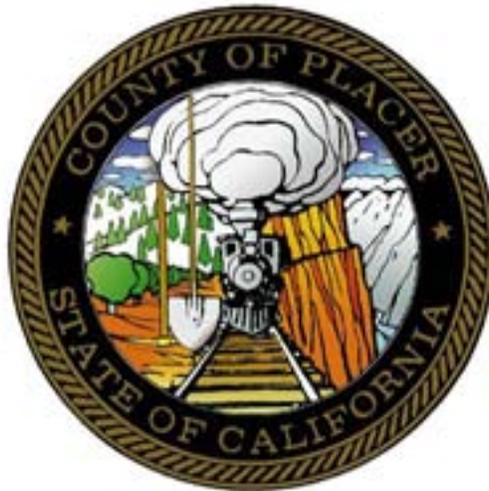


Americans with Disabilities Act

County of Placer

**Transition Plan
For
County Maintained Roadways**



**Placer County
Department of Public Works**

February 2009

TABLE OF CONTENTS

I. EXECUTIVE SUMMARY	2
II. PROJECT BACKGROUND	3
Introduction.....	3
<u>Goals and Objectives</u>	3
<u>Placer County Commitment</u>	3
ADA Legislative Requirements/Background	5
County Responsibilities under the ADA	6
Transition Plan Content and Priorities.....	7
III. SELF EVALUATION.....	8
Objectives	8
Methodology/Field Procedure	8
Task Results.....	10
IV. FINAL TRANSITION PLAN	11
Evaluation of Ramps.....	11
Analysis of Priority Groupings.....	12
Repair/Replacement – Cost	15
Repair/Replacement - Schedule.....	15
V. PUBLIC OUTREACH	16
VI. CAPITAL IMPROVEMENT PROJECTS.....	17
List of Completed Projects:	18
List of Outstanding Projects	19
VII. DEVELOPMENT STANDARDS.....	19
VIII. COMPLAINT AND GRIEVANCE PROCEDURE	19
Responsible Individual	19
IX. TRANSITION PLAN PROGRAM IMPLEMENTATION	20
X. APPENDICES.....	20
Attachment 1- Grievance Procedure	
Attachment 2- Road Ramp Priority Description	

I. EXECUTIVE SUMMARY

In compliance with The Americans with Disabilities Act (ADA) of 1990, every public agency must have a Transition Plan. Placer County prepared a Preliminary Transition Plan for County Maintained Roadways that was adopted by the Board of Supervisors in April 2008.

The Preliminary Transition Plan for County Maintained Roadways outlined not only the accomplishments the County had made to that time, but outlined the process that would be undertaken to prepare the final Transition Plan for County Maintained Roadways. These steps included:

1. Conduct a self evaluation of all handicap ramps within the County
2. Creating an inventory and database of all handicap ramps
3. Develop a planning schedule and budget for making corrections and repairs
4. Develop a repair/request procedure
5. Develop a grievance process
6. Implement a public involvement process
7. Provide a periodic review of standards and procedures

The Department of Public Works (DPW) has completed the self-evaluation process and completed a survey of County maintained intersections in unincorporated Placer County. DPW surveyed approximately 100% of the existing curb ramps in western Placer County, totaling 1040 curb ramps.

Approximately twenty pieces of data were collected for each corner or side of an intersection, including crosswalk information, curb ramp width, depth, and slope.

Through this data collection, DPW developed a database that was used to develop a rating system on each ramp. A rating of '0' is the best, and means no deficiencies. A rating of '8' is the worst rating. After rating each ramp, we examined how we should upgrade all them. The preliminary transition plan identified a list of priorities to be used in identifying which ramps should be upgraded first to last. We took this list of priorities as approved in the preliminary transition plan report, and prioritized each ramp accordingly. Each ramp therefore has a rating and one or more priority designations. This list is then used to develop a capital improvement list. This capital improvement list will be used to make modifications, repairs, or replacements.

Currently there is no identified ongoing funding source for these improvements; however, ramp improvements have been made over the years, through the general road maintenance and capital improvement project budgets. Several of the worst locations have already been upgraded through these capital projects.

A Report a Concern form has been developed and placed online. It allows for direct access to DPW. Included in this plan is a grievance process that allows for a logical appeals process through the Department Director.

