Return to: (Fill in name and address)

Upon request, reasonable accommodation will be provided in completing this form, or copies of the form will be provided in alternative formats. Contact the individual at the address listed above.

Section 4: ADA Design Standards

Section 4.1: Introduction

The ADA Design Standards were developed as part of an extensive review process to determine applicable guidelines, codes and standards as they relate to the accessibility work proposed by this ADA Transition Plan for all facilities within the City's public right-of-way. The ADA Design Standards went through a total of three versions, with each reviewed and input received from the City's Technical Advisory Committee.

The ADA Design 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, 2007 edition. Draft Guidelines for Public Rights-of-Way, published by the U.S. Architectural and Transportation Barriers Compliance Board on November 5, 2005, which are expected to take effect in the near future, were also considered, but not necessarily replicated, in the ADA Design Standards described in this section. In addition, all City-approved policies and standards affecting accessibility in the public right-of way were included in the ADA Design Standards.

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

Section 4.2: Applicable Reference Codes & Standards

The following codes and standards are referenced as applicable by law or statute. Nothing in these ADA standards shall have the effect of reducing any specific requirements of the referenced standards (1) or (2) below, 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 supercede these standards, but only to the extent that new codes or 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, 2007 edition, effective January 1, 2008. 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) "Draft ADAAG Guidelines for Public Rights-of-Way", published by the U.S. Architectural and Transportation Barriers Compliance Board on November 24, 2005. These guidelines are currently published for public review and are intended to replace the current ADAAG guidelines listed in (1) in the future. The guidelines have not been approved by the U. S. Department of Justice, but are represented to be the most current state-of-the-art with respect to accessibility in the public right-of-way. The guidelines were also written to apply to new construction. The extent to which they should be applied to major alterations and retrofits is still under review by the U. S. Department of Justice and the U. S. Access Board.

(4) Current City of Roseville Design and Construction Standards, dated March, 2007, including (a) City Design Standards, (b) City Construction Standards, and (c) City Construction Details. Where these City standards are identical or similar to the ADA standards proposed in this document, the applicable City standard is listed in italics after the standard proposed.

Section 4.3: Definitions

Access Ramp: See *Curb Ramp*.

Accessible Pedestrian Signal (APS, or Audible Pedestrian Signal): A device that communicates information about the pedestrian walk phase in both visual and non-visual format.

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 Blended Transition): A curb ramp shallower than 1:20 (5%), 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 painted lines.

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 sloping pedestrian way, intended for pedestrian traffic, which provides access between a walk or sidewalk to a surface located above or below an adjacent curb face.

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 the City of Roseville Zoning Code.

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 (Class I bikeways and trails in open space areas are not considered sidewalks or pedestrian access routes (paths) for purposes of this document).

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.

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

Ramp: A sloping portion of a walkway with a running slope exceeding 5%.
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. (Class I bikeways and trails in open space areas are not considered sidewalks or pedestrian access routes (paths) for purposes of this document.)

Sidewalk Ramp: See *Curb Ramp*.

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

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 which are in full and strict compliance with the minimum requirements for new construction and which are necessary to provide accessibility.

Walk Interval: That 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.

Section 4.4: Applicability of ADA Design & Construction Standards

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

(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.

(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.

(a) Exception: In alterations, where compliance with applicable provisions is technically infeasible, the alteration shall comply to the maximum extent feasible.

(b) 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 of the alteration is prohibited.

(4) Approval Procedures for Exceptions, Equivalent Facilitation, and Technically Infeasible Conditions: The City of Roseville Department of Public Works shall adopt a written procedure for making all determinations of exceptions, equivalent facilitation, and technical infeasibility. Upon a determination of exception, equivalent facilitation, and technical infeasibility, such determination of the Department shall be final, except that any member of the public may appeal the determination, per the procedures outlined in the City of Roseville ADA Grievance Procedures.

(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.

(a) 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.

(6) Inclusion and Incorporation into Existing City Design and Construction Standards. The intent of the listing of these standards is that all standards shall be included and incorporated into the City of Roseville Design and Construction Standards, dated March, 2007. Where parentheses follow a specific standard, the number refers to the specific current City Standard sections that correspond to the specific requirements and in which the new standards shall be included or incorporated. Standard City Construction Details or Standard Drawings may also be referenced as part of these standards. Written requirements as included in these standards shall take precedence over any drawings should there be any discrepancies in the requirements.

Section 4.5: Sidewalk & Pedestrian Access Standards

(1) Scope: Where sidewalks 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.

(2) Clear Width (City Design Standard 7-6.A and Standard Detail ST-17): Where a sidewalk is provided adjacent to a street or roadway, each part shall provide a minimum clear width of 48 inches, not including the width of any curb that may be present between the sidewalk and the street or gutter.

(a) 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 48 inches, but in no case shall the clear width be less than 36 inches.

(3) Passing Space (No current City Standard): If a sidewalk has less than 60 inch clear width, a passing spaces of at least 60 inches by 60 inches should be located at reasonable intervals not to exceed 200 feet

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

(4) Running Slope (City Design Standard 7-6.B): The running slope of the sidewalk shall not exceed the grade of the adjacent roadway or 5%, whichever is greater.

(5) Cross Slope (City Design Standard 7-6.B): The cross slope of the sidewalk shall not be less than 1% nor greater than 2%.

(6) Level Areas on Continuous Slopes (No current City Standard): If a sidewalk has a running slope exceeding 5% for at least 400 feet, a 60-inch long landing with a maximum slope of 2% shall be provided for every 400 feet of the sidewalk length.

(7) Curbs at Streets Adjacent to Sidewalks (City Design Standard 7-5): Curbs on the street side of sidewalks shall be approximately vertical, with a height of at least 4 inches but no greater than 8 inches.

(a) Exception: Within single-family residential land use zones or 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 complying with Type 1 of City Standard Detail ST-17 may be constructed.

(b) Exception: Within single-family residential land use zones, a curb shall not be required between the roadway and a sidewalk or pedestrian access route, as long as in such cases, a readily detectable border or change in material is present to warn blind pedestrians of a hazardous condition.

(8) Surfaces: Surfaces intended for pedestrian use shall be either Portland-cement concrete or asphalt concrete, and it shall be firm, stable, and slip-resistant.

(a) Exception: A material other than concrete or asphalt may be used when it can be adequately demonstrated that it provides an equal firm, stable, and slip-resistant surface.

(9) Changes in level (No current City Standard): 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 1 horizontal to 2 vertical. Changes in level greater than 1/2 in shall be accomplished by means of a ramp sloping no more than 8.3%. Multiple changes in level shall be separated horizontally by at least 30 inches.

(10) Gratings (No current City Standard): If gratings are located in the sidewalk surface along a pedestrian access route, they shall have spaces no greater than 1/2 inch wide in the direction of travel. If gratings have elongated openings, the openings shall be placed so that the long dimension is perpendicular to the direction of travel.

(11) Protruding Objects (No current City Standard): Protruding objects shall not reduce the clear width required for sidewalks. Objects with leading edges more than 27 inches and not more than 80 inches above the finish surface shall protrude no more than 4 inches horizontally into the pedestrian access route. Free-standing objects mounted on posts or pylons shall overhang pedestrian access routes no more than 4 inches when located 27 inches minimum and 80 inches maximum above the finish surface. 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 27 inches maximum or 80 inches minimum above the surface. There shall be a bar or similarly detectable element 15 inches above the surface connecting the two posts or pylons.

(12) Drop-offs (No current City Standard): Warning or barrier curbs shall be provided at the following locations. Abrupt changes in level at the edges of sidewalks exceeding 4 inches in a vertical dimension, except at a curb directly adjacent to the street, shall be identified by curbs projecting at least 4 inches in height above the surface. Where the slope behind a sidewalk is greater than 2 (horizontal) to 1 (vertical) and the slope is downhill from the sidewalk, a barrier curb projecting at least 4 inches in height above the surface or a 2-foot wide bench at a slope no greater than 2% shall be provided. A retaining wall or fence may be provided in lieu of the required barrier curb.

(13) Driveway Crossings (City Standard Drawings: ST-20, "Type-S" Driveway Apron; ST-21, "Type-D" Driveway Apron; and ST-22, "Type A-7" Driveway): Where a sidewalk crosses a driveway, the minimum width of 48 inches and the maximum cross-slope of 2%) shall be provided for the entire width of the driveway. Driveway entries shall not be designed or used as curb ramps.

(14) Rail Crossings (No current City Standard): 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 2-½ inches (3 inches for freight rails). Where a sidewalk crosses rail systems at grade, detectable warnings 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.

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

(a) 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 2" 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 4.6: Curb Ramp & Blended Transition Standards

(1) Scope: Each corner of each intersection shall be provided with at least one curb ramp, typically located in the center of the curb return at each corner. Curb ramps shall comply with the requirements of this section. At T-intersections along the flat "non-intersection" side of the street, at least one curb location opposite a corner curb ramp on the "intersection" side shall be provided with a curb ramp.

(a) Advisory: Within all land use zones other than single-family residential, it is advised that each corner of each intersection shall be provided with two curb ramps, each oriented in the pedestrian path of travel toward the opposite curb ramp on the opposite street corner.

(b) 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. At T-intersections of two residential streets, a curb ramp will be provided on the flat "non-intersection" side of the roadway when the distance to the nearest crossing is greater than 500 feet.

(2) Curb Ramp Types: Curb ramps shall be either perpendicular or parallel curb ramps, as these terms are defined in this Section 4.6. Blended transitions shall not be constructed, unless specifically approved by the Director of Public Works.

(3) Parallel Curb Ramps (City Construction Standard 7-6.C and Standard Detail ST-26 and ST-27): Parallel curb ramps shall comply with the details described in this subsection, and shall have ramps or running slopes that are in-line with the direction of sidewalk travel.

(a) Running Slope: The running slope of each ramp shall be a maximum of 1:12 (8.33%).

(b) Cross Slope: The cross slope of each ramp shall be a minimum of 1% and a maximum of 2%.

(c) Clear Width: The clear width of each ramp shall be 48 inches minimum, measured from the back of curb to the outside of pavement.

(d) Landings and Transitions: A landing measuring 48 inches minimum by 48 inches minimum and with a slope of 1% minimum and 2% maximum in either direction shall be provided at the bottom of each ramp slope. A transition landing measuring 48 inches minimum by 48 inches minimum and with a running slope of 5% maximum shall be provided at the top of each ramp slope.

(e) Common Landing Width: Where two parallel curb ramps are located at a corner, the landing between the top of each ramp slope shall be 48 inches minimum in length with a slope of 1% minimum and 2% maximum in either direction.

(f) Detectable Warnings: Detectable warning surfaces complying with Section 7 shall be provided for the full width of the lower landing between the ramp slopes of the curb ramp, with the front edge located approximately 6 inches behind the outside curb line.

(g) 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 ramp slope.

(h) Surfaces: Surfaces of ramps and landings shall comply with Section 5(9). Gratings, access covers, and other appurtenances shall not be located on ramps, landings, and gutter areas directly in front of curb ramps.

(i) Changes in Level: Vertical changes in level shall not be permitted on curb ramps, landings, or gutter areas directly in front of curb ramps.

(j) Gutter Slope: The counter slope of the gutter area or street at the foot of the lower landing shall be 5% maximum, measured for a distance of 48 inches from the lowest part of the curb ramp.

(k) 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.

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

(4) Perpendicular Curb Ramps (No current City Design Standard): 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.

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

(b) Cross Slope: The cross slope of the main portion of the curb ramp shall be 1% minimum and 2% maximum.

(c) 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 2% maximum.

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

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

(f) Detectable Warnings. Detectable warning surfaces complying with Section 7 shall be provided for the full width of the main portion of the curb ramp, with the front edge located approximately 6 inches behind the curb line.

(g) 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.

(h) Surfaces: Surfaces of curb ramps and landings shall comply with Section 5(9). Gratings, access covers, and other appurtenances shall not be located on curb ramps, landings, and gutter areas directly in front of curb ramps.

(i) Changes in Level: Vertical changes in level shall not be permitted on curb ramps, landings, or gutter areas directly in front of curb ramps.

