

Table of Contents

1) <u>Executive Summary</u>	2
<u>A. Background</u>	2
<u>B. Overview</u>	2
2) <u>Introduction</u>	4
<u>A. California Statutes and Regulations</u>	6
<u>B. Access Terminology</u>	8
<u>C. Qualified Individuals and Eligibility</u>	10
<u>D. Definitions</u>	10
3) <u>Self-Evaluation</u>	13
<u>A. Regulations</u>	13
(i) <u>Discrimination in Policies and Practices</u>	14
(ii) <u>Effective Communication and Alternate Formats</u>	15
(iii) <u>Public Outreach</u>	17
(iv) <u>ADA/CBC Tool Kit</u>	18
<u>B. Self-Evaluation: Policies and Practices</u>	20
(i) <u>ADA Public Notice of Compliance</u>	20
(ii) <u>Grievance Procedure</u>	22
(iii) <u>Programs, Services and Activities</u>	24
4) <u>ADA Transition Plan</u>	36
<u>A. Regulations</u>	36
<u>B. Transition Plan: Methodology</u>	37
(i) <u>Transition Plan: Official Responsible</u>	41
(ii) <u>Public Rights of Way Disability Coordinator</u>	41
(iii) <u>Access Compliance Inventory</u>	41
(iv) <u>Standards for Remediation</u>	42
(v) <u>Safe Harbor Provisions</u>	43
(vi) <u>Annual Commitment</u>	44
(vii) <u>Project Prioritization</u>	45
(viii) <u>Limitations on Annual Obligation</u>	46
(ix) <u>Fixes by Property Owners</u>	46
(x) <u>New Construction and Alterations</u>	46
(xi) <u>Prospective and Annual Reports</u>	46

City of Sacramento ADA Self-evaluation and Transition Plan – Public Rights-of-Way (PROW)

1) Executive Summary

A. Background

The City of Sacramento is located at the union of the American and Sacramento Rivers. As the Capital City of the State of California, the City is the state's political center as well as the cultural and economic core of the Sacramento metropolitan area. With a population estimated at over 500,000 residents, the legislative destination for all State representatives, and a popular tourist destination, the City provides essential programs, services, and activities (PSAs) that are available for use by all individuals. The PSAs provided by the City take place within facilities leased and owned, including, parks, trails, shared use paths, and the pedestrian network within the public right-of-way (PROW) for vehicles, cyclists, and pedestrians traveling by foot or other means.

This Self-evaluation and Transition Plan is the 2025 Update to the City's existing Plan for the PROW. The City, through its Department of Public Works, maintains and operates over 3,000 miles of roadway, 3,200 miles of sidewalk and over 850 signalized intersections.

The City of Sacramento is committed to providing an inclusive and vibrant community for all residents, including individuals with disabilities. To achieve this goal, the City has developed this ADA Self-evaluation and Transition Plan (Plan). The Plan reviews the policies and practices governing PSAs while correlating information collected to identify physical barriers to access for a comprehensive approach in determining their impact on residents accessing these public services provided by the City.

B. Overview

This report describes the Plan required under the Americans with Disabilities Act (ADA) to ensure that when each program, service or activity (PSA) is viewed in its entirety¹, that it is accessible to and usable by people with disabilities.

Under the 1990 Americans with Disabilities Act, every state and local government was required to either demonstrate that its facilities providing space for PSAs were fully compliant to existing federal and state access requirements, or to develop a plan to document the existing barriers, establish methods of remediation for each barrier, and create a schedule to remediate documented within the Plan to achieve compliance.

The City of Sacramento prepared a Transition Plan with respect to its physical facilities on January 25, 1994. In 2001, the City developed a Transition Plan for Curb Ramps consistent

¹ <https://www.ada.gov/comprob.htm>

with 28 C.F.R. 35.150(d)(2). The Plan was approved by the Sacramento City Council and the Federal Court for the Eastern District of California. The City entered into a Settlement Agreement in 2003 to resolve the *Barden v. City of Sacramento* lawsuit. The Settlement Agreement set forth obligations of the City to comply with the requirements of Title II of the ADA with respect to pedestrian rights of way (curb ramps, sidewalks, crosswalks and other pathways used by pedestrians along public rights of way). The Settlement Agreement superseded the City's Transition Plan for Curb Ramps and has acted as the City's Transition Plan for Pedestrian Rights of Way since its approval. The Settlement Agreement anticipated the development of this Transition Plan for Pedestrian Rights of Way consistent with the Settlement Agreement and in compliance with the ADA and its regulations.

SZS performed a review correlating physical barriers to access to locations for PSAs that are served by the public rights-of-way (PROW). At the same time, the City focused on the review of policy and practice, as well as the prioritization of barriers for remediation to determine the Annual Commitment under Barden that dictates the schedule of the Plan.

An important part of the process involved applying a barrier severity rating and ranking system proprietary to SZS systematically to facilitate the process to prioritize barrier remediation projects over the years during which the Plan will be implemented.

Methods used to remediate physical barriers include in-house improvements and maintenance, physical alterations including rehabilitation, renovation and capital improvement projects (CIP), as well as planned obsolescence and the replacement of facilities over time. Some barrier removal will be performed as exclusively part of the Plan, but much of the work included in the schedule is likely to be carried out as part of other planned alterations.

Please see Section 4: ADA Transition Plan for details on the present version of the Plan to improve accessibility.

2) Introduction

The Center for Disease Control and Prevention estimates that 1 in 4 Americans have a disability², which means that 61 million people live with a disability in our country. State and federal laws have been in place since 1958 that prohibit discrimination. During that time, the United States Department of Justice, Civil Rights Division (DOJ) has worked to provide state and local governments, and the public, with guidance and requirements intended to help public entities improve access for people with disabilities by implementing civil rights protections.

The Federal Access Board (Board) was established by Section 502 of the Rehabilitation Act of 1973 (Rehab Act)³ to develop requirements intended to ensure that people with disabilities are integrated into everyday life.

The Board consists of 25 total members, 13 of which are appointed by the President from among the general public of which the majority of those members must be individuals with disabilities. The remaining 12 members are the heads of 12 Federal departments and agencies specified by statute, including the heads of the DOJ and the Department of Transportation (DOT). Originally, the Board was established to develop and maintain accessibility guidelines for facilities designed, constructed, altered, or leased using Federal funds under the Architectural Barriers Act of 1968 (ABA)⁴. Other laws have been passed to extend that coverage to all facilities used by the public, regardless of the funding source.

The Americans with Disabilities Act (ADA) is known as the integration mandate. The passage of the ADA in 1990 expanded the Board's responsibilities to *"issue minimum guidelines...to ensure that buildings, facilities, rail passenger cars, and vehicles are accessible, in terms of architecture and design, transportation, and communication, to individuals with disabilities"*.⁵

The ADA requires the DOJ to issue enforceable accessibility standards applicable to facilities subject to ADA title II that are consistent with the *'minimum guidelines'* issued by the Board⁶. This means that the DOJ is required to enforce the standards that the Board adopts, although no timeframe for enforcement is mandated. It also means that the Standards set are considered minimum guidelines, which may not ensure access for all people with disabilities.

The ADA became effective on July 26, 1990 and extended legislation intended to eliminate discrimination against individuals with disabilities in federally funded facilities under the Rehab Act to all activities of State and local government, regardless of the funding source. It prohibits the denial of equal access and equal opportunities to individuals with disabilities who participate in programs, services, and activities provided by public entities.

The ADA is divided into five titles. Title I establishes civil rights in employment for individuals with disabilities. Title II prohibits discrimination in the provision of programs and services of

² <https://www.cdc.gov/ncbddd/disabilityandhealth/infographic-disability-impacts-all.html>

³ 29 U.S.C. 792

⁴ 42 U.S.C. 4151 *et seq*

⁵ 42 U.S.C. 12204

⁶ 42 U.S.C. 12134(c); 42 U.S.C. 12186(c)

state and local governments, such as the City of Sacramento. Title III prohibits discrimination in public accommodations and commercial facilities, including virtually all nonresidential, privately owned and operated buildings used by the public, such as restaurants, retail establishments, hotels, etc. Title IV prohibits discrimination in the provision of telecommunications and Title V contains miscellaneous provisions related to enforcement of the law.

In 1994, the Board began updating their 1990 standards to provide clarification for questions and concerns raised by public entities attempting to comply with the ADA. An advisory committee composed of members of the design and construction industry, the building code community, and State and local government entities, as well as individuals with disabilities was established. In 1998, the Board added specific guidelines on State and local government facilities⁷ and building elements designed for use by children. Other updates to the 1990 ADA Standards have been made with the final version being compiled in the 1994 ADA/ABA Guidelines.

The 1994 ADA/ABA Guidelines were the culmination of a long-term effort to facilitate ADA compliance by eliminating inconsistencies among Federal accessibility requirements (ADA & ABA Standards) and between Federal accessibility requirements and State and local building codes. In support of this effort, the DOJ amended its regulations implementing Title II and adopted standards consistent with 1994 ADA/ABA Guidelines, renaming them the 2010 ADA Standards for Accessible Design.

On March 15, 2011, the final rule on the 2010 ADA Standards for Accessible Design became effective, revising the 1990 regulations. The final rule was issued to adopt enforceable accessibility standards under the ADA that were more consistent with the minimum guidelines and requirements issued by the Board, and to update or amend provisions of the Title II regulation so that they better reflected the practical experience the DOJ had gained enforcing the ADA since 1991.

New laws take time to play out in practical application, with interpretations and an evolutionary process that can either strengthen the law or identify necessary changes. The 2010 ADA Standards provide a higher degree of clarity for state and local agencies to facilitate their efforts to comply with the spirit and intent of the ADA.

The requirements that determine the contents of this report are contained in the Americans with Disabilities Act DOJ Technical Assistance Manual, sections II-8.1000 and II-8.2000⁸. Even though this Plan is mandated by federal regulations, the City of Sacramento is also subject to the state mandated statutes and regulations. California statutes and regulations have adopted the ADA and include the requirement (and benefit) of developing an ADA Self-evaluation and Transition Plan.

These two parts of the process are complimentary; the Self-evaluation process is intended to analyze all PSAs provided by the entity to determine whether policy or practices that govern

⁷ 63 FR 2000 (Jan. 13, 1998)

⁸ <https://www.ada.gov/taman2.html>

them may create conditions that could discriminate. The Transition Plan is intended to identify physical barriers to access that require some form of remediation to ensure that programs, services, and activities are accessible. Together, they facilitate improvements in accessibility within a comprehensive effort.

A. California Statutes and Regulations

Civil rights statutes and regulations are provided in numerous sections of California government code, civil code, health and safety code, vehicle code and building code. For instance, Government Code (GC) 4451-4460 requires facilities to be usable by and accessible to people with disabilities⁹, which is a far higher standard than the minimum requirements contained in building code or the 2010 ADA Standards. In addition, California state accessibility requirements contained in building code have been in place since 1981, predating the ADA. The Unruh Act codified in civil code 51 and 52, have prohibited discrimination in California since 1959.