Finally, this plan identifies an orderly program of improvements that can be accomplished in multiple ways. It is the intent of this plan that various funding sources be used to make improvements. It is anticipated that, on an annual basis, between 25 and 50 ramps will be upgraded. This does not count the new ramps installed during the course of land development. The ramps might be upgraded through force labor, roadway and facility capital improvement, or special projects.

II. PROJECT BACKGROUND

Introduction

Goals and Objectives

The Americans with Disabilities Act (ADA) of 1990, along with its implementing regulations, and the California Government Code Sections 4450 et seq. prescribe that facilities shall be made accessible to persons with disabilities. The Federal Highway Administration has reaffirmed that the *Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities* (ADAAG) shall apply to the design of Caltrans facilities under Title II of the ADA, which applies to the operations of State and local governments. Federal Funding can be withheld if agencies do not comply with these regulations.

The goal of the County of Placer Transition Plan for County Maintained Roadways is to outline what has been accomplished to date, what is currently being done, and what the ongoing efforts will be to ensure that the County creates accessible paths of travel in the public right of way for people with disabilities.

To this end, DPW has conducted a self evaluation, identified deficiencies, outlined needs, developed a capital improvement list, and identified a schedule of implementation for approval of the Board of Supervisors. The County has also identified a grievance procedure as required by law for handling of complaints. The County also provides opportunities for interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the Transition Plan by submitting comments and making specific recommendations.

Placer County Commitment

Placer County's government has made a significant and long-term commitment to improving the accessibility of the public right of way. DPW has been the primary leader in these efforts, in prioritizing and funding curb ramp construction following ADA requirements.

Improvements in the public right of way can be characterized in the following ways:

1. Maintenance and Repair Projects and Programs
2. Capital Projects for Alterations
3. Capital Projects for New Construction
4. Improvements made during private land development improvement projects
5. Improvements made to existing roadway facilities previously constructed

Maintenance, Minor Upgrades, and Repair Projects and Programs:

Work that specifically addresses spot areas that are limited to normal maintenance, minor upgrades, and repairs in the public right-of-way will maintain accessibility of the public right-of-way.

Specific projects that have been completed through maintenance operations include:

1. Pedestrian ramp signal modifications at the intersection of Bell and Professional Drive. This project included extending push button activation closer to the travel area for easy reach of those in wheelchairs.
2. New installation of handicap ramps at the intersection of Drive In Way and Atwood Road.
3. Construction of new handicap ramps at Bell and Professional Drive.
4. Construction of sidewalk on Atwood Road from Lariat Ranch Road and Drive In Way.
5. In the Granite Bay and Auburn areas there have been miscellaneous improvements to various locations of paths of travel where roots have been removed which caused uplifting of the sidewalks.

Capital Projects for Alterations: Work that under the ADA would be considered an alteration of existing public right-of-way will provide new and upgrade existing accessible features in the project area to meet current design standards.

Specific projects that have been completed through capital improvement projects include:

1. Reconstructions of sixteen (16) existing handicap ramps along Douglas Blvd. from Sierra College Blvd. to Quail Oaks Drive.
2. Kemper Road near Drive in Way, We worked with Property owners to reconstruct his sidewalk and driveway.

Capital Projects for New Construction: Work that involves creating new public right-of-way will provide accessible features in the project area that meets current design standards.

1. All new projects include ADA approved access features such as ramps, pedestrian actuated signal buttons, truncated domes, etc.

Improvements made during private land development improvement projects: Since 1990, curb ramps have been required to be constructed to current standards in all new land development projects of the County. Changes in standards since 1990 has resulted in the existence of many curb ramps which are out of compliance.

1. As part of private development processes, DPW is sometimes called upon to give specific field instruction to contractors. Locksley Lane ramp improvements are a good example. This location posed some unique difficulties, and contractors were installing the improvements improperly. DPW gives field assistance and direction as to compliance issues.

Improvements made to existing roadway facilities previously constructed: There are roadways where improvements such as curb ramps exist that were constructed previously and do not meet current standards. Programs to upgrade these ramps to current standard have been implemented to some degree and need to be identified in the Transition Plan.

Placer County is thoroughly committed in making all sidewalk and curb ramp areas accessible to all pedestrians including those with disabilities. It is the goal to work within budget and resource constraints while providing accessibility to all users.