(j) Gutter Slope: The counter slope of the gutter area or street at the foot of a curb ramp or landing shall be 1:20 (5%) maximum, measured for a distance of 48 inches from the lowest part of the curb ramp.

(k) 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.

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

(5) Blended Transitions (No current City Design Standard): Where blended transitions exist or are required to be constructed due to unusual intersection or sidewalk geometry, detectable warning surfaces complying with Section 7 shall be provided for the full width of the blended transition, with the front edge located approximately 6 inches behind the curb line.

Section 4.7: Detectable Warning Standards

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

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

(3) Specifications: (City Construction Standard 71-5.E and Standard Detail ST-35). The detectable warning surface shall be a prefabricated, vitrified polymer composite, embedded type material. The surface shall have in-line, square grid pattern truncated domes 0.2 inch high with 0.9 inch minimum and 1.4 inch maximum base diameter, tapering up to a top diameter of 0.4 inch minimum and 0.5 inch maximum, with a center to center spacing of approximately 2.3 inches measured diagonally, and with safety field dots 30 per square inch between truncated domes. Detectable warnings shall be safety yellow conforming with Federal Color No. 33538, Table IV of Standard No. 595B. The 0.2 inch height of domes shall be measured from the top of highest field safety dot to the highest point on top of the truncated dome. Products by Armor Tile Tactile Systems or an approved equal are acceptable.

Section 4.8: Pedestrian Crossing Standards

(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 stop signs on all four corners. Uncontrolled intersections may be provided with marked crosswalks as determined by the Director of Public Works. If provided, all marked crosswalks shall comply with the requirements of this section.

(a) Advisory: To the maximum extent feasible, marked crosswalks shall have straight alignment, with no change of direction between the terminal ends of the crosswalk.

(2) Width: Marked crosswalks shall be 120 inches wide minimum, as measured between the painted side lines.

(a) Advisory: The width of marked crosswalks may be reduced to 96 inches wide, as measured between the painted side lines, as determined by the Director of Public Works.

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

(a) Exception: Crosswalks serving schools shall be yellow in color.

(4) Cross Slope: The cross slope of the pavement within a marked crosswalk shall be (2%) maximum, measured perpendicular to the direction of pedestrian travel within the crosswalk.

(5) Running Slope: The running slope of the pavement within a marked crosswalk shall be 1:20 (5%) maximum measured parallel to the direction of pedestrian travel within the crosswalk.

(6) Pedestrian Signal Phase Timing: All pedestrian signal phase timing shall be calculated using a pedestrian walk speed of 4.0 feet per second maximum. The total crosswalk distance used in calculating pedestrian signal phase timing shall include the entire length of the crosswalk from the face of curb to face of curb, or as specified by the current MUTCD or ADAAG.

(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 6. 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.

(a) Width: The width of all cut-throughs and pedestrian refuge islands shall be 48 inches minimum.

(b) Length: Where signal timing is inadequate for full crossing of all traffic lanes or where the crossing is not signalized, pedestrian refuge islands shall be 72 inches minimum in length in the direction of pedestrian travel.

(c) Detectable Warnings: Pedestrian refuge islands shall have detectable warnings complying with the section "Detectable Warnings". Detectable warnings at pedestrian refuge 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.

Section 4.9: Accessible Pedestrian Signal Standards

(1) Scope:
Upon written request from the public, an engineering study shall be conducted to determine if an accessible pedestrian signal (APS) should be installed. Where a pedestrian pushbutton is provided, it shall be integrated into the signal device and shall comply with the requirements of this section.

(2) Types and Location of Accessible Pedestrian Signals:
Accessible pedestrian signals (APS) shall be the Pedestrian Activated Signal Control (PASC) type - the APS accessibility features is incorporated into the PASC.
All accessible pedestrian signal devices shall serve the nearest crosswalk in relationship to their installation site. The speakers of all APS devices shall be oriented toward the center of the crosswalk and/or the direction of travel to the maximum extent feasible. Where possible, multiple APS devices shall not be placed on the same pole.

(3) Audible Walk Indication:
Volume measured at 36" from the pedestrian signal device shall be between 2 and 5 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.

(4) Pedestrian Pushbuttons:
Pedestrian pushbuttons shall be located 60 inches maximum from the pan of the ramp. To the maximum extent feasible, the control face of the pushbutton shall be installed to face the intersection and be parallel to the direction of the crosswalk it serves.

Pedestrian pushbuttons shall be mounted at a height of from 34 inches minimum to 38 inches maximum to the centerline above the lowest adjacent walking surface. The horizontal reach distance to activate the button shall be no more than 18 inches from the closest edge of the adjacent walking surface. 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.

Pedestrian pushbuttons shall be a minimum of 2 inches across in one dimension and shall contrast visually with their housing or mounting. Pedestrian pushbuttons shall require no more than 5 pounds of pressure to operate.

Section 4.10: Transportation & Vehicle Access Standards

(1) Scope: Where new public transportation facilities are constructed or substantially altered, they shall comply with the requirements of this section.

(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 4.5 for the distance 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 6.

(3) Bus Stop Pads: Bus stop pads, 96 inches long (measured perpendicular to the curb) or to the maximum extent allowed by legal or site constraints, and a clear width of 60 inches minimum (measured parallel to the roadway) shall be provided at each bus stop. Bus stop pads shall connect to an accessible route. Newly-constructed bus stop pads must provide a square curb face between the pad and road or other detectable warning in accordance with Section 4.7.

The slope of the bus stop pad perpendicular to the roadway shall not exceed 2%. The slope of the Bus Stop Pad parallel to the roadway shall be the same as the roadway.

(4) 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 5 inches but no greater than 8 inches.

(5) 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.

(6) Barrier Curbs at Drop-offs: At transit stops where a slope behind a sidewalk slopes downward from the sidewalk at a slope greater than 2 horizontal to 1 vertical, a barrier curb projecting at least 4 inches in height above the surface shall be provided.

(7) Bus Shelters & Benches: Where a shelter is provided at a transit stop, it shall be located along a pedestrian access route complying with Section 4.5, and it shall provide a minimum 30 inches by 48 inches clear space, not including benches, located completely beneath or inside the shelter. Benches, either within or outside of bus shelters, shall comply with Section 4.11(3) of these Standards.

Section 4.11: Sidewalk Furnishings & Appurtenances

(1) Clear Space: Street and sidewalk furnishings shall have a 30 inch wide by 48 inch deep clear space (measured in any direction) at each portion used by a pedestrian and shall be connected to the sidewalk or pedestrian access route.

(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.

(3) Benches: Benches shall be set back 12 inches minimum from the required minimum width of the pedestrian access route. Benches shall be 17 inches to 19 inches from the pavement surface to the seat. Benches shall have seats that are 20 inches to 24 inches in depth and 42 inches minimum in length. Back supports, when required, shall be provided along the full length of the bench. The back support shall extend from a point 2 inches maximum above the bench to 18 inches minimum above the bench. Benches shall have at least one armrest that can withstand 250 lbs. of force in any direction.

Section 4.12: Temporary Construction Standards

(1) Scope: Where construction or other temporary conditions prohibit full access to pedestrian facilities within the City-regulated right-of-way for more than 24 continuous hours, an alternate pedestrian route shall be provided in compliance with the requirements of this section.

(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 technical infeasibility exists, the alternate pedestrian route may be located on the opposite side of the street and shall extend from one controlled pedestrian crossing to the next, and as long as all requirements of these standards are met.

(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.

(4) Width: The alternate pedestrian route shall have a width of 48 inches minimum.

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

(5) Barricade Protection (Standard Detail ST-31): 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 rail 1–½ 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 white preferred.

(6) Signs: Signs complying with the MUTCD 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 pedestrian to the alternate pedestrian route.

Section 5: Inventory Methodology And Findings

Section 5.1: Purpose & Summary of Inventory Effort

The purpose of the City's inventory effort was to provide a detailed baseline of existing pedestrian facilities within Roseville's public right-of-way. These data have been used to analyze existing conditions and will be used to improve pedestrian facilities and to comply with ADA and State Title 24 requirements and City-approved policies.

The City of Roseville has a wide variety of facilities within the public right-of-way. These facilities include streets and roadways, vehicular and pedestrian bridges, underground and above-ground utilities, vehicular and pedestrian signal systems, signage systems, on-street parking facilities, sidewalks with curb ramps at intersections, improved planting strips, buffers, and pedestrian activity areas, and unimproved open spaces or natural areas.

An eight-month long period of surveying pedestrian facilities was undertaken to document existing conditions within the public rights-of-way under the jurisdiction of the Department of Public Works. "Surveying", as used in this section, refers to visiting the particular location by a trained accessibility "surveyor", and to obtaining measurements, dimensions, gradients, and/or other visual determinations as may be appropriate depending on the particular location. Highlights of the survey process and inventory findings are listed below:

- Approximately 150 miles of streets and roadways covering over 780 individual segments of roadway boundaries were traveled and surveyed to document physical conditions along the roadways and the adjacent sidewalks.
- For roadways surveyed, approximately 80% of City roadways were two-lane, undivided roadways or collectors, with the remaining 20% being higher-use thoroughfares or arterials.
- For roadways surveyed, approximately 83% of City roadways had sidewalks on one or both sides, with only about 10% being unimproved.
- Approximately 2,400 intersections with about 7,000 street corners were visited and surveyed, and measurements were taken for a variety of dimensions and gradients.
- Approximately 90% of all street corners surveyed were found to have vertical curbs, with approximately 6% having vertical curbs and 4% being undeveloped or having no curbs at all.
- Approximately 73% of all developed corners surveyed had a curb ramp installed. Of these, approximately 30% were older perpendicular curb ramps with flared sides (see Section 4.6(4) for definition) and approximately 67% were newer parallel pan-type curb ramps (see Section 4.6(3) for definition).
- Approximately 180 bus stops were surveyed, showing that 97% had a sidewalk adjacent to the bus stop meeting the minimum sidewalk width of 96", and that 44% of the bus stops were provided with bus shelters.

Section 5.2: Inventory Methodology

The methodology for field surveying for the ADA Transition Plan and Pedestrian Master Plan was originally described in the "Draft Inventory Methodology", dated July 16, 2007. Field surveying began in August, 2007, and ended in March, 2008. During this eight-month period, a team of six surveyors collected detailed measurements and other data within the City's public right-of-way. Each surveyor underwent eight hours of initial training on equipment, data collection methods, procedures, and ADA principles, including class and in-field instruction. Surveyors followed the procedures outlined in the previously submitted and approved "Surveyor's Manual". Department of Public Works staff also spent additional time directing the surveyors' efforts, including preparing survey routes, handling assignments and personnel matters, answering questions, and spot checking surveyors' completed data.

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 by supervisors throughout the survey process, and surveyors as a group met their time allotments to keep the project on schedule. All data for intersections and sidewalks were collected using specially prepared survey forms. Surveyors typically worked in teams of two persons, and both surveyors would take measurements and collect data. Completed data were entered into the master database program by the survey teams at regular intervals, usually at the end of each work week. Data were then consolidated into the Microsoft Access database described in Section 5.5.

Collection procedures for sidewalk segments were made sometimes from the vehicle, while intersection procedures required the surveyors to get out of the vehicle. The basic surveyor duties were as listed below:

- Travel to the intersections and sidewalk segments as assigned by the supervisor.
- Visually inspect, measure and record observations using a calibrated level (SmartLevel), a 25-foot tape measure, and a standard data collection form.
- Report to the supervisor at regular intervals or when the assigned locations have been completed to hand in collected data and to obtain a new assignment.
- Make judgments as to what to do in unusual situations.
- Represent the City of Roseville while in the field by working professionally, observing safety precautions, and treating members of the public politely.

Section 5.3: ADA Terminology for Inventory

In order to understand the inventory findings, the following list defines and describes the terms used in this inventory process:

Audible Pedestrian Signal: A device that communicates information about the pedestrian WALK phase in non-visual format.

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

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

Cross Slope: The slope that is perpendicular to the 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 to the sidewalk or adjoining area.