Since 1968, GC 4450 has required the Division of State Architect (DSA) to ensure that California building code requirements were at least as stringent as federal accessibility requirements, which at that time included the ABA and Rehab Act. Since 1981, California has also enforced accessibility requirements for the built environment through the building code although state and federal requirements have differed in many ways,

To establish boundaries for jurisdictions and better define their responsibilities under the ADA, the State Attorney General issued a ruling in 2002 that instructed cities and counties, under GC 4450, only to enforce the California Code of Regulations/Title 2 (CBC). This ruling was based on the assumption that since GC 4450 required state accessibility regulations to be at least as stringent as the federal standards, DSA would have complied with that mandate.

The Attorney General could not have anticipated then, that DSA would not complete the certification process and submit the CBC to the US DOJ until 2013 to ensure that the CBC was at least as stringent as the ADA Standards. The certification process was nearing completion with the enforcement of the 2013 California Code of Regulations/Title 2 (CBC) Section 11A and 11B but still has not been completed. To be clear, the CBC has still not been certified by the US DOJ as equally as stringent as the 2010 ADA Standards.

California GC Section 11135 also requires entities using state funds to provide facilities that are accessible to people with disabilities by incorporating the ADA into California law and Section 12926 broadens the definition of disability under the ADA or the ADA Amendments Act of 2008 to cover a larger population.

The definition of a facility under regulations from the US DOJ, Federal Highway Administration (FHWA), the US Department of Transportation (DOT/Caltrans) and under case law (Barden) includes a broad array of physical locations where PSAs are provided.

⁹ California Government Code 4450b. <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=gov&group=04001-05000&file=4450-4461>

Examples of a facility include a sidewalk, a parking lot, a park, recreation area or open space such as hiking trails, amusement rides, a beach or camping site, and many other types of physical structures.

One common misperception is the notion that the grandfathering of built elements that complied with prior code requirements is allowed even for facilities with physical elements that constitute discrimination under civil rights statutes. Building code and civil rights laws are quite different in their intent and application.

Under state and federal civil rights laws, discrimination exists when a facility is not accessible to or usable by a person with a disability. This scenario is defined by the courts as a violation of the civil rights of a person with a disability. Civil rights violations are vastly different from building code violations, in that:

1. No statute of limitation exists for physical elements that cause discrimination.
2. The age of a building has no bearing on the violation.
3. Alterations to the facility, or a lack of alterations, does not affect liability.
4. No local ordinance can supersede state or federal civil rights law.

Another important civil rights law under GC 12900-12996 is defined as the California Fair Employment and Housing Act (FEHA) and provides additional definitions and requirements that affect people with disabilities. This law is one of the most significant state requirements, as it fundamentally changes the qualifying definition of disability under FEHA.

The ADA defines a disability as a physical or mental impairment that **substantially** limits one or more major life activities (such as walking, hearing, seeing, caring for oneself, speaking, breathing, learning, and working).

Under the California Fair Housing and Employment Act (FEHA), a disability is defined as a physical or mental impairment that only *limits* (**not substantially limits**) one or more major life activity, which is a far broader definition. Disabilities that limit a major life activity are identified on an individual basis and are based not on the *existence* of a disability, but rather the *impact* that the disability has on an individual.

Impairment is defined as when the conditions, manner, or duration under which a major life activity can be performed by an individual are limited when compared to most people. Some general types of disabilities or impairment are visual, hearing, mobility, cognitive, psychiatric, speech, learning-based, in addition to numerous non-visible impairments. GC Section 11135 and 12926 reinforce these more stringent state requirements.

B. Access Terminology

The use of the term *disability* instead of *handicap* or the phrase *individual with a disability* instead of "handicapped individual" represents an effort by the US Congress and others to make use of up-to-date, currently accepted terminology that does not define people by their disabilities.

As with racial and ethnic epithets, the choice of terms to apply to a person with a disability is overlaid with stereotypes, patronizing attitudes, and other emotional connotations. For example, since 1990 when the ADA became law, California vehicle code 22511.9 has prohibited use of parking signage that contains the term *handicapped*.

Many individuals with disabilities, and organizations representing such individuals, object to the use of terms such as *handicapped* or *the handicapped*. In other recent legislation, Congress also recognized this shift in terminology and a recognition of meaning, e.g., by changing the name of the National Council on the Handicapped to the National Council on Disability (Pub. L. 100- 630). Other comparative illustrations include use of the antiquated term "crippled" rather than *disabled* or "mentally retarded", rather than *learning impaired*.

Descriptions are provided below of a person who has an impairment, in comparison to a person with conditions that do not limit one or more major life activities:

Seasonal hay fever:

- A general nuisance for the sufferer
- Treated with over-the-counter medication
- Duration of condition is limited (seasonal)
- Does not significantly curtail activities

Multiple Chemical Sensitivities

- Severe, debilitating symptoms
- Individual unable to be in public places with new paint or carpeting, etc. or be around people wearing perfumes
- Activities significantly curtailed

This person has a disability.

A sprained leg with a sling or cast

- Duration of injury limited
- Activities only moderately curtailed
- Normal activities can be performed with certain simple modifications

A severe leg fracture

- Individual unable to care for themselves
- Requires surgery and extensive physical therapy

- Lengthy duration of treatment
- Activities significantly curtailed

This person has a disability.

The ADA, FEHA and GC 12926 define three general categories of disabilities which can be applied to an employee or to the general public who access PSAs:

- 1) Individuals with commonly regarded disabilities such as mobility impairments, blindness, low vision, hearing impairments, chronic medical illnesses, heart disease, cancer, cerebral palsy, multiple sclerosis, HIV/AIDS, arthritis, and a mental, psychological disorder or condition that requires special education or related services or alcoholism (non-active),
- 2) Individuals with a history or record of having such an impairment including cancer survivors, etc. or individuals with a history of treatment for mental illness, or such a condition which is known to the employer or other entity covered by these regulations. Drug addiction is considered a disability, but in order to be protected by the ADA, the individual must be either successfully rehabilitated or currently participating in a treatment program. Persons who use methadone as a part of a treatment program are protected, as well as individuals who use controlled substances under the care of a licensed physician.

Persons who currently engage in the use of illegal drugs can be denied access to programs, services, or activities,

- 3) Individuals perceived or regarded as having a disability. These individuals generally have no disability but are discriminated against due to fear, myth or stereotyping. An example of this type of disability is an individual who has severe facial scars as a result of burns, who repeatedly experiences rejection when applying for employment due to their physical appearance. This person experiences discrimination and is protected by the ADA.

Typical physical characteristics, such as eye color or skin color are not considered to be physical or mental impairments, but physical disfigurement that may result in discrimination is covered. Disadvantages of an environmental, cultural, or economic nature are also not considered to be physical or cognitive impairments. Age, in and of itself, is not impairment although the elderly comprises the largest percentage of persons with disabilities in the US. The ADA also extends its protection to people who do not have disabilities themselves but are discriminated against on the basis of their association with a person with a disability.

The above-mentioned information is not intended to be an all-inclusive list of disabilities that are covered under the ADA or state laws and statutes. It is recognized that other conditions may be identified that would fall under these definitions.

C. Qualified Individuals and Eligibility

The presence of a disability is not, in and of itself, an automatic qualification for use of or admittance to any or all programs, services or activities offered by the City of Sacramento. Persons with disabilities must also possess the qualifications required for participation by other individuals in each specific program, service or activity, where they exist.

A *qualified individual* with a disability is defined as an individual who meets the **essential eligibility requirements** that the entity has set forth as required to receive benefits and services or participate in its programs or activities.

The individual should also be eligible to receive those same benefits and services or participate in those same programs or activities with or without reasonable modifications made to policies, practices, or procedures by the entity.

Reasonable modifications that will enable an individual with a disability to participate in a program, service or activity that the entity provides may include the removal of structural, architectural, communication, or transportation barriers, or the provision of auxiliary aids and assistive devices. But before modifications are considered, a person must first qualify for the basic requirements for participation in the program, service or activity provided.

An example of a typical scenario in which this definition of a *qualified individual* applies is as follows:

A program is provided for single parents who are looking for a job and are having difficulty juggling their parental responsibilities and their job search. The program is highly successful, and many people apply to use the program. One person interested in joining the program is a person with a hearing impairment. This person applies to use the job placement program created for use by single parents. While this person with a hearing impairment has a verified disability, but is not a single parent, they are not a *qualified individual* with the right to participate in this program protected by the ADA. The person must possess the qualification of being a single parent to make use of a program created for single parents.

D. Definitions

As used in this Plan, the following terms shall have the meaning ascribed to them in this Section, which are consistent with the provisions of federal and state law. Except to the extent expressly stated to the contrary, any term not expressly defined in this Section or elsewhere in this Agreement that has an expressly defined meaning in either the ADA or its regulations (“Regulations”) shall have the meaning ascribed to it by the ADA or the Regulations, in that order of preference. All other terms shall be interpreted according to their plain and ordinary meaning.

ADA/ADAAG

“ADA” means and refers to the Americans with Disabilities Act at 42 U.S.C. § 12101 et seq. “ADAAG” means and refers to the Americans with Disabilities Act Access Guidelines, codified at Appendix A to 28 Code of Federal Regulations part 36 and at Appendix A to 49 Code of Federal Regulations part 37. “ADAAG Standards” means and refers to physical conditions that meet the new construction and/or alterations standards set forth in ADAAG.

Annual Obligation

“Annual Obligation” means and refers to the City’s obligation to commit funding annually for the term of the Barden Settlement Agreement to provide Compliant Curb Ramps and to remove access barriers in the Pedestrian Rights of Way.

Compliant Curb Ramp

“Compliant Curb Ramp” means a curb ramp or curb cut that is constructed to comply with state and/or federal law (whichever provides the higher access standard) in place at the time of construction. Specifically with regard to detectable warnings for people with Vision Disabilities, current law requires the installation of truncated domes at all locations where sidewalks intersect vehicular ways.

Detectable Warnings

“Detectable Warnings” means truncated domes which provide a tactile surface at the transition between the curb and the street, assisting pedestrians with Vision Disabilities in determining when they enter the street.

Fundamental Alteration

“Fundamental Alteration” means an action that, if taken by the City, would result in fundamental alteration in the nature of the service, program or activity of Pedestrian Rights of Way. If any action otherwise required by this Transition Plan would constitute a Fundamental Alteration, the City shall demonstrate that such alteration would be caused, and the decision that an action would constitute a Fundamental Alteration must be made by the City Manager or his or her designee after considering the Transportation Funds available for such work through the Annual Obligation, and must be accompanied by a written statement of the reasons for reaching that conclusion.

Mobility Disability

“Mobility Disability” means, with respect to an individual, any physical or mental impairment or condition that substantially limits an individual’s ability to move his or her body or a portion of his or her body and includes, but is not limited to, orthopedic and neuro-motor disabilities and any other impairment or condition that limits an individual’s ability to walk, maneuver around objects, ascend or descend steps or slopes, and operate controls. An individual with a Mobility Disability may use a wheelchair or motorized scooter for mobility, or may be Semi-Ambulatory.