This Transition Plan on County Maintained Roadways is needed not only to comply with the ADA requirements, but to also ensure that citizens can travel safely throughout the unincorporated County.

ADA Legislative Requirements/Background

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, transportation, telecommunications and access to public accommodations. The ADA is a companion civil rights legislation to the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973. This legislation mandates that qualified disabled individuals shall not be excluded from participation in, denied the benefit of, or be subjected to discrimination under any program or activity.

The legislative requirements of the ADA are 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 public programs, services, or activities to persons with disabilities. Curb ramps, sidewalks, and other roadway access issues are required as part of this title. A Transition Plan is intended to outline the methods by which physical or structural changes will be made to effect the non-discrimination policies described in Title II. It is under this Title that a Transition Plan is prepared. This Preliminary Transition Plan begins the process of formalizing existing policies and practices, leading to the formal plan.

Title III: Public Accommodations

Title III requires places of public accommodation to be accessible to and usable by persons with disabilities. The term “public accommodations” 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.

Both the Rehabilitation Act, Section 504 (1973) and the ADA, Title II, (1990) required state and local governments receiving federal funds to do a self-evaluation of their facilities and identify barriers, which prevent individuals with disabilities from accessing public areas. While Placer County did not prepare a formal written document, staff began to implement processes, procedures and practices that accomplished the intent of the legislation.

Specifically, new construction standards and requirements were implemented to insure that new development would be compliant. In addition, all new capital projects were designed to meet the latest accessibility requirements and standards.

Curb Ramps

Outside of sidewalks and traffic signals, curb ramps are one of the most used public service facilities of the roadways. Ramps are used by all pedestrians, including blind, disabled, and deaf to safely cross roads where controlled crossings are provided. Design and construction standards for ramps have evolved and changed over time as consensus has been forged by all users. This evolving nature of the standards has made it somewhat difficult to keep current of new needs, implement new standards, as well as retrofit non compliant facilities.

County Responsibilities under the ADA

Placer County 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 that receive federal financial assistance.

Title II mandates that a public agency such as Placer County operate each service, program or activity so that the service, program or activity, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities. However, as described in Title 28 of the Code of Federal Regulations, Section 35.150(a) (hereafter referred to as the ADA Rules), this does not necessarily require a public agency to make each of its existing facilities accessible to and usable by individuals with disabilities. Nor does it require a public agency to take any action that would threaten or destroy the historical significance of an historic property. If the public agency can demonstrate that a modification would fundamentally alter the nature of its service, program or activity, or cause undue financial and administrative burdens, it is not required to make that particular modification.

Title II dictates that a public agency must evaluate its facilities and public areas to determine whether or not they are in compliance with the nondiscrimination requirements of the ADA. The regulations detailing compliance requirements were issued in July 1991. The requirements include completing a self-evaluation first to identify any areas not within compliance of the ADA standards. Next, a Transition Plan is to be prepared describing any necessary structural or physical changes needed to make all required areas accessible and compliant with ADA.

Placer County's plan as it relates to curb ramps and sidewalk accessibility on County maintained roadways per Section 35.150(d)(2) of the ADA Rules includes the following:

1. Identify inaccessible and non-compliant curb ramps and sidewalks located in the unincorporated portion of the County on County maintained roadways; and
2. Develop a planning schedule and budget for making corrections and repairs; and
3. Develop a repair/request procedure; and
4. Develop a grievance process; and
5. Implement a public involvement process; and
6. Provide a periodic review of standards and procedures

DPW has conducted the self evaluation and included the results in a curb ramp database. All ramps in on the west slope of the county were surveyed. Over twenty specific pieces of information were collected and catalogued. Pictures of each ramp were taken. Global Positioning System (GPS) coordinates were taken of each ramp. Each ramp was examined with levels and measuring tapes to determined exact slopes, widths, and other measurements. Each ramp was rated based upon how severe it's deficiencies were. Each of these items has been thoroughly documented in a Microsoft Access database.

A grievance procedure has been set up and is shown as **Attachment 1**.

Using this data the department created a listing of each ramp with its rating. These ramps were then catalogued against the priorities criteria identified in the Preliminary Transition Plan. This listing is shown as **Attachment 2**.

Using the above data the department has identified a potential project improvement list. This list is used to develop the capital improvement projects.