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

Curb Ramp: A sloping pedestrian way, intended for pedestrian traffic, which provides access between a walk or sidewalk to a surface located above or below an adjacent curb face.

Detectable Warning: A surface feature built in or applied to walking surfaces or other elements to warn of hazards on a circulation 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 departures from particular technical and scoping requirements of these standards by the use of other designs and technologies, where the alternative designs and technologies used will 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 Break: The meeting line of two adjacent surfaces of different slope (grade).

Land Use Zone: The land use of a particular location, as defined by the City of Roseville Zoning Code.

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.

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

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

Ramp: A sloping portion of a walkway with a running slope exceeding 5%.

Roundabout: A circular intersection that has yield control of entering traffic, channelized approaches, counterclockwise circulation, and appropriate geometric curvature to limit travel speeds on the circulatory roadway.

Running Slope (Grade): The slope that is parallel to the direction of travel expressed as a ratio of rise to run. In the public right-of-way, this is usually called grade, and is 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.

Section 5.4: ADA Data Collection Items

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

Intersection Number: A unique, pre-determined number cased on the City's GIS system.

Intersection Type or Geometry: Whether the intersection is standard right angle, T-shaped, Y-shaped, skewed, or any other irregular geometry. Whether there are pedestrian island(s) or right turn lanes.

Street Names: Both the north/south and east/west streets comprising 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.)

Land Use: Whether the area was commercial, public, educational, residential, mixed-use, or rural.

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

Pedestrian Signals: Whether visual or audible pedestrian signals were present.

Crosswalks: Whether crosswalks were present at any or all crossings. If present, the width was recorded.

Traffic Control: Whether traffic signals or stop signs were present.

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

If a curb ramp was present (either 1 or 2 at a corner), the following data were collected for each curb ramp:

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

Gutter Slope: Slope in percent of the gutter or street transition.

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.

Side Slope(s): Whether a side slope or parallel slope was present, and if present, the slope of each sloping side or flare parallel to the street in percent.

Transition Slope: Slope of the transition to the sidewalk, verifying slope of five percent or less for the right and left sides.

Top Landing Slope: Whether a 48-inch deep level landing was provided at the top of the curb ramp, or at the top of each slope of a parallel curb ramp, and if so, the slope.

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.

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

Common Landing: Dimensions of any common landing for 2 curb ramps.

Location in Crosswalk: Curb ramp wholly contained in marked crosswalk, if applicable.

Detectable Warnings/Truncated Domes: Whether truncated domes were present. (Truncated domes are placed at level landings to alert visually-impaired individuals of a transition between the sidewalk and the street).

Grooved Border: Whether a 12" grooved border around all sides was present.

Other conditions: Such as the presence of a drain, or other obstruction.

For detailed measurements along sidewalks, the survey team collected and analyzed the following data:

Sidewalk: Whether a sidewalk leading to and from the curb was absent or present. If partial, indicate estimated percentage of coverage (in 25 percent increments) for the segment on each side of street.

Meandering Sidewalk: Whether the sidewalk was a meandering sidewalk.
Curb Type: "Vertical" if there was a vertical curb and gutter on the segment, "Rolled" if there was rolled curb on the segment, and "Open Shoulder" if there was an open shoulder. If partial, indicate estimated percentage of each type (in 25 percent increments).

Sidewalk Width: The width of the sidewalk, measured from the back of the curb (not including the curb) if a grass buffer was not present. If a grass buffer was present, the width measured from the edge of the buffer to the backside of the sidewalk.

Buffer Width: The width of a grass buffer or planting strip. The width of the buffer was measured from the edge of pavement (including the width of the curb if present) to the beginning edge of the sidewalk. If a sidewalk had trees planted in it, then the horizontal width of the sidewalk occupied by the trees was collected as a buffer.

Clear Width of Sidewalk: The width of the sidewalk measured from any permanent sidewalk obstructions and accessibility obstacles, measure minimum clear width, if several obstructions were present.

Sidewalk Obstructions: The total number of fixed (immovable without construction, for example utility poles) and non-fixed (movable features such as benches) obstacles on an existing sidewalk, if present. Obstacles may include utility poles, street furniture, gaps, tree limbs and roots and fire hydrants. These obstacles were only recorded if they decreased the travel path width to less than 36 inches or reduced the height clearance to less than 80".

Sidewalk Obstacles: The general presence and nature of abrupt changes in sidewalk level of greater than one-half inch. Since the City has a program for meter-reader to report sidewalk obstacles in residential and commercial areas; this item applied for arterial segments only.

Sidewalk Condition: Recorded on a 1-to-5 scale with 5 being the best and 1 being the worst. The following was used as a guide to the scale:

5–Very good: Newly built or resurfaced and distress free.

4–Good: Smooth Surface with little to no cracking.

3–Fair: Serviceable with moderate cracks beginning to occur, but does not affect walking or wheelchair access (less than one-half inch gaps)

2–Poor: Same problems as fair but worse; affect walking or wheelchair access (more than one-half inch gaps)

1–Very poor: Major problems with sidewalk gaps causing substantial impairment to pedestrian travel.

Pedestrian Warning Signs: Recorded if there were pedestrian warning signs on the segment.
Street Lighting: Recorded if street lighting was provided on the segment.

On-street Parking: Recorded if parking was permitted. If permitted, indicate parallel or angled. Also indicate if cars were parked fully or partially on the sidewalk.

Occupied Parking Percentage: An estimate on the percentage of the segment (excluding driveways) along which there was occupied on-street parking at the time of survey. Each side was recorded separately.

Bus Stop: Recorded the following if there were one or more bus stops on the segment:

Sidewalk Depth: Recorded sidewalk depth in front of stop, in inches.

Sidewalk Length: Recorded sidewalk length in front of stop, in inches.

Sidewalk Cross-slope: Measured sidewalk cross-slope perpendicular to street along the stop.

Bus Shelter: Recorded the following if a bus shelter is present:

Clear width of entry: Recorded clear width of entry to shelter, in inches.

Overall dimension: Recorded overall size (length x width) of inside of shelter, in inches.

Section 5.5: Inventory Findings

All survey findings are contained in a Microsoft Access database. The database is capable of preparing summary reports, reports for each individual intersection or roadway segment, and other data statistics. The ADA Public Rights-of-Way Database is voluminous and is not included as a part of the text of this Transition Plan. However, the computerized database is intended to be made available to the general public, either by public access computers made available at a designated City office or other methods to be determined by the City.

Listed in this section are basic statistics for the survey findings. These statistics generally include only City-wide statistics. Other breakdowns of findings are available from the attached database, such as separate statistics by land use, by priority level, or by geographic area. While statistics for sub-categories of priority, geographical location, and land use will eventually be invaluable for future analysis and recommendations, such a listing in this document was deemed to be too voluminous. See Figure 5.1 for a map showing intersections identified with deficiencies.

Where the maximum allowable dimensions or gradients are noted for specific elements, these are the proposed standards for new construction. The extent to which other requirements may apply to existing construction has not yet been determined, although some alternate requirements are also given with the individual statistics.

Intersection Statistics:

Total number of intersections surveyed:	approx. 2,400
Total number of corners:	approx. 7,070

Corner Statistics:

Percentages of corners with sidewalks at corners:	94%
Percentage of intersections with crosswalks:	approx. 10%
Percentage of all intersections with pedestrian signals:	approx. 5%

Curb Ramp Statistics:

Number of curb ramps surveyed: 4,835

Percentages of right-angle corners with curb ramps: approx. 76%

Percentages of types of curb ramps

Parallel / pan type (landing level with street):	67.3%
Perpendicular / flared (with side slopes):	28.2%
Perpendicular (with no side slopes):	1.2%
Flush transition (blended corner):	1.3%
Built-up ramp:	1.2%
Rolled curb ramp:	0.8%

Percentages of gutter slopes at curb ramps (5% maximum allowed):

Less than or equal to 5%:	23%
Greater than 5% and less than 7%:	51%
Greater than 7%:	26%

Percentages of main slopes on curb ramps (8.33% maximum allowed):

Less than or equal to 8.33%:	48%
Greater than 8.33% and less than 10%:	16%
Greater than 10%:	36%

Percentages of cross slopes on curb ramps (2% maximum allowed):

Less than or equal to 2%:	70%
Greater than 2% and less than 3%:	8%
Greater than 3%:	22%

Percentages of side slopes on perpendicular / flared curb ramps (10% maximum allowed)

Less than or equal to 10%:	70%
Greater than 10% and less than 12%:	4%
Greater than 12%:	26%

Percentages of widths of curb ramps (48" minimum allowed):

Less than or equal to 36":	0.1%
Greater than 36" and less than 48":	5.9%
Greater than 48":	94.0%

Percentages of beveled lip height on curb ramps (no lip preferred, ½" max.)

No lip:	62%
0.25":	14%
0.50":	16%
0.75":	7.9%
1.00+":	0.1%

Percentages of grooved borders on curb ramps (12" grooved border preferred)

Curb ramps with grooved border:	83%
Curb ramps without grooved border:	17%

Percentages of curb ramps with truncated domes

Without truncated domes:	57%
With truncated domes:	53%

Roadway / Sidewalk Survey Statistics

Total miles of roadway: approx. 150

Total number of roadway segments: 785

Types of curb along roadway segments

- Vertical curb: 90%
- Rolled curb: 6%
- No curb (open shoulder): 4%

Presence of sidewalks

- Roadways segments with sidewalks on both sides of roadway: 83.0%
- Roadways segments with partial sidewalks on either side of roadway: 6.5%
- Roadways segments without sidewalks on either side of roadway: 10.5%

Sidewalk widths:

- Greater than 8 feet wide: 37%
- Greater than 6 feet wide: 43%
- Greater than 4 feet wide: 96%
- Less than 4 feet wide: 4%

Average sidewalk width, when present: 74 inches (6'–2")

Sidewalk condition, when present:

- Almost new condition: 35%
- Very good condition: 30%
- Average condition: 25%
- Below average condition: 9%
- Very poor condition: 1%

Number of fixed obstructions (reducing width to less than 48") along arterials:

- None: 96%
- 1 or more: 4%

Bus Stop Survey Statistics

Number of bus stops surveyed: 181

Sidewalk Presence:

- Bus stops with sidewalks adjacent to the stop : 99.5%
- Bus stops with full sidewalks within the block: 83%
- Bus stops with partial sidewalks within the block: 17%

Width of sidewalks at bus stops (perpendicular to roadway):

- Greater than 96": 61%
- Greater than 48" but less than 96": 39%
- Less than 48" (minimum for normal sidewalk): 3%

Cross slope of sidewalks at bus stops (perpendicular to roadway):

- Less than or equal to 2%: 31%
- Greater than 2%" but less than 4%: 66%
- Greater than 4%: 3%

Number of bus stops with bus shelters: 44%

Section 6: ADA Implementation Plan

Section 6.1: Introduction

The ADA Implementation Plan has been developed as a final step in determining the extent of City-operated and other participants' projects necessary to implement the ADA Transition Plan within the City's public right-of-way.

Types of projects included can be generally categorized as follows:

- Curb ramp and intersection retrofit projects deemed essential for mitigation of barriers based upon the finalized ADA Transition Plan.
- Curb ramp and intersection retrofit projects included with street or sidewalk construction repair projects.
- Curb ramp and intersection retrofit projects, in conjunction with construction by private parties.
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities.
- Pedestrian signals if provided as part of new projects.
- Curb ramp construction or replacement projects based upon citizen request.

A number of existing and potential programs and funding sources for capital improvement projects are described in this section. These include on-going City-sponsored capital improvement and maintenance programs, as well as specific projects and funding sources allocated in the transportation improvement plans. The ADA Implementation Plan is envisioned as one that will utilize, to the maximum extent possible, existing and prospective funding programs and sources. The basis of plan is recommended to include specified goals for the construction of accessibility improvements. While specifying certain locations and scope of work, the plan is also intended to serve as a conceptual plan whereby the extent and goals 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.