Pedestrian Rights of Way

“Pedestrian Rights of Way” means sidewalks, curb ramps, crosswalks and any other pathways used by pedestrians along public rights of way over which the City of Sacramento

has responsibility or authority.

Technically Infeasible

“Technically Infeasible” means, with respect to an alteration of a building, facility, or Pedestrian Right of Way, that it has little likelihood of being accomplished because existing structural conditions would require removing or altering a load-bearing member which is an essential part of the structural frame; or because other 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.

Third Party Entity

"Third-Party Entity" means an entity other than the City of Sacramento that controls certain barriers or elements of barriers in a Pedestrian Rights of Way. Transit agencies and local utilities are examples of Third Party Entities.

Title 24

“Title 24” means and refers to the regulations set forth at Title 24 of the California Code of Regulations.

Transportation Fund

“Transportation Fund” means and refers to funding available to City to calculate and fulfill their Annual Obligation.

Undue Burden

“Undue Burden” means and refers to an action that, if taken by the City of Sacramento, would result in an undue financial and administrative burden. In order to demonstrate that removal of a barrier would constitute an Undue Burden, the decision must be made by the City Manager or his or her designee after considering the Transportation Funds available for such work through the Annual Obligation and must be accompanied by a written statement of the reasons for reaching that conclusion.

Vision Disability

“Vision Disability” means and refers with respect to an individual, to any impairment or condition that substantially limits an individual’s ability to see. A person with a Vision Disability may be blind, legally blind, or may have low vision.

3) Self-Evaluation

A. Regulations

Original regulations contained in Title 28 of the Code of Federal Regulations (CFR), section 35.105, requires Title II entities to ensure that existing policies and practices do not constitute discrimination through the performance of a Self-Evaluation.

The regulations governing this Self-Evaluation are based on those originally found in section 504 of the Rehabilitation Act of 1973 and the 1991 ADA Standards. According to the DOJ ADA Title II Regulations published on September 15, 2010, a Self-Evaluation must provide the following basic requirements:

- A public entity shall evaluate its current services, policies, and practices, and the effects thereof and to the extent that modification of any such services, policies, and practices is required, the public entity shall proceed to make the necessary modifications.
- A public entity shall provide an opportunity to interested individuals, including individuals with disabilities and organizations representing individuals with disabilities, to participate in the Self-Evaluation process by submitting comments.
- A public entity, which employs 50 or more individuals, shall, for at least three years following completion of the Self-Evaluation, maintain on file and make available for public inspection:
 - 1) A list of the interested individuals consulted,
 - 2) A description of areas examined and any problems identified,
 - 3) A description of any modifications made.
- If a public entity has already complied with the Self-Evaluation requirement mandated when implementing Section 504 of the Rehab Act, then the requirements of this section shall apply only to those policies and practices that were not included in the previous Self-Evaluation.

The information compiled in the updated ADA Transition Plan is essential to the development of an ADA Self-Evaluation. Physical barrier data collected on the PROW can be correlated with the PSAs provided in those same physical locations to create a comprehensive view to systematically determine where physical alterations must take place in the PROW or where changes to policies and procedures could be useful.

Policies and procedures that govern PSAs may not be discriminatory, but when the facilities in which the PSAs are located are in areas without compliant curb ramps or other physical elements in the PROW, people with disabilities may be excluded from participation. That concept is also true in the reverse; if facilities are physically free of barriers, there still may be discriminatory policies or practices in place that prevent persons with disabilities from making use of facilities that are otherwise accessible.

This Self-Evaluation contains a list of City owned or operated PSAs within the PROW, along with the policies and practices that allow the application of programmatic accessibility through use of the new City of Sacramento 311 Customer Service Help Center website or mobile app. This system was implemented to make asking questions and getting service simple. The City's goal with this program is to make government more accessible and life a little easier for our residents, businesses and visitors. Requests for repairs to sidewalks or other elements within the PROW can be made by calling 311 or using the app to submit a request. Each year, the City completes hundreds of improvements to the PROW through this program that are in addition to improvements scheduled as part of the ADA Transition Plan.

Compliance is not a static condition; PSAs change or grow, and PROW facilities experience wear and tear, and alterations as part of many other projects. Change is expected and the City has funding set aside to remediate barriers to access in the PROW through the 311 system.

(i) Discrimination in Policies and Practices

Discrimination is prohibited by the ADA and numerous California state statutes and regulations. Discriminatory policies and practices may exist within written or unwritten policies, as well as actual practices. According to DOJ guidance, discrimination may take the form of direct action, actions taken on behalf of the entity under a contractual relationship by a contractor or others, or by actions taken by another Title II entity, such as a local or regional transit authority that operates PSAs or enforces their ordinances within the facilities owned or leased by the City.

Discriminatory practices or policies can be explicitly exclusionary, although policies that may appear to be neutral can have a discriminatory impact. When a public entity engages in licensing or certification, an individual cannot be denied licensure or certification if the person meets the eligibility criteria. Also, public entities cannot establish criteria for licensing or certification, which have the effect of limiting participation.

If examinations are administered for the certification licensing process, they must take place in a location that is physically accessible to persons with disabilities and in a manner in which persons with vision, hearing or other impairments are provided opportunity to take the examination as other non-disabled persons are provided.

Eligibility criteria, which screen out or tend to screen out persons with disabilities, are prohibited unless such eligibility criteria are vital to providing the PSA. As an example, a program may be discriminatory that requires people with disabilities to be accompanied by an attendant in order to participate.

Neutral rules such as safety requirements are generally allowed even if they screen out individuals with disabilities. As an example, a minimum level of vision is acceptable

as a prerequisite for participation in an archery class or other activities where safety constraints exist, and vision is required.

Surcharges to offset the costs of providing accessibility are prohibited when a public entity provides PSAs for people with disabilities.

Access to Information and Communications Technology (ICT) must also be provided for persons with disabilities, including website accessibility. Digital access means that people can access PSAs at any time, which makes the provision of an accessible website and accessible formats of digital documentation posted on the website essential for people with disabilities. When necessary, individual accommodations must be made to offer PSAs that satisfy this requirement. Accessible PSAs must be provided include, but are not limited to excursions, seminars, or courses necessary to complete instruction. New technologies that facilitate electronic accessibility should be evaluated on a regular basis, as they become available on the market for implementation.

(ii) Effective Communication and Alternate Formats

The requirement to provide equally effective communication is often one of the greatest challenges that state and local agencies face in the ADA Self-evaluation process. Title 28 of the Code of Federal Regulations, section 35.106, requires all public entities to take steps that may be necessary to ensure that communications with applicants, participants, and members of the public with disabilities are as effective as communication with others. Appropriate auxiliary aids and services must be provided, when necessary, to afford people with disabilities an equal opportunity to participate in and enjoy the benefits of the programs, services, or activities offered. A basic tenant of accessible information is this:

When information provided is visual, it also must be audible.

When audible information is provided, it must also be provided in a visual format.

Software and other forms of assistive technology can assist people who are blind or visually impaired to access information only when that information is in a proper format. Public entities must allow people with disabilities to request an auxiliary aid or service of their choice and the express choice must be given primary consideration¹⁰. Furthermore, the entity must honor the requesters first choice of an alternate format, unless it can demonstrate that another effective means of communication exists, or that use of the means chosen by the person is not required under the ADA. A good way to determine what the needs of local constituents are, in terms of alternate formats, is to start posting a notice on each advertisement that is made public for PSAs that asks people to request accommodations under the ADA. This notice is a requirement under the ADA intended to reduce or prevent discrimination, but it will also help to anticipate

¹⁰ 35.160(b)(2)

the needs of the community through the experience of fulfilling these requests.

Honoring the first request of the person with disabilities is important because of the range of types of disabilities, the variety of auxiliary aids and services available and different circumstances that require effective communication. For example, many courtrooms are now equipped with computer-assisted transcription (closed captioning) which can be a particularly useful auxiliary aid for people that are deaf or hard of hearing but can use speech to communicate. However, it may not be useful for those who communicate only by using American Sign Language (ASL) or reading Braille.

There are two major categories of programs, services, and activities covered by the ADA:

- 1) Programs, services, and activities involving general public contact, as part of ongoing operations of the entity, and
- 2) Programs, services, and activities directly administered by the entity for program beneficiaries and participants.

Activities in both categories involve direct communication with the public during public use of facilities. These activities can include telephone contacts, office walk-ins, interviews, or web-based interfaces such as online submissions, etc.

This requirement facilitates the goal of inclusion for persons with disabilities, but it can be complex. In practical terms, public entities are required to make and provide all of the documents that it provides to the public in formats that are accessible to people with disabilities. Common types of alternative formats provided by public entities include large print format with min. 18 point in a simple font, audio format (WP3 files), Braille, electronic text documents that are in HTML (hypertext markup language) format¹¹ online, as an audible digital file, CD or other form of portable digital device for those without internet access.

PDF (portable document format) is in broad use as a type of document posted to websites or sent as an email attachment, but the format is not always accessible to people who are blind or who have low vision. A PDF appears as a flat, blank page to screen reader software or similar devices. Major modifications are required to each PDF document to provide alt tags, etc. described in the ADA/CBC Tool Kit Chapter 5 Guidance. Access to the alt tagged information is also dependent on software, hardware, or assistive devices to access information. Such PDF documents can also be accompanied by a document containing the same information in an accessible format. This list of possible alternate formats is not all-inclusive and almost constant technological developments will mean that new options become available on a regular basis.

¹¹ Documents that are intended to be read by the visually impaired using software require alt tags that the software can read and audibly communicate to the user. These tags cannot currently be added to documents saved in PDF but can be usable when posted in HTML.

At times, providing persons who serve as readers or note-takers at public meetings and videotaping with real-time captioning may also be an accessible option, when interaction such as providing public comment is not an option at the meetings. Where public meetings allow public comments, people with disabilities must be given the opportunity to submit comments, but this type of communication can happen only when they are first given access to the information being presented or discussed in an accessible format.

The use of oral and manual interpreters is also an integral part of producing an accessible environment. Qualified interpreters must be used and must be able to interpret effectively, accurately and impartially. Interpreters should be able to receptively and expressively interpret as well as possess expertise in any necessary specialized vocabulary.

An interpreter is necessary when the information imparted is complex or lengthy in nature. Factors to take into consideration when deciding whether to provide an interpreter are, the context of the event, the number of people involved, and the importance of the information involved. An example of when an interpreter is necessary is where a patient with a disability in a health clinic has a serious medical condition that must be discussed. Other situations may not require an interpreter, such as that of a visitor with a hearing impairment who purchases food at a cafeteria or persons who must pay a parking ticket who can be adequately served by the use of a paper and pencil, even when the particular person normally uses sign language to converse.

(iii) Public Outreach

The DOJ and Federal Highway Administration (FHWA) require public entities to obtain input from interested persons within the development process of the Plan. Multiple options are available, but public meetings are one of the most common ways to gain public input, when circumstances permit.