Transition Plan Content and Priorities

A Transition Plan identifies physical obstacles in the public agency's facilities that limit the accessibility of its programs or activities to individuals with disabilities; describes in detail the methods that will be used to make the facilities accessible; specify the schedule for taking the steps necessary to achieve compliance in making the facilities accessible; and indicates the official responsible for implementation of the plan.

In addition to the requirements for County facilities a public agency that has responsibility or authority over streets, roads or walkways, must also develop a transition plan to 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 Act. The Department of Public Works has that responsibility.

The Board of Supervisors has adopted priorities for determining which improvements are made throughout the County. While this list is a guide in helping to set up the long term improvement program, it should be remembered that priorities can change over time. Some of the causes of change are due to changes in routes of travel for disabled, newly developing places of housing which result in new routes of travel. New commercial centers will create new routes of travel as well. As these changing conditions develop, flexibility to modify priorities is needed. As annual budgets and capital improvement projects are considered and determined, staff needs to the ability to be flexible.

Whenever capital or maintenance funds are available to be committed solely to correcting pedestrian facilities, the following priority schedule should be followed:

1. Known frequented routes of disabled citizens.
2. Facilities near heavily used public transit stops.
3. Facilities near essential public facilities.
4. Facilities near major commercial centers.
5. Facilities along major arterials.
6. Facilities along transit routes.
7. Facilities near neighborhood commercial development.
8. Facilities in residential neighborhoods.

Attachment 2 shows each ramp location and it's relation to the priorities outlined above.

III. SELF EVALUATION

Objectives

The objectives of our self-evaluation process were to survey curb ramps throughout the unincorporated County, rate them, and then prioritize them. We accomplished this through exhaustive field data collection. We collected 20 different pieces of information at each location.

After all the field data was collected we rated each ramp. **Ratings refer to the condition of the existing curb ramp.** The factors upon which each ramp was rated are shown in Table I. We rated ramps on a schedule of 0 to 8. A rating of 0 is the best rating, indicating no deficiencies. A rating of 8 is the worst rating.

Priorities refer to the order in which ramps should be replaced, based on need. In creating priorities, it is the County's intent to evaluate all areas of potential deficiency, and also to schedule structural changes where necessary based on the needs of the local disabled community. The assignment of priorities is intended to facilitate public review and to address specific concerns of the community. It must be emphasized that it is the County's intent that all individuals with disabilities be reasonably accommodated.

Methodology/Field Procedure

The Department of Public Works completed the self evaluation and curb ramp survey process in the summer of 2008. Our methodology was simple, but labor intensive. We collected data at 1,040 locations throughout the unincorporated County. Using a smart-level, tape measure, GPS locator, and a digital camera, we gathered specific and detailed information about each curb ramp. Evaluation factors consisted of checking ramp and sidewalk slopes and cross-slopes, ramp and sidewalk widths, presence of detectable warning systems (DWS) within the ramp area, and the existing type of curb and gutter. We also photographed each location for reference.

TABLE I - CURB RAMPS – EVALUATION FACTORS

EVALUATION FACTORS	STANDARDS
1. Ramp Longitudinal Slope	Must be 8.33% or less (1:12)
2. Ramp Width	Must be 4’0” or greater
3. Ramp Cross-Slopes	Must be 2% or less
4. Sidewalk Longitudinal Slope	Must be 8.33% or less (1:12)
5. Sidewalk Cross-Slope	Must be 2% or less
6. Sidewalk Width	Must be 4’0” or greater
7. Detectable Warning Systems	Must be present – full ramp width

In the field, we collected data for each curb ramp using a “Curb Ramp Info Form”. Once we collected the field data, we then transferred this information to the curb ramp data base (Microsoft Access). We also attached photos of each ramp to the field inspection form. The database is too large to feasibly be presented within this Transition Plan; however, we attached summaries of data in the appendices. Figure I is an example of a form generated from the database.