The ADA Implementation Plan includes a detailed and prioritized list of approximately 450 potential project locations and items of work for review and input from the City and the public. This plan that targets higher priority uses anticipates a 30-year implementation period to achieve compliance with program accessibility requirements.

Section 6.2: ADA Implementation Plan – Goals & Objectives

(1) Implementation Based On Use and Location

City policies should provide for the prioritization of curb ramp installations based upon use and geographical criteria, as described in this section. Requests from the community groups and persons with disabilities will be evaluated upon request and analyzed as described above.

While these criteria are reasonable for high priority curb ramp installations, the ADA Transition Plan will expand these priorities so that capital improvement projects forming the ADA Implementation Plan should be similarly prioritized to determine which projects should be undertaken first. These basic priorities are described below.

Priority (1): State and local governmental and public use facilities

These areas are typically located along major pedestrian corridors, arterial streets, or collector streets. The final exact locations of work should be determined after a detailed review of the inventory data. Included are those locations within the public right-of-way that abut or serve public and governmental agencies and offices, and these generally include the following uses, in the recommended order of priority:

(1) State and local governmental buildings located within the City,
(2) Public hospitals, health clinics, medical clinics, mental health clinics & therapy centers,
(3) Public housing projects and public homeless shelters,
(4) Police neighborhood service centers,
(5) Service sites of disability organizations,
(6) Employment training agency facilities,
(7) Public schools, including in the following order, but not limited to: community colleges; high school, junior high and elementary school programs with magnet programs for children with disabilities; and all other schools.

Priority (2): Public accommodation facilities

These areas include locations along routes to school, transit stops, senior centers, or proximity to community facilities and transit. The final exact locations of work should be determined after a review of the inventory data. These projects should include those areas deemed to fall within the criteria established by the ADA for programmatic access to public and commercial services expected to serve persons with disabilities, and they generally include the following uses, in the recommended order of priority:

(1) Private hospitals, doctors' offices, and medical and mental health offices,
(2) City parks,
(3) Senior facilities,
(4) Rehabilitation facilities,
(5) Major shopping malls,
(6) Major employment sites,
(7) Supermarkets,
(8) Large housing complexes,
(9) Retail strip centers.

Priority (3): Projects based on other capital improvement plans

These types of ADA/accessibility projects would be associated with other capital improvement projects instituted for various reasons. An example would be streetscape improvement projects recommended as part of the City's Pedestrian Master Plan, generally consisting of curb ramp and pedestrian crossing improvements necessary to meet the ADA standards and re-constructed at locations recommended in the plan.

Priority (4): Other locations

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

(1) Small housing complexes,
(2) Single-family residential areas,
(3) Industrial areas,
(4) Areas not included in any of the above groups.

Citizen Requests

The City should operate a program of citizen requests for constructing curb ramps, installing pedestrian signals, and providing other accessibility improvements. Generally, requests for improvements would 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.

When requests would come into the Department of Public Works, an evaluation for construction or reconstruction should be 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 in order to determine the usable path of travel through that intersection.

Processes and forms for evaluating citizens' requests are included at the end of this section.

(2) Implementation Based On Condition

City policies should also utilize some basic considerations and evaluation factors when determining whether an element within the public right-of-way is suitable for construction or reconstruction. In an ADA Transition Plan, these factors are usually referred to as "conditions" because they are based on the physical condition of an existing intersection, corner, or curb ramp. These factors should also be used for consideration when determining the priority of a specific item within a priority group or category list.

The most critical conditions and remedies could be generally described according to the following conditions, in the recommended order of priority:

(1) Conditions where no curb ramps or sidewalks currently exists to provide accessibility to the pedestrian path of travel,
(2) Conditions where existing curb ramps or sidewalks have unsafe characteristics that may cause a trip and fall,
(3) Conditions where existing curb ramps or sidewalks do not meet current federal and state accessibility standards.

For existing curb ramps, more detailed conditions that need to be remedied on a case-by-case basis could be generally described according to the following conditions, in the recommended order of priority:

(1) Vertical displacements of curb ramps,
(2) Main slopes greater than 8.3%,
(3) Ramp width less than 48",
(4) Side flared slopes greater than 10%,
(5) Pan or landing cross-slopes greater than 2%,
(6) Gutter slopes greater than 5%,
(7) Common landings less than 48",
(8) Detectable warning surfaces missing,
(9) Curb ramp lips not flush,
(10) Curb ramp not aligned with crosswalk, where present
(11) Curb ramp blocked by cars or other obstructions,

For existing curb ramps, it is also possible that some conditions in slight or moderate non-compliance may be given lower priority that other conditions. These could include:

(1) Main slopes greater than 8.3%, but less than 10%.
(2) Side flared slopes greater than 10%, but less than 12%.
(3) Pan or landing cross-slopes greater than 2%, but less than 3.5%.
(4) Gutter slopes greater than 5%, but less than 10%.
(5) Curb ramp lips not flush, but less than 1/2".
(6) Ramp widths less than 48", but greater than 36".

Curb Ramp Evaluation Form

Requested Intersection: _____

Specified Corner(s): _____ Direction(s) of Travel _____

Conflicting Vehicle Movement(s): _____

Other Relevant Considerations: _____

		Y	N	N/A	Rmk.
1.	Is this intersection near or en route to a generator of significant pedestrian activity?	☐	☐	☐	☐
2.	Are all crosswalks parallel to vehicular traffic movements, which alternatively provide helpful audible cues for a visually impaired person?	☐	☐	☐	☐
3.	Is the intersection laid out in such a way that curb ramp will not inadvertently provide misleading cues for an incorrect crosswalk?	☐	☐	☐	☐
4.	Is there a curb ramp existing at the corner?	☐	☐	☐	☐
5.	Are there curb ramps existing at other corners? If yes, which corners? _____	☐	☐	☐	☐
6.	Are there islands in the path of travel across the street: Do these islands have curbed wheelchair openings? _____	☐	☐	☐	☐
7.	Are there continuous, unobstructed sidewalks at both ends of all crosswalks?	☐	☐	☐	☐
8.	Do existing curb ramps have directional grooving/raised domes installed?	☐	☐	☐	☐
9.	Does the requested crossing have a clearly marked crosswalk?	☐	☐	☐	☐
10.	Other considerations: _____ _____ _____				

Remarks: (correlate above Item Nos. with comments): _____

Audible Pedestrian Signal Evaluation

Requested Intersection: _____

Specified Crosswalk(s): _____ Direction(s) of Travel _____

Conflicting Vehicle Movement(s): _____

Other Relevant Considerations: _____

		Y	N	N/A	Rmk.
1.	Is this intersection near or en route to a generator of significant pedestrian activity?	☐	☐	☐	☐
2.	Are all crosswalks parallel to vehicular traffic movements, which alternatively provide helpful audible cues for a visually impaired person (V.I.P.)?	☐	☐	☐	☐
3.	Is the intersection laid out in such a way that the audible signals will not inadvertently provide misleading cues for an incorrect crosswalk?	☐	☐	☐	☐
4.	Are crosswalks free of obstructions/bends, which could misdirect V.I.P.?	☐	☐	☐	☐
5.	Are pedestrian push buttons (PPB):	☐	☐	☐	☐
	Oriented on poles so as to help direct a V.I.P.?	☐	☐	☐	☐
	Mounted 3' from grade per CSJ Standards?	☐	☐	☐	☐
6.	Regarding pork-chop islands:	☐	☐	☐	☐
	Could a V.I.P. potentially access the PPB safely, avoiding any speeding/heavy RT-turn traffic?	☐	☐	☐	☐
	Do right-turning motorists have an adequately unobstructed view of approaching V.I.P.s?	☐	☐	☐	☐
	Do these islands have curbed wheelchair openings, allowing negotiable access to crosswalks?	☐	☐	☐	☐
7.	Are there continuous, unobstructed sidewalks at both ends of all crosswalks?	☐	☐	☐	☐
8.	Do all wheelchair ramps have directional grooving/raised domes installed to date?	☐	☐	☐	☐
9.	Does the requested crossing have a clearly marked crosswalk?	☐	☐	☐	☐

Remarks: (correlate above Item Nos. with comments): _____

Section 6.3: Extent & Scope of the ADA Implementation Program

An ADA Implementation Program and Capital Improvement Project List should be developed further to define the extent of the City of Roseville's and other participants' projects necessary to implement the ADA Transition Plan within the public right-of-way. This section describes the bases for such determinations, and final determinations should be made as the inventory development and evaluation proceeds.

Types of implementation projects included can be generally categorized as follows, in the recommended order of priority:

- Curb ramp and intersection retrofit projects deemed essential for mitigation of barriers based upon the finalized ADA Transition Plan.
- Curb ramp and intersection retrofit projects included with street or sidewalk construction repair projects.
- Curb ramp and intersection retrofit projects, in conjunction with construction by private parties.
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities.
- Pedestrian signals if provided as part of new projects.
- Curb ramp construction or replacement projects based upon citizen request.

Existing and potential programs and funding sources for capital improvement projects need to be developed as this phase proceeds. These include on-going City capital improvement and maintenance programs, as well as specific projects and funding sources. The ADA Capital Implementation Plan is envisioned as one that will utilize, to the maximum extent possible, existing and prospective funding programs and sources. The basis of the plan is recommended to include specified goals for the construction of accessibility improvements. While specifying certain types of locations and scope of work, the plan is also intended to serve as a conceptual plan whereby the extent and goals of future projects can be evaluated prior to preparing detailed project scope and 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 extent of work included in the ADA Transition Plan would include the types of capital improvements that should be made to intersections, streets, and sidewalks. The final extent of work included in the plan should be based on the overall review process that will include review and recommendations of all basic elements by City staff and other selected reviewers, including the community at the final public meeting. 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.

It is recommended that most capital improvements 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 into compliance with the applicable ADA Design Standards. For example, at a typical 4-way signalized intersection, the extent of work should include not only the construction of curb ramps at each corner, but it would also include removing accessibility barriers along the pedestrian route from any public use leading to the curb ramps, and installing accessible audible pedestrian signals, crosswalk striping; accessible islands, if required; and appropriate signage. 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 that are recommended for the most common types of capital improvements, listed from most to least comprehensive, is shown below:

(1) Complete ADA retrofit of signalized 4-way intersection: 8 new curb ramps, 2 per corner (unless infeasible due to existing conditions such as utility conflicts or geometry); new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to public uses along the path of travel; new audible pedestrian signals with push buttons; and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Design Standards. The scope may include new islands with cut-throughs or curb ramps at corners, if required by the standards or at the design engineer's discretion.

(2) Complete ADA retrofit of controlled intersection: either 4 or 8 new curb ramps, 1 or 2 per corner (depending on existing conditions such as utility conflicts or geometry); and crosswalk striping for all crossing directions where crosswalks are required by the ADA Design Standards; new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to public uses along the path of travel. The scope may include providing new islands with cut-throughs or curb ramps at corners, if required by the standards or at the design engineer's discretion.

(3) Complete ADA retrofit of signalized T-intersection: 6 new curb ramps with 2 per corner, except only one at each "top" of each T (unless infeasible due to existing conditions such as utility conflicts or geometry; new audible pedestrian signals with push buttons; and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Design Standards; new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel. Scope may include providing new islands with cut-throughs or curb ramps at corners, if required by the standards or at the design engineer's discretion.

(4) Installation of new audible pedestrian signals with push buttons and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Design Standards.

(5) Partial ADA retrofit at 4-way intersection, single-family residential area: 4 new curb ramps (1 per corner); crosswalk striping for at all signalized or stop-controlled intersections, for crossing directions where a crossing is not prohibited.

(6) Partial ADA retrofit at T-intersection, single-family residential area: 2 new curb ramps to cross main street at one location of T-intersection, and at least one and preferably two new curb ramps to cross secondary street.

(7) One or more new single curb ramp where other curb ramps at the intersection comply.

(8) Renovation of an existing curb ramp to remove hazardous conditions.

(9) Renovation of an existing curb ramp to add detectable warnings (truncated dome panel).

(10) Miscellaneous sidewalk or other walkway widening and leveling.