The Coronavirus pandemic has forced many changes to the public outreach process and future public health emergencies may continue to change the way the public can safely meet in groups. The City of Sacramento understands the value of public input and has sought to include people with disabilities in this process since the first Plan was developed. The Sacramento Disability Advisory Committee (DAC) has been a long-standing part of the City's effort to improve access for people with disabilities. Making use of the DAC and their regular public meetings as a venue to gain input is one of many options when seeking input from interested parties.

Ensuring adequate turnout for the public outreach process is essential in obtaining meaningful input. Advertising the public outreach process can involve publishing ads for the meetings as radio announcements on local stations, in local newspapers, posters or flyers posted in conspicuous locations at local senior centers and other local agencies

that serve people with disabilities including Independent Living Centers (ILC).

On September 6, 2023, SZS and designated City staff provided a presentation to the Sac Disability Advisory Commission (DAC) to describe how the City has undergone this process to update the existing Americans with Disabilities Act (ADA) Self-evaluation and Transition Plan for the Public Right-of-Way (PROW). The presentation described how the Self-evaluation process has reviewed City's policies, practices, programs, services, and activities while the Transition Plan identified barriers to access and processes to combine documentation and develop a remediation method for barriers that could prevent the public from using the City's network of sidewalks and streets.

This was part of the Transition Plan update process and the effort to allow interested persons the opportunity to provide feedback via a community outreach program. The presentation by City staff and SZS outlined the requirements of the ADA as it relates to a Title II entity, discussed the methodology, and the interim steps that the City will undertake during the Transition Period. Unlike a physical building, the network of streets and sidewalks are in a state of constant repair due to external physical and environmental conditions (weather, tree growth, accidents, etc.) which necessitates an innovative approach to ensure pedestrians utilizing the PROW have access to City Programs, Services and Activities.

The DAC was encouraged to provide feedback on the plan by way of the following online survey at:

https://www.surveymonkey.com/r/OutreachQuestionnaire_SacCity_ADA-TransitionPlan.

This effort was intended to help the City adjust the plan prior to adoption and implementation with approval from the City Council.

The commission was asked for input and given information on how to take part in the online questionnaire that was developed for public use and is available here. A second presentation took place on December 12, 2023 for the Regional Advisory Committee for the State Council on Developmental Disabilities. Additional public outreach meetings were held to inform interest groups and ask for public input, including the following:

- March 20, 2024 - Meadowview Neighborhood Association
- March 21, 2024 – Sacramento Regional Transit Mobility Advisory Council
- July 20, 2024 – American Council for the Blind (ACB), Capital Chapter and the River City Chapter of the National Federation of the Blind of California

Other groups representing people with disabilities were asked to assist in the effort to obtain input from interested persons as part of the ADA requirements governing the

Self-evaluation and Transition Plan process¹², including people with disabilities. Streets for the People, the Active Transportation Commission (ATC) and the DAC were asked for help in reaching out to those who can provide input within this effort. A public outreach questionnaire was made available between August 2023 and September 2024, and respondents were able to submit comments either using their personal information or anonymously. A summary of the responses received through the questionnaire and comments made during the presentations of the draft Plan are as follows:

- **311 Calls:** The system that receives calls directly from constituents about issues in the PROW has been revamped to record statistics on calls received, and prioritize the information reported to improve remediation efforts.
- **Physical Barriers to Access:** Most comments made in the questionnaire referred to difficulty using city sidewalks due to trip hazards, unpaved surfaces, broken sidewalks, lack of curb cuts, power poles in the middle of narrow sidewalks, inadequate lighting on public roadways and sidewalks,
- **Temporary Pedestrian Access Routes at Construction Sites:** Commenters identified issues trying to travel around construction sites with no accessible routes built as temporary structures. City staff indicated that a new policy and procedure is being developed to improve these conditions and increase oversight.
- **Enforcement Activities:** Comments included issues that could be remediated through work by city maintenance staff in city facilities where heavy doors require adjustment (non-compliant door closer operation), pedestrian controls at intersections (see APS below) are out of order that regular servicing, repair or maintenance, or replacement; local law enforcement who should clear homeless encampments that block sidewalks; the parking division where vehicles park on the sidewalk, block accessible ramps and vehicles waiting to pick up children after school blocking passenger loading zones in “no parking zones” should be allowed or the public works department who may be able to lengthen crosswalk timing to make it long enough for people with disabilities to cross (i.e. at 34th and Stockton), vegetation overgrowth that covers sidewalk surfaces forcing pedestrians into the roadway, unmanaged tree roots causing upheaval of sidewalk (vaulting).
- **Controlled Intersections and Accessible Pedestrian Signals (APS):** Commenters noted that intersections within the city do not have accessible controls that allow the blind or visually impaired to find the actuator buttons, or determine what direction to travel in when crossing the road. City representative indicated that APS will be installed at existing intersections, as requested. Otherwise, the City has incorporated the replacement of non-accessible controls at signalized intersections into their future remediation plans.
- **Typical Intersections and Midblock Crosswalks:** Commenters identified crosswalks in areas of high traffic where crossing the road was dangerous for

¹² See 26 CFR 35.105(b)

all users, but especially dangerous for the blind and visually impaired. City representatives indicated that they are looking at installing pedestrian hybrid beacons (PHB) as traffic control devices with audible signals to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections

B. Self-Evaluation: Policies and Practices

The Self-evaluation creates the foundation of the Transition Plan by reviewing existing policies and practices to document the way that PSAs are carried out, providing an opportunity for education through use of the ADA/CBC - Best Practices Tool Kit for State and Local Governments (Tool Kit), interviewing with key staff, carrying out a public outreach process, and prioritizing facilities for remediation using public input and the City's plans for capital improvements.

The Public Works Department has developed many programs, services and activities to meet the needs of people with disabilities, as well as the general public. A review of the policies and practices guiding the PSAs provided in this section was completed and recommendations have been provided. Where modifications were deemed appropriate, the City has taken action to implement the recommendations. This process is on-going as new policies and practices, and PSAs, are added over time.

(i) ADA Public Notice of Compliance

The first step in this process required by the DOJ, Civil Rights Division (that enforces the ADA)¹³, is the public Statement of Commitment. When the ADA Transition Plan process begins, a public entity is required to make their intent to comply with the ADA known through publishing a public notice as a Statement of Commitment. Considering the fact that the ADA is enforced through litigation, the act of making this effort by the entity public using a highly visible notice is a prudent step in reducing risk while complying with the federal regulations. The publication of this Statement also serves as the start of a period of safe harbor for the ADA Title II entity during which the Plan is implemented.

The following ADA Notice¹⁴ was posted online on the City's website. The language contained in the document is as follows:

Notice of Compliance under ADA & California State Law

In accordance with the requirements of Title II of the Americans with

¹³ THE AMERICANS WITH DISABILITIES ACT TITLE II TECHNICAL ASSISTANCE MANUAL COVERING STATE AND LOCAL GOVERNMENT PROGRAMS AND SERVICES: SECTION II-8.4000 NOTICE TO THE PUBLIC. SEE:

<http://www.usdoj.gov/crt/ada/taman2.html#II-8.2000>

¹⁴<http://www.cityofsacramento.org/-/media/Corporate/Files/HR/Divisions/OCR/ADA/Notice-of-Compliance-under-ADA-and-California-State-Law.pdf>

Disabilities Act (ADA) of 1990, the Americans with Disabilities Amendments Act of 2008, the Fair Employment & Housing Act (FEHA), California Code Section 508 of the Rehabilitation Act of 1973 (as amended), Government Code Section 11135 and other applicable codes, the City of Sacramento will not discriminate against individuals on the basis of disability in its services, programs or activities. Complaints that a program, activity or service of the City of Sacramento is not accessible should be directed to:

*Kathryn Bandy, ADA Coordinator
City of Sacramento
915 I Street, First Floor
Sacramento, CA 95814 - 2604
Phone (916) 808-8976
TTY (916) 808-5707
kbandy@cityofsacramento.org*

Employment: *The City of Sacramento will not discriminate on the basis of disability in its hiring or employment practices and will comply with the FEHA as well as Title I of the ADA, including the regulations promulgated by the U.S. Equal Employment Opportunity Commission (EEOC), including the requirement to provide reasonable accommodations.*

Effective Communication: *The City of Sacramento will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities, including sign language interpreters, documents in Braille and other alternate formats, to ensure information and communication is accessible to people who have speech, hearing, vision, or cognitive impairments so they can participate equally in the City's programs, services and activities.*

Modification to Policies and Procedures: *The City of Sacramento will make reasonable modifications to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services and activities. For example, individuals with service animals behaving within applicable standards are welcome in City offices and facilities, even when pets are generally prohibited.*

Anyone who requires auxiliary aides and services for effective communication, or a modification of policies or procedures to participate in a program, service or activity in the City of Sacramento should communicate with the Department contact as soon as possible, but no later than 48 hours before the scheduled event.

Neither the ADA nor state law require the City of Sacramento to take action that would fundamentally alter the nature its programs, activities or

services or impose an undue financial or administrative burden.

The City of Sacramento will not place a surcharge on a particular individual with a disability or a group of individuals with disabilities to cover the cost of providing auxiliary aids and services or making a reasonable accommodation to a policy to create access.

(ii) Grievance Procedure

The City of Sacramento Department of Public Works provides a Grievance Procedure on their website¹⁵ containing the information below. The PDF version of this information provided on the City's website contains a form that allows individuals of the public to submit written grievances to the department.

ADA ACCESS IN THE PUBLIC RIGHTS-OF-WAY Grievance Procedure

Who May File

Any person with a disability who believes they have been the subject of disability-related discrimination on the basis of denial of access in the public rights-of-way. This grievance procedure covers access to sidewalks and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, and other components of public rights-of-way only.

Procedure

Step 1. Grievance Procedure & Form

Fill out the grievance form attached to this sheet with all the information requested. The grievance form shall be filed with the Department of Public Works within 30 calendar days of the alleged disability-related discrimination. Please contact Kelli Lacy at (916) 808-8157 or kelacy@cityofsacramento.org if you need assistance completing this form due to a disability. The grievance procedure and form may be obtained from the Department of Public Works web page and the following location:

*Department of Public Works
915 "I" Street, Room 2000
Sacramento, CA 95814
(916) 808-8157*

¹⁵<http://www.cityofsacramento.org/-/media/Corporate/Files/Public-Works/Forms/Engineering/ADA-Grievance-Procedure-Form.pdf>

Step 2. An Investigation is Conducted

The complainant will be notified within 5 calendar days of the receipt of the grievance, and if necessary, Adam Randolph or another authorized representative will contact the complainant directly to obtain additional facts or documentation relevant to the grievance.

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

Adam Randolph or another authorized representative shall prepare a written decision, after full consideration of the merits of the grievance, outlining the Department of Public Works course of action and expected timeline. This communication shall be sent to the complainant via postal or electronic mail and no later than 45 calendar days following the receipt of the grievance.