FIGURE I – CURB RAMP DATABASE INFORMATION FORM

Curb Ramp Information Entry Form

Road Name: BELL RD Case: L
 Cross Street: PROFESSIONAL DR DWS:
 North: 30 56 31.47 Area: Auburn
 West: 121 6 3.59

	Left Sw'	Left Ramp	Landing	Right Ramp	Right Sw'
Longitudinal Slope %	5.1	8	0.2	5.6	5.6
Cross Slope %	1.9	1.3	1.5	1.6	0.2
Width	99	65	70 X	40	70

Curb Type: Vertical Rating: 0 Curb Type: Vertical

Notes:

T:\DPU\ROAD MAINTENANCE\ADA\Written Curb Pictures\Curb Ramp 23 June 2008 (134-257)0195-1.jpg

T:\DPU\ROAD MAINTENANCE\ADA\Written Curb Pictures\Curb Ramp 23 June 2008 (134-257)0195-2.jpg

Priority 1: Known frequented routes of disabled citizens
 Priority 2: Facilities near heavily used public transit stops
 Priority 3: Facilities near essential public facilities
 Priority 4: Facilities near major commercial centers
 Priority 5: Facilities along major arterials
 Priority 6: Facilities along transit routes
 Priority 7: Facilities near neighborhood commercial development
 Priority 8: Facilities in residential neighborhoods

Name: Iron Date: 6/4/2008

Record: 196 of 1049

1. GPS Locations

Using a hand-held GPS unit, we collected map coordinates for each ramp. The coordinates are shown in Figure I as “North” and “West”, and are in a degree minutes, second format. Using these coordinates, we utilized Google Earth to create an aerial map of the curb ramp locations. This allowed us to visually inspect an area that we had previously surveyed to determine if had missed any ramps. Eventually, this information will be used to create a layer within the County GIS system.

Figure II is an aerial view of the North Auburn Area near Highway 49 and Bell Road.



**FIGURE II – GOOGLE EARTH RAMP LOCATION MAP (PARTIAL)
(North Auburn)**

Task Results

Based on the information gathered from the survey results, we assigned a rating to each ramp based on the evaluation factors shown in table I. We rated ramps on a scale of 0 to 8. A rating of “0” is the best rating, indicating that there are no deficiencies. Ratings of 0 are typical of recent construction, especially in residential neighborhoods. As shown in figure I, we gave ramp number 195, which is at the intersection of Bell Road and Professional Drive in North Auburn, a rating of “0”. Our field survey revealed no existing deficiencies as indicated by the data shown on the form.

A rating of “8” is the worst rating, indicating that there is no existing ramp and was typically found in older neighborhoods.

Table II summarizes current ratings of surveyed ramps.

TABLE II – SUMMARY OF RAMP RATINGS

Total Reviewed	1040	Percent of Total
Rating 8 – no ramp	140	13.5
Rating 7	17	1.6
Rating 6	110	10.6
Rating 5	121	11.6
Rating 4	156	15.0
Rating 3	135	13.0
Rating 2	162	15.6
Rating 1	129	12.4
Rating 0 – compliant	78	0
Total Non-Compliant	970	93.3

IV. FINAL TRANSITION PLAN

Evaluation of Ramps

On April 29, 2008, the Placer County Board of Supervisors adopted the Preliminary Transition Plan. In the Preliminary Transition Plan, we established priorities by which we would create a repair/replacement schedule of deficient ramps.

The priorities, from high to low, are as follows:

Known frequented routes of disabled citizens:

1. Facilities near heavily used public transit stops.
2. Facilities near essential public facilities.
3. Facilities near major commercial centers.
4. Facilities along major arterials.
5. Facilities along transit routes.
6. Facilities near neighborhood commercial development.
7. Facilities in residential neighborhoods.

Using the above list, we assigned one or more priorities to each of the ramps that we surveyed. As an example, refer again to Figure I. We assigned priorities one through six to this particular ramp because it meets the criteria of these priorities, i.e. – it is a known and frequented route of disabled citizen (priority 1), it is near a heavily used public transit stop (priority 2), etc. After we evaluated all the ramps based on priorities, we then used the data base to sort them by their highest listed priority. Table III summarizes current priority groupings.