(11) Removal of sidewalk barriers (either moving or removing the barrier or reconstructing the pedestrian walkway around the barrier, or the reconstruction of driveways).

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

Section 6.4: Types Of Projects & Funding Sources

There are a number of existing and potential programs and funding sources for capital improvement projects included in the ADA Implementation Plan. These programs are generally described in this section.

On-Going Capital Improvement Programs

These programs are operated by or coordinated with the City of Roseville Department of Public Works on an on-going, annual basis. The extent of funding levels may be fixed or may vary yearly. These programs include the following:

(1) Curb, Gutter And Sidewalk Maintenance Program

The City's curb, gutter and sidewalk maintenance program identifies curbs, gutters, and sidewalks that are in need of repair or replacement primarily in the downtown and historic areas of Roseville, and it develops a priority list for their inclusion into the maintenance program. The Curb, Gutter and Sidewalk Maintenance Program has two facets: permanent replacement and temporary repair. Priority is based upon such factors as severity of damage, the amount of pedestrian traffic, and the proximity to schools, parks, bus stops, and hospitals.

Defective residential curb, gutter, and sidewalks should be prioritized by a standardized rating system. Areas with sidewalks that have the highest rating should be inspected for any additional work that may not have been reported, and defective sidewalks in the immediate neighborhood are then included in the contract for replacement.

Damaged pavement must meet certain criteria to be added to the scheduled priority list. Criteria includes: uplift or sag of 3/4" or more, misalignment of 1-1/4" or more, or standing water of more than 1" deep for a distance of more than 10 feet.

(2) Pavement Maintenance Program (Street Overlay Projects)

The City has and continues to construct curb ramps as part of these projects, where feasible.

(3) Caltrans Construction Projects

Caltrans construction and renovation of roadways and facilities along State highways within the City limits typically includes new curb ramps and other accessibility-related improvements. While the City does not directly manage these projects, it coordinates locations and details of the work with Caltrans.

(4) Private Developer Construction Projects adjacent to the City Right-of Way

There is typically private construction throughout the City that has direct impact on improvements within the public right-of-way. As a condition of the approval of a building permit, Contractors are typically required to construct or improve the sidewalk, including curb ramps, directly adjacent to the subject property. For larger projects, developers may also be required to construct intersections complete with traffic signals.

A renewed training effort for plan checkers and inspectors is recommended to assure that the full potential of the ADA Transition Plan is realized.

Specific Funding Programs and Projects

The ADA Program is envisioned as one that will utilize, to the maximum extent possible, existing and prospective funding programs and sources.

As part of the ADA Transition Plan, it is foreseen that an ADA Transition Plan Retrofit Project will be recommended to provide funding for required ADA improvements. Funding may come from one or more of either sales tax funds, developer fees, and currently unspecified City-wide sources.

Section 6.5: Description of ADA Implementation Plan

The basis of the ADA 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 audible pedestrian signals, sidewalk barrier removal and sidewalk installation, crosswalk markings, and other work necessary to comply with the ADA Design Standards. The ADA Implementation Plan lays the groundwork for concepts concerning the extent of ADA work required, prioritization, locations, and potential funding sources. Until exact funding sources are finalized, the annual work and expenditures proposed must be of a preliminary nature.

It is recommended that the City of Roseville commit to a reasonable and responsible schedule to bring the City right-of-way into ADA compliance. This work should include installation, repair, and replacement of curb ramps, together with other specified improvements, on an annual basis. Detailed descriptions of proposed improvement projects are included in the ADA Inventory Database, as described Section 5.5.

The summary table of ADA improvement projects shown in Table 6.1 is subdivided by fiscal year as part of a 30-year implementation plan. It is estimated that this time period would yield a degree of compliance that could generally be described as compliance with Use Priorities 1, 2 & 3, as described in Section 6.2.

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 program managers. It should be noted that the detailed field surveys undertaken form the basis of existing conditions requiring correction under the proposed projects. It should also be noted that the detailed reports include projects that may be part of the ADA transition plan work implemented and funded by other jurisdictions.

Construction and soft costs given in the 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 transition plan. The costs include all incidental "soft costs", such as engineering, bidding and permitting costs, utilities and other appurtenances, and contingencies.

The detailed list of potential improvement projects as shown in Appendix A does not necessarily depict the complete and exact locations of all work to be undertaken as part of the ADA Transition Plan, since much of this work would be determined by public input requests and would be evaluated in conjunction with other construction projects. It should be noted that the Pedestrian Master Plan Draft Capital Improvement Program also will contain sidewalk and related pedestrian access work.

The map(s) shown as Figure 6.1 represent graphic depictions of the various locations of improvements included in the ADA Implementation Plan. It should be noted that due to incompatibilities of the various programs used to map the tables, not all intersections are necessarily shown.

Table 6.1: Summary of ADA Implementation Plan Improvement Projects by Fiscal Year

Fiscal Year	Total No. of Intersections Included	Est. No. of Curb Ramps Included	Est. Total Curb Ramp Costs (incl. design)	Est. Total Pedestrian Signal Costs (incl. design)	Est. Total Sidewalk Costs (incl. design)	Est. Total Cap. Improvement Costs (incl. design)
10/11	6	20	144,000	8,000	8,000	160,000
11/12	7	20	144,000	8,000	8,000	160,000
12/13	7	20	144,000	9,000	9,000	162,000
13/14	13	20	144,000	8,000	33,000	185,000
14/15	13	20	144,000	8,000	33,000	185,000
15/16	14	20	144,000	9,000	34,000	187,000
16/17	13	30	216,000	8,000	16,000	240,000
17/18	13	30	216,000	8,000	17,000	241,000
18/19	14	30	216,000	9,000	17,000	242,000
19/20	10	26	192,000	8,000	16,000	216,000
20/21	10	27	192,000	8,000	17,000	217,000
21/22	10	27	192,000	9,000	17,000	218,000
22/23	13	30	216,000	8,000	8,000	232,000
23/24	13	30	216,000	8,000	8,000	232,000
24/25	14	30	216,000	9,000	9,000	234,000
25/26	17	32	228,000	8,000	8,000	244,000
26/27	17	32	228,000	8,000	8,000	244,000
27/28	16	31	228,000	9,000	9,000	246,000
28/29	26	26	192,000	8,000	8,000	208,000
29/30	27	27	192,000	8,000	8,000	208,000
30/31	27	27	192,000	9,000	9,000	210,000
31/32	16	25	180,000	8,000	8,000	196,000
32/33	17	25	180,000	8,000	8,000	196,000
33/34	17	25	180,000	9,000	9,000	198,000
34/35	18	23	168,000	8,000	8,000	184,000
35/36	18	23	168,000	8,000	8,000	184,000
36/37	19	24	168,000	9,000	9,000	186,000
37/38	18	30	216,000	8,000	8,000	232,000
38/39	18	30	216,000	8,000	8,000	232,000
39/40	19	30	216,000	9,000	9,000	234,000
Totals	**450**	**790**	**5,688,000**	**250,000**	**375,000**	**6,313,000**

Section 6.6: Monitoring & Status Reporting

The City is currently engaged in an on-going effort to construct curb ramps, sidewalks, and other pedestrian facilities at numerous locations within the public right-of-way. This construction activity involves several types of projects, including street overlay projects, street beautification projects, utility construction projects, and other capital improvement projects in the public right-of-way. In addition, when this ADA Transition Plan is approved and implemented, even more curb ramps and related improvements will be constructed.

While it is very important to assure that codes and standards used to design and construct curb ramps and related improvements are up-to-date, it is equally important that curb ramps be constructed properly and in compliance with all applicable codes and standards. Therefore, the monitoring of construction activities and the reporting of the status of improvements is vital in assuring an effective overall program.

This section details the methods and procedures for monitoring these activities and for tracking the status of compliance with the ADA Transition Plan for the public right-of-way.

All curb ramps and sidewalks currently being constructed under the jurisdiction of the City of Roseville should be personally inspected by a trained inspector either employed by or under contract with the Department of Public Works. The types of projects under which curbs ramps and other improvements are or will be constructed and inspected are the following:

1. Curb ramp and/or sidewalk construction or rehabilitation undertaken under the jurisdiction of the City of Roseville Department of Public Works or its contractors as part of capital improvement projects or other specialized construction projects,
2. Curb ramp and/or sidewalk construction or rehabilitation undertaken by other agencies or private parties within the City, over which the City has jurisdiction, and
3. Curb ramp and/or sidewalk construction or rehabilitation undertaken as part of the ADA Transition Plan.

Specific procedures for all field inspections are recommended to be as follows:

1. Every curb ramp constructed under the jurisdiction of the City should be personally inspected by a Department-approved inspector. All inspectors are to be appropriately trained to know and understand the ADA Design Standards, as described in Section 4, and the measurements necessary to inspect curb ramps and other improvements as they are constructed.
2. The inspector is to inspect and obtain all dimensions using a tape measure to verify that all dimensions meet or exceed the ADA Design Standards.
3. The inspector is to inspect and obtain all slopes and gradients using a 2-foot or 4-foot long "Smart-level" or equal slope-measurement tool to verify that all slopes and gradients meet or exceed the ADA Design Standards. Three measurements are to be taken and recorded for each access-related slope.
4. The inspector is to inspect all other physical conditions relating to the curb ramp and related construction to verify that all construction meets or exceeds the ADA Design Standards.

5. The inspector is to inspect all physical conditions relating to the installation of all sidewalks to verify that all installations meet or exceed the ADA Design Standards.
6. All dimensions, slopes, and other conditions verified in 2, 3, 4, and 5 above should be entered on approved Curb Ramp Inspection Forms and Sidewalk Inspection Forms.
7. Any exceptions to full compliance with the ADA Design Standards should be described on the Curb Ramp Evaluation Form or Sidewalk Evaluation Form and certified as a "Finding for Non-compliance Element(s)" by the inspector, reviewed and approved by the Program Manager.

Copies of a sample Curb Ramp Inspection Form and a sample Sidewalk Inspection Form are included on the following pages.

To be filled out for every ramp constructed in City right-of-way.
This form should be completed within ten days of curb ramp construction.

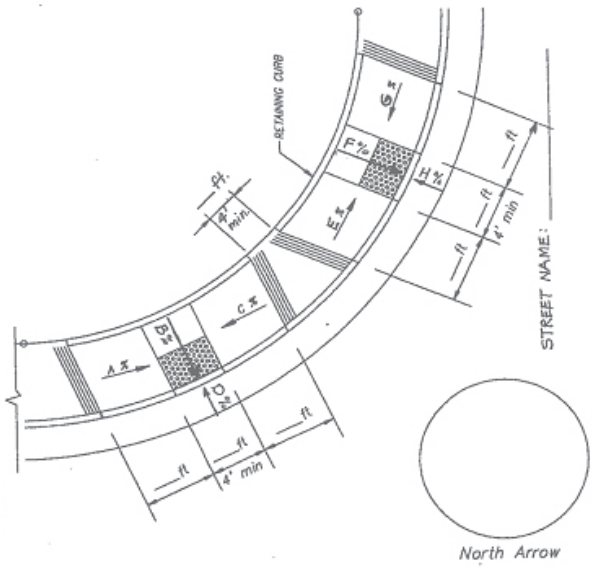
Curb Ramp Location: _____ Project Name: _____

N/S Street: _____ E/W Street: _____

☐ N/E ☐ N/W ☐ S/E ☐ S/W

☐ Vertical Curb ☐ Rolled curb ☐ One Ramp ☐ Two Ramps

CURB RAMP SLOPES:
A: _____ B: _____ C: _____ D: _____
RIGHT SIDE LENGTH: _____ FT. _____ IN.
PAN WIDTH: _____ FT. _____ IN.
LEFT SIDE LENGTH: _____ FT. _____ IN.
TWO RAMPS ON CORNER (FOR 2ND RAMP):
E: _____ F: _____ G: _____ H: _____
RIGHT SIDE LENGTH: _____ FT. _____ IN.
PAN WIDTH: _____ FT. _____ IN.
LEFT SIDE LENGTH: _____ FT. _____ IN.
DISTANCE BETW. RAMPS: _____ FT. _____ IN.