Step 4. Appeal to the City Manager

If the complainant is dissatisfied with the written decision, he or she may file a written appeal with the City Manager (915 "I" Street, Room 5000, Sacramento, CA 95814) no later than 15 calendar days of 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 do so on the complainant's behalf. The City Manager or his/her representative will act upon the appeal no later than 30 calendar days after receipt, and a copy of the written decision shall be forwarded to the complainant no later than five working days after preparation of the decision.

The 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 Adam Randolph.

(iii) Programs, Services and Activities

Official programs, services, and activities were detailed by the City and researched by SZS. An inventory of the PSAs provided by the City is intended to be complete, but as additional PSAs are added, or ended, it is considered a snapshot in time. The following list details programs, services and activities carried out by the Public Works Department, or those that directly affect the PROW and the way that this facility serves other City facilities.

PSA	Function
PUBLIC RIGHT-OF-WAY ACCESSIBILITY PROGRAM	The City is making streets more accessible for all users by removing obstacles and adding or improving infrastructure that is in compliance with the Americans with Disabilities Act (ADA).
PUBLIC RIGHT-OF-WAY ACCESSIBILITY CITIZEN REQUEST PROGRAM	<p>The citizen request program allows citizens to request improvements in the public right-of-way (curbs, sidewalks, public parking) that will improve access for the community. To request improvements outside of the City right-of-way, please see the City of Sacramento Office of Civil Rights webpage. Examples of public right-of-way improvements requested can include, but are not limited to:</p> <ul style="list-style-type: none"> • Curb Ramps - this can include improvements such as reducing existing slopes or adding detectable warning tiles. • Sidewalks - this can include improvements such as repairing cracks in the sidewalk that make it difficult to travel over or addressing tree roots or bushes protruding into the walkway. • Audible Pedestrian Signal Installation - these improvements provide audible sounds at traffic signals so visually impaired pedestrians know when it's safe to cross the street. • Signalized intersection improvements - these improvements can include relocating pedestrian push buttons so they're easier to reach, or re-aligning the crossings at an intersection. <p>To make a citizen request, submit the ADA Request Form, call (916) 808-8300, or contact us by email.</p>
CAPITAL IMPROVEMENT PROGRAM (CIP)	This program manages the Public Works Transportation Capital Improvement Program. This includes coordinating project status updates with project managers, section heads, allocating funding according to department and division management direction, and authorizing reports to include in the Transportation section of the CIP program.
SIDEWALK MAINTENANCE PROGRAM	<p>Public Works Department oversees a sidewalk maintenance program to ensure that all sidewalks in the City of Sacramento are safe and accessible for all pedestrians.</p> <p>In the City of Sacramento, the property owners are responsible for the cost of the maintenance and repair of the sidewalk adjacent to their property. California Streets and Highways Code, section 5610, and Sacramento City Code, section 12.32, require that the maintenance and repair of public sidewalks be the responsibility of the adjoining property owner.</p>

	<p>The complete code is available on the City's website at: http://www.qcode.us/codes/sacramento/</p> <p>This program was instituted to improve sidewalk conditions and make property owners and constituents aware of the city repair program, and repair process. A handbook is provided online and in PDF to describe the program.</p>
SIDEWALK INSPECTION PROGRAM	<p>The sidewalk inspection program is a request-only program. The City inspects sidewalk conditions when there has been a request to do so by a property owner or by a concerned citizen over the condition of the sidewalk, or through the daily on-site work activities of the inspector. When responding to a request for inspection, the city inspector will evaluate the entire site (<i>the general rule is the inspector is to inspect the area identified as defective and 50 to 75 feet in either direction, or to the corner if closer</i>) noting all concrete and sidewalk deficiencies at the site and the neighboring properties.</p> <ul style="list-style-type: none"> The aim of the program is to identify sidewalk defects and assist the property owner with the repair process. Inspectors are looking for defects, such as holes, spalled or chipped areas, wide cracks, deterioration, and areas that are damaged by tree roots.
PROPERTY OWNER – NOTICE TO REPAIR SIDEWALK, DRIVEWAY OR APPROACH	<p>City program that notifies property owners of their obligation to maintain the sidewalk in such a manner that it does not endanger persons, property or interfere with public convenience. Notice to property owner informs of needed repairs to the sidewalk within their property. Options to make repairs include hiring a contractor, performing the work themselves or requesting the City contractors to perform the work pursuant to California Street and Highways Code 5610.</p>
PROPERTY OWNER – TEMPORARY SIDEWALK REPAIR PROGRAM (grinding)	<p>The City assists property owners with this program to remediate vaulting (vertical displacement) by concrete grinding and/or angular saw cutting as a temporary repair. This grinding and/or angular saw cutting is allowed as a one-time, alternative means of eliminating vertical displacements. Asphalt temporary patching criteria are also described in the program materials.</p>
STREET RESURFACING PROGRAM	<p>The City has developed a multi-year street resurfacing program to schedule maintenance activities on city streets. Maps are found at the following link indicating the work planned for calendar years or under the CalRecycle Grant below:</p> <p>http://www.cityofsacramento.org/Public-Works/Maintenance-Services/Street-Maintenance/Resurfacing-Program</p>

	<p>The California Department of Resources, Recycling, and Recovery (CalRecycle) provides the Rubberized Pavement Grant Program to promote markets for recycled-content surfacing products derived from waste tires generated in California and decrease the adverse environmental impacts created by unlawful disposal and stockpiling of waste tires.</p> <p>In January 2019, CalRecycle approved \$4 million in Rubberized Pavement Grant funding for several projects throughout the state. The City of Sacramento is one of the communities that has received \$190,528.00 in grant funding for our FY2019-2020 rubberized chip seal resurfacing project.</p> <p>Rubberized chip seal combines ground waste tire rubber with traditional paving materials to create a safer, longer-lasting, quieter, and more cost-effective road surface.</p> <p>The City of Sacramento estimates that approximately 12,000 - 15,000 waste tires were diverted from the waste stream and used in this chip seal resurfacing project.</p> <p>https://www.cityofsacramento.org/Public-Works/Maintenance-Services/Street-Maintenance/Resurfacing-Program/CalRecycle-Grant---2020</p> <p>NOTE: There may be delays in the implementation of planned street resurfacing projects on this map. The planned year of rehabilitation for each street is subject to change due to conflicting construction work, budgetary constraints, or unforeseen circumstances, some of which arise after the resurfacing project has begun.</p>
TREE PROGRAMS	<p>The Neighborhood Pruning Program provides routine pre-emptive tree maintenance throughout the city on regular cycles. Work crews maintain city street trees on a tree-by-tree, block-by-block basis, ensuring that all public trees are inspected and, if necessary, pruned, on a regular basis. Staff also works to ensure services are distributed equitably throughout the city.</p> <p>Special pruning requests to address building clearance and line-of-sight issues with signs and signals are reviewed and responded to on a case-by-case basis. If not urgent, work will be deferred until the Neighborhood Pruning Program cycles through the neighborhood. Where that is not the case, Urban Forestry staff will respond and perform the needed work.</p>
PARKING:	<p>Off-street facilities generally have parking stalls designated for Disabled Person (DP) parking. The quantity of stalls available</p>

**OFF-STREET
GARAGES and
PARKING LOTS**

depend on the size of the parking facility and state laws governing the minimum number of stalls required. Patrons who choose to park in off-street facilities (garages and parking lots) are required to pay any applicable parking rates. This applies to both private and public off-street parking garages and parking lots. California Vehicle Code privileges for free parking with DP placards and license plates only apply to on-street parking. For privately owned off-street garages and parking lots which do not charge fees, vehicles with DP placards must abide by any posted ordinances or restrictions for those facilities.

Parking reservations are available to all motorists. Availability of DP spaces in off-street facilities, regardless if there is an event or under standard operating conditions, is on a first come, first park basis. Parking reservations generally allow entry into the facility up to two (2) hours prior to an event.

PARKING AT METERS

Vehicles displaying a Disabled Person placard or license plate may park for free at metered spaces. According to the California Department of Motor Vehicles, 22511.5 (a)(1): A disabled person (DP) or disabled veteran (DV) displaying special license plates issued under Section 5007 or a distinguishing placard issued under Section 22511.55 or 22511.59 is allowed to park for unlimited periods in any of the following zones:

- In parking spaces with the International Symbol of Access (wheelchair symbol)
- Next to a blue curb authorized for handicapped parking
- Next to “limited time” green curbs
- For free at any on-street metered parking space
- In an area that indicates it requires a resident or merchant permit
- At any on-street location with posted time limit zones

Persons with significant mobility limitations

Off-street parking facilities located directly across from or next to Golden 1 Center VIP Entrance on L Street are available for those who have difficulty walking more than one city-block (More than 0.2 miles). Parking reservations are available at these locations, however please check the facility's amenities to ensure they accommodate your mobility needs prior to placing a reservation. Ability to reserve parking in these garages is subject to availability. Reservations do not guarantee a specific stall in the garage. Availability of DP stalls are on a first come,

	<p>first park basis.</p> <p>Residential Permit Parking: Vehicles with DP or DV placards are not required to display a Residential Parking Permit when parking in a permit area. However, vehicles may not park at any zones where state law or local ordinances absolutely prohibit stopping, parking or standing of any vehicles. Vehicles with DP or DV placards also must abide by posted signage reflecting days and hours when parking is restricted for city services.</p> <p>72 hour parking limit: Vehicles are not allowed to park on the street, in the same location, for more than 72 hours per Sacramento City Code 10.36.080(A)(1).</p> <p>Posted No Parking at Certain Times: These are signs which state, “No Parking” and are followed with a specific time (i.e. 4 p.m. to 6 p.m.). No vehicles, including vehicles displaying a DP or DV placard, are allowed to park in these spaces during the posted time. However, vehicles are allowed to park in these spaces outside of the posted times as long as the vehicle is removed and not parked during the posted time restriction.</p> <ul style="list-style-type: none"> • More information about Disabled Person and Disabled Veteran parking may be found by visiting the California Department of Motor Vehicles.
<p>SACRAMENTO ELECTRIC VEHICLE INITIATIVES</p>	<p>The City is working to accelerate electric vehicle (EV) adoption and foster EV infrastructure and awareness. For over 20 years, Sacramento has been a leader in the deployment of EVs. In 1994, the City Council adopted a policy that first established the City’s EV Parking Program, providing discounted parking to EV drivers in City-owned parking garages. Since then, the City has been working actively to provide public EV charging at City facilities, aggressively incorporate low-emission vehicles and zero-emission vehicles (ZEV) into fleet operations, and support EVs in the community.</p> <ul style="list-style-type: none"> • The City is working to create a holistic mobility system that enables all residents, including low-income and disadvantaged community residents, to get where they need to go in the cleanest way possible. This means creating a range of different mobility options that both reduce vehicle trips and ensure the vehicle trips that do occur are zero emission wherever possible. • Grants and Matching Funds: The City’s goals include increasing EV accessibility and zero-emission options (with focus in disadvantaged communities), including