TABLE III –PRIORITY GROUPINGS

Total Reviewed	1040	% of Total in Group
Priority 1 – highest priority	304	29.2
Priority 2	13	1.3
Priority 3	41	3.9
Priority 4	88	8.5
Priority 5	73	7.0
Priority 6	0	0
Priority 7	70	6.7
Priority 8 – lowest priority	451	43.4
	1040	

Analysis of Priority Groupings

To assist us in developing a repair/replacement schedule, we evaluated the ratings of each ramp within each priority grouping. The rating breakout by priority group follows:

TABLE IVa –RATINGS WITHIN PRIORITY 1

Total Reviewed	304	Percent
Rating 8 – Worst	40	13.1
Rating 7	9	3.0
Rating 6	33	10.9
Rating 5	31	10.2
Rating 4	42	13.8
Rating 3	46	15.1
Rating 2	51	16.8
Rating 1	39	12.8
Rating 0 – Compliant	13	4.3
	304	

TABLE IVb –RATINGS WITHIN PRIORITY 2

Total Reviewed	13	Percent
Rating 8 – Worst	0	0
Rating 7	1	7.7
Rating 6	2	15.4
Rating 5	3	23.1
Rating 4	2	15.4
Rating 3	2	15.4
Rating 2	2	15.4
Rating 1	0	0
Rating 0 – Compliant	1	7.7
	13	

TABLE IVc –RATINGS WITHIN PRIORITY 3

Total Reviewed	41	Percent
Rating 8 – Worst	5	12.2
Rating 7	2	4.8
Rating 6	1	2.4
Rating 5	0	0
Rating 4	9	22.0
Rating 3	7	17.1
Rating 2	13	31.8
Rating 1	1	2.4
Rating 0 – Compliant	3	7.3
	41	

TABLE IVd –RATINGS WITHIN PRIORITY 4

Total Reviewed	88	Percent
Rating 8 – Worst	13	14.8
Rating 7	0	0
Rating 6	1	1.2
Rating 5	4	4.5
Rating 4	3	3.4
Rating 3	12	13.6
Rating 2	19	21.6
Rating 1	21	23.9
Rating 0 – Compliant	15	17.0
	88	

TABLE IVe –RATINGS WITHIN PRIORITY 5

Total Reviewed	73	Percent
Rating 8 – Worst	28	38.4
Rating 7	0	0
Rating 6	3	4.1
Rating 5	5	6.8
Rating 4	6	8.2
Rating 3	9	12.3
Rating 2	10	13.7
Rating 1	7	9.6
Rating 0 – Compliant	5	6.9

TABLE IVf –RATINGS WITHIN PRIORITY 6

Total Reviewed	0	Percent
All ramps that had priority 6 also had a higher priority assigned	0	

TABLE IVg –RATINGS WITHIN PRIORITY 7

Total Reviewed	70	Percent
Rating 8 – Worst	20	28.6
Rating 7	0	0
Rating 6	5	7.1
Rating 5	6	8.6
Rating 4	8	11.4
Rating 3	9	12.9
Rating 2	13	18.6
Rating 1	5	7.1
Rating 0 – Compliant	4	5.7
	70	

TABLE IVh –RATINGS WITHIN PRIORITY 8

Total Reviewed	451	Percent
Rating 8 – Worst	34	7.5
Rating 7	5	1.1
Rating 6	65	14.4
Rating 5	72	16.0
Rating 4	87	19.3
Rating 3	47	10.4
Rating 2	51	11.3
Rating 1	54	12.0
Rating 0 – Compliant	36	8.0
	451	

Repair/Replacement – Cost

As shown in table II, there are currently 970 ramps that are deficient in at least one of the evaluation factors. Of those ramps, 74 are compliant in all aspects, except that they do not have a detectable warning system.

Based on recently completed curb ramp repairs, the average repair cost per ramp is as follows:

- \$4,000 for complete removal and replacement
- \$1,500 for installation of detectable warning systems (DWS)

The total cost to repair all deficient ramps is as follows:

Remove and replace cost:	896 x \$4,000 = \$3,584,000
Install DWS:	74 x \$1,500 = <u>\$111,000</u>
Total:	\$3,695,000

The Department of Public Works will repair non-compliant ramps over a 25 year period. This equates to a yearly cost of \$147,800. For discussion purposes we will round this number to \$150,000 per year.

Repair/Replacement - Schedule

We will replace and/or repair existing curb ramps in order of their priority grouping and by lowest rating within that priority. Based on the costs listed above, this will allow us to bring approximately 40 ramps per year into compliance. We assume that changes in use and demographics will alter priorities, and therefore the replacement schedule. To gain the economy of scale, we also reserve the right to repair ramps that in close proximity to priority ramps, but may be further down the repair schedule based on rating.