Inspected/measured by: _____

Date Field Measured: _____

Compliance with Standards:
All curb ramps should comply with City's current design and construction standards. Where it is infeasible to construct or reconstruct a curb ramp to current standards, the Designer or Inspector must complete the Findings for Non-compliance Element(s) section below and state what the non-compliant element(s) are and the reason for the non-compliance. After completing this form submit it for acceptance.

Findings for Non-Compliance Element(s): _____

To be filled out for every sidewalk constructed in City right-of-way.
This form should be completed within ten days of sidewalk construction.

Street: _____ **Project Name:** _____

Sides of Street: ☐N ☐E ☐S ☐W

Nearest Cross-Streets:
☐N or ☐E STREET _____ ☐S or ☐W STREET _____

☐Vertical Curb ☐Rolled curb ☐No Curb ☐Planter strip entire length ☐Partial length planter strip

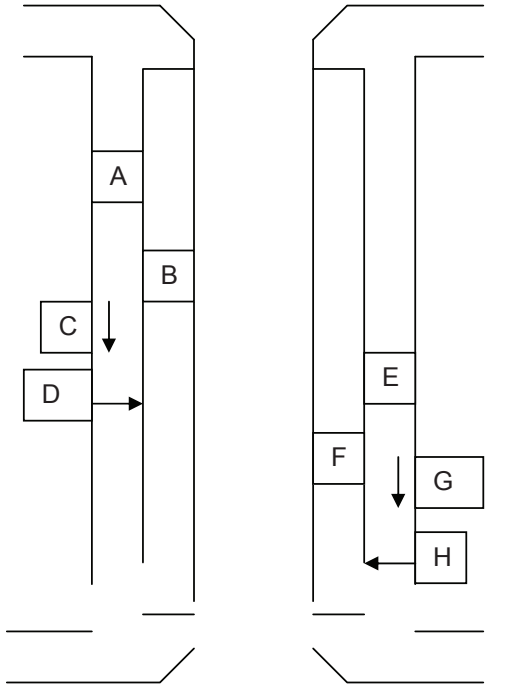
STANDARDS:

- Clear width at least 48" (not including curb) or at least 36" at obstruction (street signs, pole, bench, etc.)
- No overhead obstructions lower than 84".
- Cross-slope 2%. Running slope not greater than street or 5%, whichever is greater.
- No gaps deeper or than ½"; no cracks wider than 1–½".
- Surface concrete or asphalt, broom finish or equal slip-resistance. No drop-off greater than 4" at back.

NORTH OR EAST CROSS-STREET_____

NORTH OR WEST SIDE OF STREET:
SIDEWALK CLEAR WIDTH: A1: _____ FT. _____ IN.
A2: _____ FT. _____ IN.
A3: _____ FT. _____ IN.
PLANTER STRIP WIDTH: B: _____ FT. _____ IN.
(PUT "0" IF NO PLANTER STRIP)
RUNNING SLOPE: C1: _____ % C2: _____ % C3: _____ %
CROSS-SLOPE: D1: _____ % D2: _____ % D3: _____ %
OTHER SPECIFIC CONDITIONS: _____

SOUTH OR EAST SIDE OF STREET:
SIDEWALK CLEAR WIDTH: E1: _____ FT. _____ IN.
E2: _____ FT. _____ IN.
E3: _____ FT. _____ IN.
PLANTER STRIP WIDTH: F: _____ FT. _____ IN.
(PUT "0" IF NO PLANTER STRIP)
RUNNING SLOPE: G1: _____ % G2: _____ % G3: _____ %
CROSS-SLOPE: H1: _____ % H2 _____ % H3: _____ %
OTHER SPECIFIC CONDITIONS: _____
DRAW ALL OBSTRUCTIONS OR HAZARDS ON THE PLAN:



SOUTH OR EAST CROSS-STREET _____

Inspected/measured by: _____ Date Field Measured: _____
Findings for Non-Compliance Element(s): _____

Appendix A – (Prioritized) List Of Potential Projects

Potential projects are listed below based priorities established in Section 6.2 above. This detailed list of potential improvement projects does not necessarily depict the complete and exact locations of all work to be undertaken as part of the ADA Transition Plan, since much of this work would be determined by public input requests and would be evaluated in conjunction with other construction projects.

This appendix lists potential projects in priority locations, which covers intersections accessing state and local governmental and public use facilities (Use Priority 1) and public accommodation facilities (Use Priority 2). As stated in the ADA, these "public" areas should have the highest priority. These locations are comprised of approximately 450 intersections covering 790 curb ramps, as identified in the field inventory that was conducted as part of the development of this plan. As listed in the tables below, the 790 curb ramps include missing curb ramps or "significantly substandard" (existing curb ramps that have a main slope greater than 10%, existing curb ramps with lips greater than ½ –inch, and missing truncated domes) at areas other than residential.

Missing and substandard curb ramps in residential areas and other lower use priority areas were not included in these lists. However, the full inventory, which covered almost 2,000 intersections in residential areas, includes 1,728 curb ramps (1,052 missing curb ramps and 676 curb ramps with main slope exceeding 10%) in residential areas. It is anticipated that these residential curb ramps would be incorporated into the ADA Transition Plan as part of Safe Routes to School programs, citizen requests, or as part of other construction projects.

(1) Major comprehensive sidewalk / intersection / curb ramp re-construction projects:

1. Country Club Drive and Pleasant Grove Blvd.: Complete intersection; sidewalks on both streets.
2 Foothills Blvd. and Pleasant Grove Blvd.: Modified intersection design, sidewalk and curb ramp upgrades.
3. Cirby Way and Highway 80: Modified intersection and crossing design, sidewalk and curb ramp upgrades.
4. Roseville Parkway and Galleria: Sidewalk gap completion.
5. Other locations to be determined.

These are projects based on public input received during the development of the ADA Transition Plan and Pedestrian Master Plan. Other locations will be determined through citizen requests.

(2) Use Priorities 1 & 2: Public, educational, commercial, and mixed land uses;
Condition Priority 1: Construct new curb ramps where currently missing.

Intersection ID No.	Street 1	Street 2	Intersection Type	Land Use	No. Of Curb Ramps
104	Blue Oaks Bl	Niblick Dr	T	Commercial	1
554	Industrial Av	Galilee Rd	T	Mixed	1
591	Roseville Pw	Gibson Dr	T	Public	2
615	Industrial Av	Washington Bl	T	Educational	1
734	Roseville Pw	Gibson Dr	RA	Public	2
1288	Washington Bl	Derek Pl	RA	Mixed	2
1456	Junction Bl	Americana Dr	RA	Public	1

Intersection ID No.	Street 1	Street 2	Intersection Type	Land Use	No. Of Curb Ramps
1458	Washington Bl	Corporation Yard Rd	Y	Mixed	2
1490	Alta Vista Av	Encinal Av	Skew	Mixed	4
1596	Washington Bl	All America City Bl	Skew	Commercial	3
1771	East St	Alley	T	Mixed	2
1858	Washington Bl	Pleasant St	RA	Mixed	4
1896	Washington Bl	Alley	RA	Mixed	4
1947	Washington Bl	Grove St	RA	Commercial	1
1980	Branstetter St	Brittain St	T	Educational	1
2038	Baseline Rd	Brady Ln	T	Mixed	1
2053	Baseline Rd	Woodcreek Oaks Bl	RA	Public	2
2056	Branstetter St	Brookview St	RA	Mixed	2
2079	Lincoln St	Alley	RA	Commercial	2
2088	Washington Bl	Alley	RA	Mixed	3
2089	Atlantic St	Jefferson St	T	Commercial	2
2143	Jefferson St	Alley	T	Mixed	2
2148	Atlantic St	Lincoln St	T	Commercial	1
2254	S Grant St	Atlantic St	T	Commercial	2
2320	Taylor St	Alley	RA	Commercial	4
2379	Judah St	Alley	RA	Commercial	2
2410	Douglas Bl	Cardinal Wy	T	Commercial	2
2418	Douglas Bl	Sierra College Bl	RA	Commercial	1
2547	Enterprise Wy	Opportunity Dr	T	Commercial	2
2754	Atkinson St	Denio Lp	T	Mixed	2
2909	Vernon St	Dudley Dr	T	Mixed	2
3019	Coloma Wy	Elisa Wy	T	Public	2
3040	Riverside Av	Kenroy Ln	T	Commercial	1
3201	N Cirby Wy	Samoa Wy	T	Mixed	2
3308	Champion Oaks Dr	Hurst Wy	T	Mixed	2
3371	S Cirby Wy	Wildwood Wy	T	Public	1
3394	S Cirby Wy	Mckinley Dr	T	Mixed	1
3408	S Cirby Wy	Oakdale Ct	T	Public	2
3707	Old Auburn Rd	Spahn Ranch Rd	T	Public	2
3708	Old Auburn Rd	Ridgecrest Wy	RA	Public	2
4020	Cirby Wy	Marlin Dr	RA	Public	1
5223	Sierra College Bl	Polo Ranch Pl	T	Public	2

(3) Use Priorities 1 & 2: Public, educational, commercial, and mixed land uses; Condition Priorities 2 & 3: Reconstruct existing curb ramps due to steep main slopes greater than 10%. Each of these locations is intended to include one ramp. For instance, if two ramps at an intersection have main slopes greater than 10%, the intersection would be listed twice.

Intersection ID No.	Street 1	Street 2	Intersection Type	Land Use
3564	S Cirby Wy	Hidden Hills Dr	T	Public
3005	Rocky Ridge Dr	Mclaren Dr	T	Public
3261	Cirby Wy	Inglis Wy	T	Mixed
3250	Bunker Hill Dr	Stoney Point Wy	T	Public
2088	Washington Bl	Alley	RA	Mixed
2079	Lincoln St	Alley	RA	Commercial
2765	Rocky Ridge Dr	Loretto Dr	T	Public
3151	Vernon St	Guiseppe Ct	RA	Mixed
2456	Huntington Dr	Strauch Dr	T	Commercial
5102	Loon Lake St	New Meadow Dr	T	Public
2660	Eureka Rd	Deer Valley Apts	RA	Public
1896	Washington Bl	Alley	RA	Mixed
3013	Sunrise Av	Sundown Wy	RA	Commercial
2421	Douglas Bl	Folsom Rd	Skew	Commercial
2406	Douglas Bl	Sierra Gardens Dr	RA	Commercial
2408	Douglas Bl	E Roseville Pw	RA	Commercial
2266	Rocky Ridge Dr	Lead Hill Bl	RA	Commercial
3235	Cirby Wy	Oak Ridge Dr	RA	Mixed
3706	Old Auburn Rd	Boston Commons Pl	T	Mixed
3178	Rocky Ridge Dr	Condor Ct	T	Public
2404	Douglas Bl	Target	RA	Commercial
2407	Douglas Bl	Santa Clara Dr	RA	Commercial
2938	Parkhill Dr	Woodhill Dr	T	Public
2050	Baseline Rd	Foothills Bl	RA	Commercial
2449	Vineyard Rd	Riesling Dr	T	Mixed
3151	Vernon St	Guiseppe Ct	RA	Mixed
3261	Cirby Wy	Inglis Wy	T	Mixed
3706	Old Auburn Rd	Boston Commons Pl	T	Mixed
1554	Americana Dr	Providence Wy	T	Educational
419	Stanford Ranch Rd	Five Star Bl	RA	Commercial