	<p>installation of public chargers at 15 community centers and libraries, as well as a pilot program for e-bikes for loan at public libraries, EV job training for California Conservation Corps members, and analysis of effective methods for EV adoption in disadvantaged neighborhoods. Read the <u>EV Blueprint Implementation Scope of Work</u>.</p>
<p>TRAFFIC SIGNALS Pedestrian Controls Pedestrian Hybrid Beacons (PHB)</p>	<p><u>Pedestrian Controls – Accessible Pedestrian Controls (APS):</u> The City’s current practice is to provide new signalized intersections with the necessary hardware for installation of APS based on the future requests. For existing signalized intersections, the City’s current practice is to retrofit the signal with APS if there is a request for the same from an individual or group.</p> <p><u>Pedestrian Controls - PHB:</u> At a five-lane crossing heavy with pedestrian traffic flowing to and from the U.C. Davis Children’s Hospital, the City’s Public Works Department has installed a new concept for California in traffic technology at Stockton Boulevard and Sherman Way. See an aerial map below where the beacon is installed.</p> <p>https://www.cityofsacramento.org/-/media/Corporate/Files/Public-Works/Publications/Transportation/Pedestrian-Beacon-Aerial.pdf?la=en</p> <p>The pedestrian hybrid beacon is designed to stop vehicles, through a series of steady and flashing yellow and red lights, at crosswalks and give pedestrians a controlled crossing. The hybrid beacon will also be synchronized with adjacent traffic signals to minimize traffic congestion. Previously, the crosswalk used in-pavement flashers and pedestrian warning signs.</p> <p>City staff re-evaluated the crosswalk when the street was resurfaced in July. In conjunction with U.C. Davis staff, they concluded a device that stopped drivers when activated by pedestrians would be a better fit for this particular intersection.</p> <p>The hybrid beacon operates much like a traffic signal, but costs three times less than a traditional traffic signal averaging \$300,000. The cost for the equipment and labor, approximately \$85,000, is being split with the hospital. The posted speed limit is 35 miles per hour and vehicle traffic at this intersection is estimated at 24,000 vehicles per day.</p>

	<p>Pedestrians activate the beacon when ready to cross, otherwise the beacon is dark and motorists proceed as usual, while pedestrians receive a Don't Walk. The sequence for the hybrid beacon is below.</p> <ul style="list-style-type: none"> • Dark until activated by pedestrian push button. • Flashing yellow light for motorists and Don't Walk for pedestrians. • Steady yellow light for motorists and Don't Walk for pedestrians. • Steady red light for motorists and Walk for pedestrians. • Alternating flashing red light for motorists and flashing Don't Walk for pedestrians. Motorists must come to a complete stop then proceed when safe. • Dark again for motorists and Don't Walk for pedestrians. <p>The City will be considering other intersections where the device may be useful for pedestrians and drivers.</p>
SHARED MOBILITY	<p>Shared bikes and scooters (shared-rideables) can be a great sustainable way to travel around Sacramento. The City uses anonymized device data to better plan for parking, understand bikeway needs (no sidewalk scooting please!), respond to community concerns, and ensure operators meet our equity requirements. The City IT team has developed a summary of data, telling a story of activity of shared bikes and scooters in Sacramento.</p> <p>The City has a Pedestrians first Policy:</p> <ul style="list-style-type: none"> • It is illegal in California to use a motorized scooter on a sidewalk. (Cal. Vehicle Code, § 21235.) • City Code allows bicycle riding on sidewalks (City Code, § 10.76.010.) except where specifically prohibited. Bicyclists must yield to pedestrians and slow down, stop or dismount as needed. Bicyclists must give an audible warning if passing a pedestrian. <p>Park responsibly Policy</p> <p>Park in a secure, upright position at a bike rack or City designated drop zone. Bikes and scooters must be parked at bike racks or City designated drop zone. Drop zones can be found at 12 locations. As funding becomes available, the City will install additional drop zones and bike racks.</p>

	<p>The City's Public Works and Police Departments have conducted on-street education to those using shared-rideables about parking and following the rules of the road, like not scooting on sidewalks. The City has also used social media, posted blog posts, and made educational videos to promote safety.</p> <p>The City expects the businesses that offer these devices to also educate their members about how to use their devices safely and legally.</p>
VISION ZERO	<p>Sacramento is a Vision Zero City. What does this mean? Vision Zero is a traffic safety philosophy that rejects the notion that traffic crashes are simply “accidents,” but instead preventable incidents that can and must be systematically addressed. Through Vision Zero, the City of Sacramento and its partners are committed to working together to create safer streets. On January 19, 2017, City Council adopted a resolution adopting the follow goal: The City of Sacramento will work collaboratively in a data-driven effort to eliminate traffic fatalities and serious injuries by 2027.</p> <p>The School Safety Study was approved by City Council in February 2021 and documents conditions for students walking, bicycling, taking the bus, or being dropped off at 20 schools throughout the City. The study includes short-term and long-term recommendations including signing, pavement marking and traffic calming improvements. Recommendations may also include, where appropriate, lower school area speed limits on all eligible roadways.</p> <p>To reach our goals around Vision Zero, the City conducted the following efforts:</p> <ul style="list-style-type: none"> • Reducing School Speed Zone Limits • Our Safety is Homegrown campaign • Vision Zero Action Plan • Vision Zero Task Force • J Street Safety Project • Mack Road Maintenance and Safety Project <p>Systematic Safety Analysis Report</p>
SACRAMENTO ACTIVE STREETS PLANS	<p>The City of Sacramento’s Active Streets Plan aims to improve safety and comfort for walking, biking, and taking transit in North Sacramento, South Sacramento, and the Fruitridge / Broadway areas. With the help of the public, each Plan will identify locations to install or improve walking, biking, and access to transit – like sidewalks, crosswalks, bike lanes and</p>

	more!
TRANSPORTATION PRIORITIES PLAN (TPP)	<p>The Transportation Priorities Plan (TPP) is a planning project to listen to community values around transportation investment and then take those values to develop a prioritization process so that projects that best meet our values rise to the top and are priority for investment. The TPP was adopted by City Council in 2022</p> <p>Staff have applied the TPP prioritization to the over 700 projects and prepared a list of projects prioritized into high priority, mid-term priority, and long-term priority. The City will move forward with that list to reach out to our communities and ask for their input.</p>
BICYCLING PROGRAM	<p>This program intends to make the City friendlier for bicycling. The Central Mobility Plan will allow the City to rehabilitate the pavement, extend the protected bikeway network, and add circulation improvements to key corridors. Twelve (12) separate projects are ongoing at this time and an additional 8 projects have been completed.</p>
CAR SHARE PROGRAM	<p>Qualified car share operators can now apply for special parking privileges in the City's right-of-way. The program will establish a process to issue parking permits to car share operators that meet specified criteria, such as insurance requirements, vehicle branding, community outreach, and monitoring and reporting. The program will allow two types of car share: car share with dedicated parking spaces, and "free-floating" car share. Permit fees incentivize car share programs with zero-emission vehicles, which expand mobility options while delivering air quality benefits in our neighborhoods.</p>
PEDESTRIAN IMPROVEMENT PROGRAM	<p>This program provides the City with a comprehensive vision for improving pedestrian conditions to make Sacramento the "Walking Capital." The plan addresses the needs to provide pathways, crossings, and other pedestrian amenities to increase walking as a mode of transportation, a decrease in vehicular trips, improved air quality, and improved health and fitness. The majority of the elements in this program are physical improvements such as new sidewalks, sidewalk planters, curbs, gutters and crosswalks.</p>
ENVISION BROADWAY IN OAK PARK PROGRAM - Oak Park Complete Street Plan	<p>This program provides an underserved community by developing a long-term vision for multimodal transportation along Broadway from Franklin Boulevard to Martin Luther King Jr. Boulevard with consideration of the needs of businesses, visitors, and residents living in and near Oak Park. This program will enhance accessibility and safety for all modes of transportation, and consider the needs of residents, businesses, and visitors.</p>

CONSTRUCTION INSPECTION & SURVEY PROGRAM	This service provides inspection and project management services for <u>Minor Encroachment Permits</u> (sidewalks), Capital Improvement Projects, and Private Development Projects within the City's right-of-way. The City's goal is to ensure the delivery of projects, built with quality materials and workmanship which meet the City's <u>Standard Specifications</u> . View the <u>lists of projects</u> that construction inspectors are overseeing.
SUSTAINABILITY SACRAMENTO	<p>Sustainability is about sustaining and integrating how we manage the economy, environment, and social equity, to minimize, mitigate, and adapt to short- and long-term impacts on the environment and the quality of life for residents.</p> <p>The Department of Public Works aims to achieve bold climate goals and integrate sustainability throughout its projects, policies, and programs – such as public buildings, transportation system and mobility options, energy, urban agriculture, activities in the right-of-way, and more. The Sustainability Sacramento site provides details on what the City and others are doing at the policy and program level to move our community towards sustainability. Learn more about the <u>2040 General Plan</u> and <u>Climate Action Plan Update</u>. Learn about sustainability in City operations in the 2016 <u>Climate Action Plan for Internal Operations</u>.</p>
RECYCLING AND SOLID WASTE	Services provided by this department include a public drop off for household hazardous waste, recycling oil and oil filters for free, appliance and waste pickup, household junk pickup, special holiday pickups, tire amnesty day, and an organic material recycling program.
COMMUNITY RESOURCES	211 Sacramento provides an array of services for seniors. Services and resources provided in the Sacramento community to help older adults stay independent and in their homes include assistance with finding <u>Caregivers</u> , <u>Communication</u> needs, <u>Elder Abuse Resources</u> , <u>Employment Resources for Seniors</u> , <u>Food</u> assistance, <u>Health and Safety</u> assistance, <u>Legal Resources</u> , <u>Meal Programs and Food Closets</u> , <u>Transportation</u> assistance and <u>Utility Discounts</u> .
COMMUNITY DEVELOPMENT	This department provides many services including planning, permitting and inspections of public and private property improvements.

The identification of the function and location of each PSA, and the groups of people served by each PSA, is essential to fully develop a useful Self-Evaluation report. Based on this information, the analysis of the policies and practices that govern the administration of these PSAs was performed.

4) ADA Transition Plan

A. Regulations

Under DOJ regulations for Title II of the ADA at 28 C.F.R. Part 35, public entities may develop ADA Transition Plans to carry out barrier removal over time as the entity deems appropriate, which is of great benefit. On the other hand, the legal allowance to make use of a Plan over time is only available to public entities. This option is not allowed for privately owned and privately funded entities, regulated under Title 28 of the C.F.R Part 36 – addressing public accommodations.

The distinction recognizes the finite nature of public funds. Allowing public entities to schedule barrier removal over time allows public entities to plan and budget for the remediation work. The infrastructure and facilities of public entities may have been constructed decades earlier. Infrastructure and facilities constructed before the effective date of the ADA often require significant and costly remediation to provide access which must be funded by the public. Opening a business or funding a privately owned development is a choice, and funds to ensure compliance must be acquired and applied prior to occupancy.