- i. Years 1 and 2: Curb Ramps
In the first two years after the adoption of this Transition Plan, the Department of Public Works will focus its efforts on repairing the 40 locations in Priority Grouping 1 that received a rating of 8.
- ii. Years 1 and 2: DWS
In the first two years after the adoption of this Transition Plan, the Department of Public Works will install DWS's at the 74 locations that are non-compliant in that they only lack a DWS.

Based on current estimates, the total cost of the above mentioned work will be approximately \$271,000. In keeping with the commitment of \$150,000 per year, we plan to spend the additional \$29,000 over the next two years repairing ramps that are in the close vicinity of the priority ramps (as mentioned above).

V. PUBLIC OUTREACH

The Americans with Disabilities Act of 1990 (ADA) stipulates involving the community, particularly those with disabilities, in the development and improvement of services. Participation by the disability community is essential for a key station plan. In highway planning, public involvement is important in the development of access at sidewalks, curb ramps and street crossings.

An American with Disabilities Act (ADA) workshop titled “Community Input Workshop” took place on August 13, 2008. Notification was mailed to over one hundred agencies, including Placer Easter Seals, Society for the Blind, Sierra College Disabled Student Services, PRIDE and many others. Additionally, an announcement was posted on the Placer County Website. Attendees had the opportunity to discuss existing needs and share ideas and concerns with staff. All participants engaged in a discussion sharing their experiences with specific roads in Placer County and suggested ways staff could assist with their needs. Two in-person professional Sign Language Interpreters attended the workshop to provide services to deaf consumers in compliance with the ADA.



Community Input Workshop **August 13, 2008**

**County of Placer
Community Development
Resource Center
3091 County Center Dr
Auburn, CA 95603**

Workshop participants were asked to complete a survey sharing their experiences and opinions regarding the pedestrian environment and the physical accessibility of curb ramps, sidewalks and other facilities within the County’s right-of-way. The survey was used to better understand what pedestrian and accessibility conditions exist and how Placer County citizens can be better served. This survey is currently available to the public and can be found under the County website at:
www.placer.ca.gov/Departments/Works/ADADPW.aspx.



The County will continue its efforts to provide services in the most integrated setting possible. Additionally, the ADA Coordinator can provide a variety of information that specifically targets persons with disabilities. Placer County’s Transition Plan is designed to enhance the quality of life for anyone who may require special accommodations due to developmental, emotional, medical or physical considerations.

VI. CAPITAL IMPROVEMENT PROJECTS

As shown in table II, there are currently 970 ramps that are deficient in at least one of the evaluation factors. Of those ramps, 74 are compliant in all aspects, except that they do not have a detectable warning system.

Based on recently completed curb ramp repairs, the average repair cost per ramp is as follows:

- a. \$4,000 for complete removal and replacement
- b. \$1,500 for installation of detectable warning systems (DWS)

The total cost to repair all deficient ramps is as follows:

Remove and replace cost:	896 x \$4,000 =	\$3,584,000
Install DWS:	74 x \$1,500 =	<u>\$111,000</u>
Total:		\$3,695,000

The Department of Public Works will repair non-compliant ramps over a 25 year period. This equates to a yearly cost of \$147,800. For discussion purposes we will round this number to \$150,000 per year.

e. Repair/Replacement - Schedule

We will replace and/or repair existing curb ramps in order of their priority grouping and by lowest rating within that priority. Based on the costs listed above, this will allow us to bring approximately 40 ramps per year into compliance. We assume that changes in use and demographics will alter priorities, and therefore the replacement schedule. To gain the economy of scale, staff needs the flexibility to repair ramps that are in close proximity to priority ramps, but may be further down the repair schedule based on rating.

i. Years 1 and 2: Curb Ramps

In the first two years after the adoption of this Transition Plan, the Department of Public Works will focus its efforts on repairing the 40 locations in Priority Grouping 1 that received a rating of 8.

ii. Years 1 and 2: DWS

In the first two years after the adoption of this Transition Plan, the Department of Public Works will install DWS's at the 74 locations that are non-compliant in that they only lack a DWS.

Based on current estimates, the total cost of the above mentioned work will be approximately \$271,000. In keeping with the commitment of \$150,000 per year, we plan to spend the additional \$29,000 over the next two years repairing ramps that are in the close vicinity of the priority ramps (as mentioned above).