Intersection ID No.	Street 1	Street 2	Intersection Type	Land Use
2235	Lead Hill Bl	Alley	T	Commercial
2040	Baseline Rd	Foxborough Wy	T	Mixed
3394	S Cirby Wy	Mckinley Dr	T	Mixed
2406	Douglas Bl	Sierra Gardens Dr	RA	Commercial
2456	Huntington Dr	Strauch Dr	T	Commercial
2407	Douglas Bl	Santa Clara Dr	RA	Commercial
2404	Douglas Bl	Target	RA	Commercial
2079	Lincoln St	Al	RA	Commercial
2878	Riverside Av	Darling Wy	RA	Commercial
2004	Automall Dr	Automall Dr	T	Commercial
3067	Vernon St	Inglis Wy	T	Mixed
3127	E Roseville Pw	Sierra College Bl	RA	Commercial
2400	Douglas Bl	Eureka Rd	RA	Commercial
2660	Eureka Rd	Deer Valley Apts	RA	Public
2938	Parkhill Dr	Woodhill Dr	T	Public
3117	Mclaren Dr	Champion Oaks Dr	T	Mixed
3067	Vernon St	Inglis Wy	T	Mixed
3230	Cirby Wy	Vista Creek Dr	T	Mixed
3227	Cirby Wy	Daisy Ct	T	Mixed
2456	Huntington Dr	Strauch Dr	T	Commercial
2117	N Sunrise Av	Lead Hill Bl	RA	Commercial
338	Stanford Ranch Rd	Fairway Dr	RA	Commercial
3151	Vernon St	Guiseppe Ct	RA	Mixed
3124	Mclaren Dr	Graystock Ct	T	Mixed
2403	Douglas Bl	Strauch Dr	T	Commercial
2420	Douglas Bl	Bonny Knoll Rd	T	Commercial
2273	Sierra College Bl	Cavitt Stallman Rd	T	Commercial
3120	Mclaren Dr	Fairmont Ct	T	Mixed
3004	Mclaren Dr	Balboa Dr	T	Mixed
2406	Douglas Bl	Sierra Gardens Dr	RA	Commercial
3114	Mclaren Dr	Rockingham Dr	T	Mixed
3091	Sunrise Av	Madden Ln	RA	Public
3013	Sunrise Av	Sundown Wy	RA	Commercial
1453	Junction Bl	Micro St	RA	Mixed
2417	Douglas Bl	S Harding Bl	RA	Commercial
1677	Americana Dr	Pilgrims Dr	T	Mixed

Intersection ID No.	Street 1	Street 2	Intersection Type	Land Use
1554	Americana Dr	Providence Wy	T	Educational
104	Blue Oaks Bl	Niblick Dr	T	Commercial
2400	Douglas Bl	Eureka Rd	RA	Commercial
2404	Douglas Bl	Target	RA	Commercial
2302	Santa Clara Dr	Sierra Gardens Dr	T	Commercial
1913	N Sunrise Av	Automall Dr	RA	Commercial
2432	Douglas Bl	Buljan Dr	skewed	Public
2303	Folsom Rd	Estates Dr	T	Mixed
2206	Lincoln St	Linda Dr	T	Commercial
2407	Douglas Bl	Santa Clara Dr	RA	Commercial
3175	N Cirby Wy	Eaton Dr	T	Public
2931	Parkhill Dr	Wellington Dr	T	Public
2724	Foothills Bl	Denio Lp	T	Public
2088	Washington Bl	Alley	RA	Mixed
3124	Mclaren Dr	Graystock Ct	T	Mixed
3013	Sunrise Av	Sundown Wy	RA	Commercial
3227	Cirby Wy	Daisy Ct	T	Mixed
3564	S Cirby Wy	Hidden Hills Dr	T	Public
3230	Cirby Wy	Vista Creek Dr	T	Mixed
3004	Mclaren Dr	Balboa Dr	T	Mixed
3243	Cirby Wy	San Simeon Dr	T	Public
2403	Douglas Bl	Strauch Dr	T	Commercial
2302	Santa Clara Dr	Sierra Gardens Dr	T	Commercial
2123	Vernon St	Jefferson St	Skew	Commercial
2245	Sutter Av	Lincoln St	T	Mixed
3120	Mclaren Dr	Fairmont Ct	T	Mixed
3114	Mclaren Dr	Rockingham Dr	T	Mixed
2765	Rocky Ridge Dr	Loretto Dr	T	Public
2417	Douglas Bl	S. Harding Bl	RA	Commercial
3178	Rocky Ridge Dr	Condor Ct	T	Public
3250	Bunker Hill Dr	Stoney Point Wy	T	Public
3117	Mclaren Dr	Champion Oaks Dr	T	Mixed
2404	Douglas Bl	Target	RA	Commercial
2089	Atlantic St	Jefferson St	T	Commercial
3235	Cirby Wy	Oak Ridge Dr	RA	Mixed
2400	Douglas Bl	Eureka Rd	RA	Commercial

Intersection ID No.	Street 1	Street 2	Intersection Type	Land Use
3151	Vernon St	Guiseppe Ct	RA	Mixed
2379	Judah St	Al	RA	Commercial
2407	Douglas Bl	Santa Clara Dr	RA	Commercial
2467	Eureka Rd	Professional Dr	RA	Commercial
3371	S Cirby Wy	Wildwood Wy	T	Public
2320	Taylor St	Al	RA	Commercial
1349	Junction Bl	Washington Bl	RA	Commercial
2148	Atlantic St	Lincoln St	T	Commercial
2401	Douglas Bl	Rocky Ridge Dr	RA	Commercial
3175	N Cirby Wy	Eaton Dr	T	Public
2421	Douglas Bl	Folsom Rd	Skew	Commercial
3261	Cirby Wy	Inglis Wy	T	Mixed

**(4) Use Priorities 1 & 2: Public, educational, commercial, and mixed land uses;
Condition Priorities 2 & 3: Reconstruct or grind existing curb ramps for lips greater than ½". Each of these locations is intended to include one ramp. For instance, if two ramps at an intersection have lips greater than ½", the intersection would be listed twice.**

Intersection ID No.	Street 1	Street 2	Intersection Type	Land Use
446	Woodcreek Oaks Bl	Jonquil Dr	RA	Public
3013	Sunrise Av	Sundown Wy	RA	Commercial
2051	Baseline Rd	Cargill Wy	T	Mixed
2421	Douglas Bl	Folsom Rd	Skew	Commercial
2160	E Roseville Pw	Lead Hill Bl	RA	Mixed
2402	Douglas Bl	Professional Dr	RA	Commercial
2276	Olympus Dr	La Croix Dr	RA	Public
2902	Hillsborough Dr	Winlock Wy	RA	Public
2428	Douglas Bl	S Lincoln St	T	Mixed
3223	Cirby Wy	Cottonwood Dr	T	Mixed
3151	Vernon St	Guiseppe Ct	RA	Mixed
782	Calle Campana	Canevari Dr	T	Public
1322	E Roseville Pw	Taylor Rd	RA	Commercial
85	Foothills Bl	Winding Creek Rd	RA	Commercial
1322	E Roseville Pw	Taylor Rd	RA	Commercial
2323	Eureka Rd	Lava Ridge Ct	T	Commercial

Intersection ID No.	Street 1	Street 2	Intersection Type	Land Use
146	Foothills Bl	Albertsons Dr	RA	Commercial
1156	Pleasant Grove Bl	Fiddyment Rd	RA	Public
3091	Sunrise Av	Madden Ln	RA	Public
354	Washington Bl	Camelot Dr	T	Mixed
446	Woodcreek Oaks Bl	Jonquil Dr	RA	Public
2577	Foothills Bl	Enterprise Wy	T	Commercial
2488	Rocky Ridge Dr	Professional Dr	RA	Commercial
708	Calle Las Casas	Via Invierno	T	Educational
935	Antelope Creek Dr	Creekside Ridge Dr	ra	Commercial
633	Fiddyment Rd	Del Webb Bl	RA	Public
1383	Woodcreek Oaks Bl	Trailee Ct	RA	Educational
1525	Atlantic St	Wills Rd	T	Public
1910	Yosemite St	Atlantic St	T	Educational
4016	Sierra College Bl	Miners Ravine Dr	RA	Public
1740	Foothills Bl	Rand Wy	RA	Public
843	Roseville Pw	West Dr	RA	Commercial
2902	Hillsborough Dr	Winlock Wy	RA	Public
446	Woodcreek Oaks Bl	Jonquil Dr	RA	Public
4437	Foothills Bl	Winding Creek Rd	RA	Commercial
107	Blue Oaks Bl	Diamond Creek Bl	RA	Educational
3091	Sunrise Av	Madden Ln	RA	Public
3243	Cirby Wy	San Simeon Dr	T	Public
2420	Douglas Bl	Bonny Knoll Rd	T	Commercial
2824	Eureka Rd	Hillsborough Dr	T	Public
2417	Douglas Bl	S Harding Bl	RA	Commercial
1509	Junction Bl	Woodcreek Oaks Bl	RA	Mixed
2577	Foothills Bl	Enterprise Wy	T	Commercial
309	Del Webb Bl	Rose Garden Ln	T	Public
520	Washington Bl	Hallissy Dr	T	Educational
1321	E Roseville Pw	N Sunrise Av	RA	Commercial
3448	S Cirby Wy	Champion Oaks Dr	RA	Public
2724	Foothills Bl	Denio Lp	T	Public
3693	Sunrise Av	Kensington Dr	RA	Public
3114	Mclaren Dr	Rockingham Dr	T	Mixed
1322	E Roseville Pw	Taylor Rd	RA	Commercial

Intersection ID No.	Street 1	Street 2	Intersection Type	Land Use
243	Del Webb Bl	Whistlestop Wy	RA	Public
181	Stanford Ranch Rd	Highland Park Dr	RA	Public
55	Woodcreek Oaks Bl	Big Bear Dr	T	Public
2245	Sutter Av	Lincoln St	T	Mixed
3178	Rocky Ridge Dr	Condor Ct	T	Public
2420	Douglas Bl	Bonny Knoll Rd	T	Commercial
577	Foothills Bl	Misty Wood Dr	RA	Commercial
2827	Sunrise Av	Coloma Wy	RA	Commercial
3151	Vernon St	Guiseppe Ct	RA	Mixed
2313	Foothills Bl	Zinfandel Dr	T	Mixed
1975	Atlantic St	Almond St	T	Commercial
338	Stanford Ranch Rd	Fairway Dr	RA	Commercial
179	Central Park Dr	Highland Park Dr	RA	Public
2160	E Roseville Pw	Lead Hill Bl	RA	Mixed
3225	Cirby Wy	Parkview Dr	RA	Educational
1322	E Roseville Pw	Taylor Rd	RA	Commercial
629	Pleasant Grove Bl	Pioneer Rd	T	Commercial
1455	Foothills Bl	Junction Bl	RA	Commercial
2902	Hillsborough Dr	Winlock Wy	RA	Public
1740	Foothills Bl	Rand Wy	RA	Public
106	Blue Oaks Bl	Woodcreek Oaks Bl	RA	Public
107	Blue Oaks Bl	Diamond Creek Bl	RA	Educational

(5) Use Priorities 1 & 2: Public, educational, commercial, and mixed land uses; Condition Priority 3: Add truncated domes to main slope or pan.