The federal regulations governing the Plan indicate that where structural changes to facilities were undertaken to comply with the obligations established under the ADA, such changes should have been made within three years of the effective date of the regulations, or by 1995, but in any event as expeditiously as possible¹⁶. In the case that barrier removal was not completed by that date, a common occurrence nationwide, the US DOJ regulations define the steps that must be taken, as a minimum, to establish an ADA Transition Plan:

Transition plan.

- (1) In the event that structural changes to facilities will be undertaken to achieve program accessibility [where physical barriers are identified and must be removed], a public entity that employs 50 or more persons shall develop a transition plan setting forth the steps necessary to complete such changes. A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments. A copy of the transition plan shall be made available for public inspection.
- (2) 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 Act, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas

¹⁶ Department of Justice, Office of the Attorney General 28 CFR PART 35 Nondiscrimination on the Basis of Disability in State and Local Government Services {35.150 Existing Facilities. See <http://www.ada.gov/reg2.html>

(3) The plan shall, at a minimum –

- (i) Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
 - (ii) Describe in detail the methods that will be used to make the facilities accessible;
 - (iii) Specify the schedule for taking the steps necessary to achieve compliance with this section 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; and
 - (iv) Indicate the official responsible for implementation of the plan.
- (4) If a public entity has already complied with the transition plan requirement of a Federal agency regulation implementing Section 504 of the Rehabilitation Act of 1973, then the requirements of this paragraph shall apply only to those policies and practices that were not included in the previous transition plan.

This Plan illustrates areas of challenge, but this process is also essential in developing a strategic and comprehensive plan to improve accessibility.

All elements in the PROW are not equal and the way that they affect different groups of people with disabilities varies significantly. Consider a situation where a sign is missing in comparison to a lack of an accessible loading zone at a building where bus and shuttle services provide passenger loading and unloading at a building. The difference in the severity with which those elements affect people with disabilities is significant. Also, the effect that these different elements have in denying access to programs, services, and activities is vastly different.

B. Transition Plan: Methodology

The pedestrian facility was analyzed in GIS or inventoried and cataloged by City staff, and this process will continue through an on-going basis to identify barriers to access that develop over time. Pedestrian elements within the PROW that were constructed prior to January 26, 1992, when the ADA Standards enforcement began, could not have complied with those ADA Standards which were not in place at the time of construction. Therefore, it can be reasonably assumed that most elements in existing (pre-ADA) pedestrian facilities are non-compliant. Typical elements within the pedestrian facilities include the following:

- Sidewalks (Pedestrian Access Route or PAR)
- Transit Stops and Transit Shelters
- Pedestrian Street Crossings (Intersections, Midblock or Raised)
- Pedestrian Overpasses and Underpasses

- Curb Ramps, Blended Transitions, Medians and Pedestrian Refuge Islands
- Pedestrian At-Grade Rail Crossings
- Roundabouts containing Pedestrian Facilities
- Pedestrian Signals and Pedestrian Pushbuttons
- Rectangular Rapid Flash Beacons (RRFB), or similar Pedestrian Controls
- Pedestrian Signs that provide Directions, Warnings, or other Information within the Pedestrian Access Route
- Passenger Loading Zone
- Street Furniture, such as
 - Drinking Fountains
 - Public Toilet Facilities
 - Tables
 - Counters
 - Benches (resting space at side of bench)
 - Emergency call stations
- On-Street Parking Stalls (defined as marked or metered spaces)
- Parking Meters and Parking Pay Stations
- Emergency Call Stations
- Stairways and Escalators
- Guardrails at Elevation Changes
- Doors, Doorways, and Gates

Where elements in the PROW were constructed prior to 1992 without subsequent alterations, the elements were categorized in the ADA Transition Plan as non-compliant without on-site inspections. Moving forward with this process allows the City to conserve funds to perform alterations scheduled within the Plan that would otherwise have been spent on a comprehensive assessment process.

These pre-ADA elements have been identified and determined to require alterations as the method of remediation. Over time, the remediation will be scheduled as required under ADA Transition Plan regulations enforced by the US DOJ. Pre-ADA elements were not designed or constructed under accessibility requirements. These elements will require alterations as the method of remediation. As the schedule within the Plan is carried out and alterations to remediate take place over time, the reconstruction (4R) rehabilitation (3R) or restoration (2R) process may include a land survey to determine the full scope of work to ensure full compliance, to the maximum extent feasible.

The Plan recorded each segment of sidewalk, each curb ramp, signalized intersection, etc. based on existing data contained within the City's expansive network of GIS files and other programs used to track operations and life-cycle to ensure that the alterations scheduled within the Plan address all the elements required to be accessible. Each alteration project will identify the exact needs and remediation methods needed to address each situation.

The PROW, unlike a physical building is an ever-changing environment due to naturally occurring situations like deterioration, flooding, vaulting from trees, damage from vehicles, etc. and each project to correct barriers to access will have different criteria and processes to ensure compliance is achieved. For example, when planning for a new development, or a large rehabilitation project, a land survey prior to construction will likely be required in many instances. Where construction is not likely to be required, remediation by the property owner or City will occur through maintenance or repairs, such as a sprinkler repair to remediate a slippery sidewalk surface where water leakage causes moss growth, trimming foliage to remove a protruding object or the grinding of a change in level.

This method is highly efficient for use in pedestrian facilities that pre-date the ADA. Elements constructed in the PROW since 1992 will require comprehensive field assessments to determine whether construction complied with the standards in place at the time of construction. This method takes into consideration the fact that performing field assessment years or decades before alterations work will be completed means that over time, typical changes that occur in the built environment due to deterioration, tree root growth or expansion (vaulting), damage from accidents, wear and tear, etc. is likely to increase the number of barriers to access whether or not a comprehensive effort was spent initially to identify each and every barrier to access. Over time, additional barriers will exist that will require remediation. This concern is less of a factor in buildings, as they are not exposed to the natural elements (precipitation, freeze/thaw cycle, etc.) and a comprehensive on-site assessment process is necessary to record each physical barrier to access.

The City's Programs, Services and Activities drive the remediation and planning process. Each of these PSA's influences the Transition Plan if they involve improvements to the pedestrian facility.

TRANSITION PLAN FIRST

The idea of consulting the *Transition Plan First* before performing maintenance, alterations or new construction in the PROW involves coordination between all departments within Public Works and decision makers outside of their department that can influence the process. As new projects are planned, proposed, and developed years into the future, they will essentially serve as the implementation schedule for the Transition Plan. Each program developing new initiatives, planning efforts, developments, etc. will be able to use this information to consider accessibility on this fundamental level.

The Community Development Department plays a large role in identifying projects that impact accessibility throughout the City. *Complete Street Projects, Safe Routes to Schools,*

Vision Zero all impact the accessibility of the City and coordination in improving access to individuals with disabilities plays a fundamental roll. Furthermore, the City's Capital Improvement Projects are the driving force behind increasing accessibility throughout Sacramento. These projects improve accessibility through bridging gaps in the pedestrian network, installing curb ramps, replacing sidewalk, and keeping the streets in usable order.

The Transition Plan First ideology increases coordination between the various departments and decision makers to enhance the City's projects and effect the greatest level of change.

Since the schedule for taking the necessary steps to achieve compliance with title II will involve a time period for achieving compliance that is longer than one-year, interim steps taken during each year of the transition period will include:

- Implement Program Access - ADA Coordinator or Official Responsible in the Public Works department to determine where relocation of services or other means of applying programmatic access can be applied to ensure that PSAs are accessible and public funds expended for barrier removal only when necessary.
- Annual alignment of CIP work with ADA Transition Plan remediation to ensure that the CIP funding allocation process addresses ADA deficiencies identified in the Plan, where possible. The ADA Coordinator will lead these efforts with the help of designated staff from City departments.
- Street Maintenance and Alterations: The annual CIP alignment with the Plan will allow the City to review and survey the existing street crossings, curb ramps, and sidewalks to determine the scope of these projects. Where alterations, as defined by FHWA, within streets and roadways occurs, the City is required to provide accessible features such as curb ramps, street crossings and pedestrian controls where signalization is provided. The scoping review of these projects will allow the City to utilize funds necessary to improve access to the City's network of sidewalks and walkways.
 - This requirement does not force the City to improve the network of sidewalks at the time of these alterations as they can be scheduled later in the Transition Plan if deemed appropriate.
 - Sidewalk maintenance responsibilities lie with adjacent property owners per State law (Division 7, Part 3, Chapter 22 of the Streets and Highways Code [Sections 5600 and 5610]) and Sacramento City Code Chapter 12.32. These provisions require property owners to maintain sidewalks, parking strips, curbs, retaining walls, and other such works between their property line and the street line. Property owners are required to maintain these frontage improvements such that they will not endanger persons or property or interfere with the public convenience in the use of those works or areas.
 - The City may elect to provide or construct new sidewalks at the request of City Council or other department planning efforts.
- On-going correlation of maintenance efforts with barrier removal in the Plan to accomplish remediation in-house.
- Implementation of the 311 app on the City website to collect information on barriers to access as reported online by local users or staff. When barriers to access are identified through the app, remediation can be correlated with the Plan to address actions as a

priority, where applicable. These barriers reported can be weighed against factors such as barrier severity, frequency of use and cost, prior to inclusion in the CIP process or addressed on an "as needed basis", depending on severity or other factors.

- Minor repairs not requiring City Council action may be addressed through informal bidding, use of existing on-call construction contracts, or by maintenance staff.
- Master Plans or Other Development Plans: Projects including improvements to the sidewalk and bicycle network, particularly near the transit stations will be correlated with remediation in the Plan. Complete Street, Vision Zero, etc. all will be correlate with the Plan.
- The Public Works department shall coordinate their efforts to ensure that remediation within the Plan is incorporated into the City's adopted goals.

(i) Transition Plan: Official Responsible

As part of an ADA Transition Plan, a City with more than 50 employees must name an official responsible for the barrier removal process as a public point of contact. The designated individual is responsible for the administration of the barrier remediation plan. *Philip Vulliet* has been appointed as the individual currently responsible for the PROW Plan. He can be reached at (916) 808-5092 or pvulliet@cityofsacramento.org.

(ii) Public Rights of Way Disability Coordinator

The City shall designate a Public Rights of Way Disability Coordinator to serve as an administrative liaison to the disabled community. The Public Rights of Way Disability Coordinator shall be responsible for coordinating and providing all reports required by this Transition Plan for Pedestrian Rights of Way and shall collect information concerning City's obligations and actions regarding compliance with this Transition Plan for Pedestrian Rights of Way and to respond to requests for information or other documents¹⁷.

(iii) Access Compliance Inventory

An inventory of pedestrian access route elements has been compiled for the City of Sacramento. Sidewalks, curb ramps and street crossings identified as barriers to access have been correlated in GIS to facilitate remediation efforts. Barrier remediation methodology will be carried out primarily through two efforts: maintenance efforts or alterations.