List of Completed Projects:

1. Pedestrian ramp signal modifications at the intersection of Bell and Professional Drive. This project included extending push button activation closer to the travel area for easy reach of those in wheelchairs.
2. New installation of handicap ramps at the intersection of Drive In Way and Atwood Road.
3. Construction of new handicap ramps at Bell and Professional Drive.
4. Construction of sidewalk on Atwood Road from Lariat Ranch Road and Drive In Way.
5. In the Granite Bay and Auburn areas there have been miscellaneous improvements to various locations of paths of travel where roots have been removed which caused uplifting of the sidewalks.
6. Reconstructions of sixteen (16) existing handicap ramps along Douglas Blvd. from Sierra College Blvd. to Quail Oaks Drive.
7. Kemper Road near Drive in Way, We worked with Property owners to reconstruct his sidewalk and driveway.
8. As part of private development processes, DPW is sometimes called upon to give specific field instruction to contractors. Locksley Lane ramp improvements are a good example. This location posed some unique difficulties, and contractors were installing the improvements improperly. DPW gives field assistance and direction as to compliance issues.

List of Outstanding Projects:

The list of outstanding projects is shown in Attachment 2.

VII. DEVELOPMENT STANDARDS

Placer County Ramp Construction Standards

The County will use the current Caltrans ramp design standard (Revised Standard Plan A88A) to construct or reconstruct curb ramps. This standard is available from the Department of Public Works, on the Caltrans Website (www.dot.ca.gov/hq/esc/oe/project_plans/HTM/06_plans_disclaim_US.htm).

Updates to the design standards will correlate with State and Federal requirements, and updated on a regular basis.

VIII. COMPLAINT AND GRIEVANCE PROCEDURE

To the maximum extent practicable, staff will endeavor to resolve complaints at the lowest level. Where phone calls, direct contact or web access complaints are brought forward, they will be dealt with quickly and fairly. In addition, staff will log the calls to keep an ongoing record of complaints that can be used in helping to set future projects and priorities.

Where staff is not able to resolve a complaint, a grievance procedure has been developed that provides for anyone with a disability to file a complaint or grievance. They can file the complaint if they believe they have been the subject of disability related discrimination on the basis of denial of access where sidewalks cross curbs.

Any person with a disability, who believes that they have been the subject of disability-related discrimination on the basis of denial of access where sidewalks cross curbs, would fill out the grievance form (**attachment 1**) with all the information requested. The grievance form would be filed with the Public Works ADA Coordinator within 60 working days of the alleged disability-related discrimination. A response would be returned to the complainant.

Should the complainant not be satisfied with the determination of the DPW ADA coordinator, they could appeal to the DPW Director.

Responsible Individual

The Department of Public Works ADA Coordinator responsible for the development and implementation of Placer County's Transition Plan with respect to curb ramps is Kevin Taber, Engineering Manager, 11428 F Ave, Auburn, CA 95603; (530) 889-7565; e-mail: ktaber@placer.ca.gov

IX. TRANSITION PLAN PROGRAM IMPLEMENTATION

Placer County is thoroughly committed in making all sidewalk and curb ramp areas accessible to all pedestrians including those with disabilities. Public Works will work within existing budgets and resource constraints and complete the Transition Plan by February of 2009.

During the development of the Transition Plan the County will continue to make necessary repairs to curb ramps and sidewalks. This has been a standard practice of the Department of Public Works, and is generally done on a request/complaint basis. Generally, these requests come from citizens with disabilities who wish to get to shopping areas, medical facilities, bus stops, transportation, and other facilities or areas to accommodate their activities of daily living. In the Transition Plan we will develop and implement a repair/complaint procedure that formalizes the current process. When requests come into the Department of Public Works ADA Coordinator, they will be logged into a Curb Ramp Request database and will be entered by date and time received. We will also develop and implement a similar formal grievance procedure.

Public Works will make available to applicants, participants, residents, and other interested parties, information contained in the Transition Plan. Public Works will also provide opportunities for interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the Transition Plan by submitting comments and making specific recommendations.

X. APPENDICES

- Attachment 1- Grievance Procedure
- Attachment 2- Road Ramp Priority Description
- CD Attached– Curb Ramp Form