Intersection ID No.	Street 1	Street 2	Intersection Type	Land Use	No. of Panels Reqd.
105	Blue Oaks Bl	Foothills Bl	RA	Commercial	2
116	Prairie Woods Wy	Running Wolf Wy	T	Educational	1
243	Del Webb Bl	Whistlestop Wy	RA	Public	4
250	Roseville Pw	Washington Bl	Skew	Commercial	3
309	Del Webb Bl	Rose Garden Ln	T	Public	2
338	Stanford Ranch Rd	Fairway Dr	RA	Commercial	3
354	Washington Bl	Camelot Dr	T	Mixed	2
419	Stanford Ranch Rd	Five Star Bl	RA	Commercial	4

Intersection ID No.	Street 1	Street 2	Intersection Type	Land Use	No. of Panels Reqd.
446	Woodcreek Oaks Bl	Jonquil Dr	RA	Public	3
520	Washington Bl	Hallissy Dr	T	Educational	2
547	Hallissy Dr	Trestle Rd	T	Mixed	2
549	Hallissy Dr	Laurel Dr	T	Mixed	2
557	Camino Capistrano	Zinnia Wy	RA	Public	4
577	Foothills Bl	Misty Wood Dr	RA	Commercial	3
633	Fiddyment Rd	Del Webb Bl	RA	Public	1
634	Fifteen Mile Dr	Montgomery St	T	Mixed	3
651	Woodcreek Oaks Bl	Calle Las Casas	RA	Public	4
704	Calle Las Casas	Rancho Gaviota Ct	T	Public	2
708	Calle Las Casas	Via Invierno	T	Educational	2
782	Calle Campana	Canevari Dr	T	Public	2
796	Canevari Dr	Steinbeck Dr	T	Educational	2
797	Canevari Dr	Longfellow Ci	T	Educational	2
838	Foothills Bl	Pleasant Grove Bl	RA	Commercial	2
855	Pleasant Grove Bl	Misty Wood Dr	T	Mixed	2
1023	Pleasant Grove Bl	Woodcreek Oaks Bl	RA	Public	2
1051	Birkdale Dr	Retreat Wy	RA	Public	4
1111	Roseville Pw	Creekside Ridge Dr	RA	Commercial	2
1150	Country Club Dr	Danielle Dr	T	Mixed	2
1151	Pleasant Grove Bl	Sun City Bl	T	Public	2
1156	Pleasant Grove Bl	Fiddyment Rd	RA	Public	1
1165	Fuhrman Wy	Sawyer Ct	T	Public	2
1168	Fuhrman Wy	Rigby Ct	T	Public	2
1178	Fuhrman Wy	Lowdan Ln	T	Mixed	2
1239	Woodcreek Oaks Bl	Mcanally Dr	RA	Educational	2
1250	Mcanally Dr	Thunderbird Wy	RA	Public	3
1254	Country Club Dr	Mcanally Dr	RA	Public	4
1263	Foothills Bl	Mcanally Dr	RA	Mixed	2
1321	E Roseville Pw	N Sunrise Av	RA	Commercial	2
1349	Junction Bl	Washington Bl	RA	Commercial	2
1430	Galleria Bl	Berry St	RA	Commercial	4
1453	Junction Bl	Micro St	RA	Mixed	4
1455	Foothills Bl	Junction Bl	RA	Commercial	4
1508	Junction Bl	Revere Dr	T	Public	3
1509	Junction Bl	Woodcreek Oaks Bl	RA	Mixed	4

Intersection ID No.	Street 1	Street 2	Intersection Type	Land Use	No. of Panels Reqd.
1525	Atlantic St	Wills Rd	T	Public	2
1560	Berry St	Pullen St	T	Educational	2
1568	Junction Bl	Aldridge Ln	T	Mixed	3
1596	Washington Bl	All America City Bl	Skew	Commercial	1
1609	Harding Bl	Wills Rd	RA	Public	4
1677	Americana Dr	Pilgrims Dr	T	Mixed	2
1704	N Sunrise Av	Eureka Rd	RA	Commercial	4
1740	Foothills Bl	Rand Wy	RA	Public	4
1771	East St	Al	t	Mixed	2
1806	Country Club Dr	Raeburn Wy	RA	Mixed	4
1896	Washington Bl	Al	RA	Mixed	1
1913	N Sunrise Av	Automall Dr	RA	Commercial	3
1918	Doyle St	Al	T	Educational	2
2004	Automall Dr	Automall Dr	T	Commercial	1
2038	Baseline Rd	Brady Ln	T	Mixed	2
2040	Baseline Rd	Foxborough Wy	T	Mixed	2
2050	Baseline Rd	Foothills Bl	RA	Commercial	2
2051	Baseline Rd	Cargill Wy	T	Mixed	2
2053	Baseline Rd	Woodcreek Oaks Bl	RA	Public	3
2079	Lincoln St	Al	RA	Commercial	2
2117	N Sunrise Av	Lead Hill Bl	RA	Commercial	1
2123	Vernon St	Jefferson St	Skew	Commercial	1
2136	Olympus Dr	Apollo Ci	RA	Educational	4
2148	Atlantic St	Lincoln St	T	Commercial	2
2156	Olympus Dr	Corniche Ln	t	Public	2
2165	Du Bois Dr	La Croix Dr	T	Educational	2
2206	Lincoln St	Linda Dr	T	Commercial	2
2218	Oak St	Lincoln St	T	Public	2
2235	Lead Hill Bl	Al	T	Commercial	2
2245	Sutter Av	Lincoln St	T	Mixed	2
2255	Eureka Rd	Lead Hill Bl	RA	Commercial	2
2261	Chapelle Dr	La Croix Dr	T	Educational	2
2273	Sierra College Bl	Cavitt Stallman Rd	T	Commercial	1
2276	Olympus Dr	La Croix Dr	RA	Public	2
2281	Julliard Ci	La Croix Dr	T	Public	2

Intersection ID No.	Street 1	Street 2	Intersection Type	Land Use	No. of Panels Reqd.
2303	Folsom Rd	Estates Dr	T	Mixed	2
2305	S Grant St	Oak St	T	Public	2
2306	Olympus Dr	Normandy St	T	Public	2
2309	Vernon St	Taylor St	T	Commercial	1
2313	Foothills Bl	Zinfandel Dr	T	Mixed	2
2317	Harding Bl	Estates Dr	RA	Commercial	1
2320	Taylor St	Al	RA	Commercial	1
2323	Eureka Rd	Lava Ridge Ct	T	Commercial	2
2340	E Roseville Pw	Olympus Dr	RA	Commercial	3
2379	Judah St	Al	RA	Commercial	1
2401	Douglas Bl	Rocky Ridge Dr	RA	Commercial	1
2402	Douglas Bl	Professional Dr	RA	Commercial	1
2406	Douglas Bl	Sierra Gardens Dr	RA	Commercial	4
2408	Douglas Bl	E Roseville Pw	RA	Commercial	3
2410	Douglas Bl	Cardinal Wy	T	Commercial	2
2411	Douglas Bl	Sunrise Av	RA	Commercial	4
2418	Douglas Bl	Sierra College Bl	RA	Commercial	1
2420	Douglas Bl	Bonny Knoll Rd	T	Commercial	2
2421	Douglas Bl	Folsom Rd	Skew	Commercial	3
2423	Douglas Bl	Donner Av	T	Commercial	2
2428	Douglas Bl	S Lincoln St	T	Mixed	2
2432	Douglas Bl	Buljan Dr	Skew	Public	3
2450	Foothills Bl	Vineyard Rd	RA	Commercial	2
2456	Huntington Dr	Strauch Dr	T	Commercial	2
2457	Vernon St	Al	RA	Public	1
2467	Eureka Rd	Professional Dr	RA	Commercial	3
2488	Rocky Ridge Dr	Professional Dr	RA	Commercial	3
2506	Bonita St	Clinton Av	RA	Mixed	4
2536	Eureka Rd	Sterling Ct	T	Public	2
2556	E Roseville Pw	Village Dr	RA	Public	3
2577	Foothills Bl	Enterprise Wy	T	Commercial	1
2626	Sunrise Av	Frances Dr	T	Public	2
2652	Vernon St	Fourth St	Y	Mixed	2
2660	Eureka Rd	Deer Valley Apts	RA	Public	4
2676	Foothills Bl	Cartwright Dr	T	Commercial	2

Intersection ID No.	Street 1	Street 2	Intersection Type	Land Use	No. of Panels Reqd.
2704	Sunrise Av	Palm Av	Skewed	Public	1
2724	Foothills Bl	Denio Lp	T	Public	2
2731	E Roseville Pw	Broadstone Dr	T	Public	2
2759	Sunrise Av	Conroy Ln	T	Public	2
2791	Eureka Rd	Bloombury Dr	T	Public	2
2800	Eureka Rd	Crossmore Wy	T	Public	2
2819	Eureka Rd	Wade Dr	T	Public	2
2822	Sierra College Bl	Eureka Rd	RA	Mixed	3
2824	Eureka Rd	Hillsborough Dr	T	Public	2
2827	Sunrise Av	Coloma Wy	RA	Commercial	4
2835	Riverside Av	Sixth St	T	Commercial	1
2878	Riverside Av	Darling Wy	RA	Commercial	3
2902	Hillsborough Dr	Winlock Wy	RA	Public	4
2921	E Roseville Pw	Parkhill Dr	T	Public	2
2930	Parkhill Dr	Clarewood Dr	T	Public	2
2931	Parkhill Dr	Wellington Dr	T	Public	1
2933	Rocky Ridge Dr	Maidu Dr	RA	Public	4
2938	Parkhill Dr	Woodhill Dr	T	Public	2
2960	Hillsborough Dr	Kilpatrick Wy	T	Public	2
3017	Aberdeen Ci	Hillsborough Dr	T	Public	2
3040	Riverside Av	Kenroy Ln	T	Commercial	2
3041	E Roseville Pw	Wringer Dr	T	Mixed	2
3048	Ashridge Wy	Hillsborough Dr	T	Public	2
3067	Vernon St	Inglis Wy	T	Mixed	2
3091	Sunrise Av	Madden Ln	RA	Public	4
3098	E Roseville Pw	N Cirby Wy	T	Public	3
3113	Hardwick Wy	Hillsborough Dr	T	Public	2
3114	Mclaren Dr	Rockingham Dr	T	Mixed	2
3117	Mclaren Dr	Champion Oaks Dr	T	Mixed	2
3120	Mclaren Dr	Fairmont Ct	T	Mixed	2
3124	Mclaren Dr	Graystock Ct	T	Mixed	2
3129	E Roseville Pw	Emerson Dr	T	Public	2
3173	E Roseville Pw	Hillsborough Dr	T	Public	2
3175	N Cirby Wy	Eaton Dr	T	Public	2
3201	N Cirby Wy	Samoa Wy	T	Mixed	2

Intersection ID No.	Street 1	Street 2	Intersection Type	Land Use	No. of Panels Reqd.
3208	N Cirby Wy	Stoney Point Wy	T	Mixed	2
3217	N Cirby Wy	Ridgecrest Wy	T	Educational	2
3220	N Cirby Wy	Thistle Down Dr	T	Public	2
3221	Cirby Wy	Rocky Ridge Dr	T	Mixed	2
3222	Cirby Wy	Crestmont Av	T	Mixed	2
3225	Cirby Wy	Parkview Dr	RA	Educational	4
3227	Cirby Wy	Daisy Ct	T	Mixed	2
3230	Cirby Wy	Vista Creek Dr	T	Mixed	2
3231	E Roseville Pw	Thornhill Dr	T	Public	2
3232	Cirby Wy	Meadow Oaks Dr	T	Mixed	2
3235	Cirby Wy	Oak Ridge Dr	RA	Mixed	4
3238	Cirby Wy	Gabrielli Dr	T	Public	1
3243	Cirby Wy	San Simeon Dr	T	Public	1
3250	Bunker Hill Dr	Stoney Point Wy	T	Public	2
3255	Cirby Wy	Cirby Oaks Wy	T	Mixed	2
3261	Cirby Wy	Inglis Wy	T	Mixed	2
3271	Ridgecrest Wy	Valley Forge Wy	T	Educational	2
3290	S Cirby Wy	Piedmont Wy	T	Public	2
3314	Old Auburn Rd	Knightswood Wy	T	Public	2
3331	S Cirby Wy	Nighthawk Ci	T	Public	2
3394	S Cirby Wy	Mckinley Dr	T	Mixed	2
3448	S Cirby Wy	Champion Oaks Dr	RA	Public	4
3504	Old Auburn Rd	Allegretto Wy	RA	Public	4
3564	S Cirby Wy	Hidden Hills Dr	T	Public	2
3611	Orlando Av	Livoti Av	T	Commercial	3
3656	Old Auburn Rd	Eastridge Dr	T	Public	3
3693	Sunrise Av	Kensington Dr	RA	Public	4
3706	Old Auburn Rd	Boston Commons Pl	T	Mixed	2
3710	Sierra College Bl	Old Auburn Rd	RA	Public	4
3713	Old Auburn Rd	Kendall Ct	T	Public	2
3749	S Cirby Wy	Old Auburn Rd	T	Public	2
3779	Old Auburn Rd	Lund Dr	T	Public	2
4020	Cirby Wy	Marlin Dr	RA	Public	4
4281	Hallissy Dr	Wildflower Dr	T	Mixed	2
4390	Morningstar Dr	San Carlos Ci	RA	Mixed	2