The purpose of this report is to provide information in a clear and usable format for designated staff, other professionals, and laymen alike. The GIS files associated with the City's Transition Plan allow for them to identify areas where work has been completed and a compliant element or segment of sidewalk is provided (i.e. curb ramps that have been inspected and certified, stretches of sidewalk that have recently been

¹⁷ See City Document: ADA Transition Plan - 7-8-10

altered, or areas where maintenance staff have not identified any deficiencies through their daily inspection efforts), and areas and elements that have not yet been reviewed or corrected. By maintaining this dataset, the City will be able to track their remediation efforts and ensure the planning efforts for all future projects take into account the Transition Plan.

Due to the nature of the pedestrian access route, it is very likely that overtime certain elements will need to be added back into the Transition Plan and schedule for remediation again. This changing environment may undergo an improvement project one year, but later down the line damage, cracks and sprawling, and tree heaves and vaulting will occur which will create new barriers to access. The life cycle of concrete is very different than that of a building or structure, and ongoing monitoring will be required to maintain the City's inventory.

The bulk of the inventory contained in GIS is made up of curb ramps, and sidewalks. Additional elements have been included to ensure that the pedestrian access route and the associated elements required to be accessible are incorporated into the City's alterations projects. See below for the list of elements cataloged in the GIS inventory:

- Sidewalks (Pedestrian Access Route or PAR)
- Signalized Intersections
- Curb Ramps, Blended Transitions, Medians and Pedestrian Refuge Islands

Additional elements not listed here are generally presumed to be associated with the elements identified. For instance, at signalized intersections one can presume that pedestrian APS devices may be present. However, there are instances where signalization is automated to allow for better flow of traffic. When the City performs repairs or replaces existing devices the intent of the City is to bring the existing elements into compliance to the maximum extent feasible.

The maintenance department, Sidewalk Maintenance Program and Inspection Program will provide additional details and information over time as they routinely walk hundreds of miles of sidewalk each year. Their efforts will build upon the information within the City's inventory to provide the City with real-time data driven solutions.

(iv) Standards for Remediation

The federal and state regulations and statutes in effect when the PROW was designed and constructed were used in this analysis. In addition, the following standards have been applied with the goal of ensuring that alterations are compliant to the current standards, to the maximum extent feasible¹⁸, as allowed under the ADA:

- The Federal Highway Administration's *Manual on Uniform Traffic Control*

¹⁸ https://www.ada.gov/regs2010/2010ADASTandards/2010ADASTandards_prt.pdf

Devices (CA-MUTCD for California's version) that governs signalization and other elements within the public rights-of-way

- The federal Access Board's Public Rights-of-Way Guidelines (PROWAG) finalized in 2023 by the US Access Board governing elements within the public rights-of-way
- The *Americans with Disabilities Act/Architectural Barriers Act* (2010 ADAS) Accessibility Guidelines which contain standards that replaced the 1992 ADAAG as of March 15, 2011
- ADA/ABA standards for *Transportation Facilities* (transit stops, train stations, bus and shuttle stops, etc.) adopted by the US Department of Transportation

State and federal model code provide the basis for most of the remedial efforts, although additional efforts to remove barriers to access are not based on these regulations or statutes, but on pending regulations, case law or good practices.

In California, accessibility requirements contained in building code (CBC) are enforceable standards governing jurisdictions, but the minimum standards contained in the CBC may not ensure that facilities are usable by and accessible to people with disabilities. Some elements required to be accessible located in the public rights-of-way (PROW), including sidewalks and accessible pedestrian signals at street crossings, etc. are not included in the CBC, whereas bus stops and other elements, such as curb ramps, are governed by the CBC but specifically, where they are located on the site of a facility, rather than in the PROW. In other words, the CBC does not provide a comprehensive set of accessibility standards governing all physical elements.

Sidewalks were covered by the original 1990 ADA Standards, but the 2010 ADA update to those Standards retained accessibility standards only for the site and buildings, with the Standards governing elements in the PROW including pedestrian facilities, such as sidewalks, crosswalks, shared use paths, and on-street parking are detailed in a separate document aptly entitled the Public Rights-of-Way Accessibility Guidelines (PROWAG). The federal Access Board issued a final rule on these accessibility guidelines on August 8, 2023, and while the Standard awaits program access determinations and enforcement by the US DOJ, it is enforced by Caltrans and has been used by the US Ninth Circuit to establish pertinent case law.

Applying these principles and standards is important, but actual experience with projects demonstrates that these concepts can be learned and applied on a daily basis.

(v) Safe Harbor Provisions

One of the goals of this project is to ensure that the City can make use of the safe harbor provision contained in the 2010 ADA Standards. This federal rule applies only to

provisions in the ADA Standards and applies on an element-by-element basis for those elements that complied with the original 1991 ADA Standards. It is important to note that safe harbor is not a provision within the CBC.

The rule includes a general "safe harbor" under which physical elements in facilities that were built or altered in compliance with the 1991 Standards, are not required to be brought into compliance with the 2010 Standards until the elements become part of alterations, which triggers the requirement to bring the elements into compliance with existing standards at the time of alteration. A similar safe harbor applies to elements associated with the path of travel to an altered area for ADA requirements.

(vi) Annual Commitment

For the term of the Barden Settlement Agreement, the City of Sacramento will dedicate funding in an amount equal to twenty percent (20%) of its Transportation Fund annually to the installation of Compliant Curb Ramps at intersections and to the removal of access barriers along Pedestrian Rights of Way. The funding may be used to pay for curb ramp installation, barrier removal work, and other accessibility work performed at the expense of the City for Pedestrian Rights of Way. The work may be performed by outside contractors, City employees, or by a combination of both. To the extent that additional funding for access improvements within the Pedestrian Rights of Way is provided through other sources such as developers, property owners, or affected Third Party Entities, such funding will supplement the City's Annual Commitment.

1. Funding for Annual Commitment

The Transportation Fund is defined as, and currently consists of (1) money allocated to the City via the California Gas Tax and (2) the eligible portion of unrestricted funding available for transportation projects money allocated to the City from new Measure A.

2. Barriers to be Addressed

The funding provided through the City's Annual Obligation will be used to address the following types of access barriers:

- a. Compliant Curb Ramps at intersections. Curb Ramps will be constructed or reconstructed to comply with state and/or federal law (whichever provides the higher access standard) in place at the time of construction. Specifically with regard to Detectible Warnings for people with Vision Disabilities, current law requires the installation of truncated domes at all locations where sidewalks intersect vehicular ways.
- b. Crosswalk access. Crosswalks will be made accessible through removal of abrupt changes in level affecting the path of travel across the street, as well as development or maintenance of a policy concerning installation of audible pedestrian signals and ensuring that pedestrian crossing controls meet

ADAAG and Title 24 access standards, including reflector strips (or reflectorized paint) as required by Title 24 § 1117B.5.10. Crosswalk access does not require any effort to remove slopes or cross slopes consistent with the slope of the street for vehicle traffic and/or drainage.

- c. Obstacles in the Pedestrian Right of Way. Obstacles that narrow the pedestrian pathway to less than 32" will be removed or relocated.
- d. Abrupt changes of level. Changes of level of greater than ½", whether caused by tree roots or any other deterioration or displacement of the surface of the Pedestrian Right of Way, will be remedied by providing a ramp with an appropriate slope or by creating a level path of travel.
- e. Overhanging obstacles. Overhanging obstacles, defined by ADAAG § 4.4.2 and Title 24 § 2-3326(b) as objects hanging below 80", that are not detectable to a blind pedestrian using a cane, will be removed or else detectable warnings will be provided to alert blind pedestrians to their presence.
- f. Excessive cross slopes. Excessive cross slopes perpendicular to the primary direction of travel along the Pedestrian Right of Way, whether caused by driveways crossing the Pedestrian Right of Way or any other reason, will be removed. Cross slopes of greater than 3.3% that extend for a distance of greater than 15' or that exist at locations where the running slope exceeds 5% have priority for removal as severe barriers. At other locations, cross slopes of greater than 4% have priority for removal as severe barriers.

(vii) Project Prioritization

Projects to install Compliant Curb Ramps and to improve access along Pedestrian Rights of Way will be prioritized by the City in accordance with the following general principles:

1. Requests for installation of a Compliant Curb Ramp or removal of a specific barrier or barriers by members of the class represented in the Barden Settlement Agreement, will have highest priority;
2. After requests, priority will be given to walkways serving: (i) State and local government offices and facilities, (ii) important transportation corridors, (iii) places of public accommodation such as commercial and business zones, (iv) facilities containing employers, and (v) walkways serving other areas such as residential neighborhoods and undeveloped areas of the City.
3. In all project plans, consideration will also be given to the severity of existing barriers and overall efficiency of project work. This means, for example, that work done to respond to a request may be expanded to address additional severe barriers nearby, even if such barriers are not located in a high priority zone, if the City determines that this would be an efficient use of funding from the Annual Obligation. This also means that the City can determine that it is the most appropriate use of funds from the Annual Obligation to address severe barriers in lower priority areas than to remove all barriers in higher priority areas before advancing.
4. The City may develop its own procedures to set specific annual project plans

consistent with these general guidelines.

(viii) Limitations on Annual Obligation

The City shall not be obligated to initiate eminent domain proceedings against a residential property owner in order to remove barriers. However, if the City incurs costs to obtain property rights through actions other than eminent domain proceedings against a residential property owner, such costs can be charged to the Annual Obligation.

The City shall not be obligated to remove any barrier if removal of such barrier would create an Undue Burden or a Fundamental Alteration, or if removal of such barrier would be Technically Infeasible. If an anticipated source of supplemental funding becomes unavailable so that costs of barrier removal work must be paid by the City, the costs to the City will be counted toward satisfaction of the City's Annual Obligation.

(ix) Fixes by Property Owners

Under the Sacramento City Code, property owners are required to maintain their sidewalks in such a way that they do not impede public access, pose a safety hazard, endanger persons or property, or interfere with public convenience. The City maintains a Sidewalk Maintenance Program which provides private property owners a sidewalk and driveway inspection in the front of their property, free of charge, by a City inspector. If repairs are required, the property owner can either do the work, hire a licensed contractor or request that the City do the repairs and then bill the private property owner. When private property owners fail to fix problem sidewalks after being notified by the City, the City may make required repairs and place a lien on the property owner's lot or lots to recoup costs, if necessary. Any access barriers removed through the Sidewalk Maintenance Program for which the City receives reimbursement will supplement the work done through the City's Annual Obligation, and will not reduce the scope of the Annual Obligation.

(x) New Construction and Alterations

In addition to making existing Pedestrian Rights of Way accessible, the City will ensure that all newly constructed Pedestrian Rights of Way are accessible and served by Compliant Curb Ramps. The City will also ensure that streets being resurfaced as part of its annual maintenance efforts are served by Compliant Curb Ramps and have appropriate crosswalk access. Any work performed or paid for by third parties to make Pedestrian Rights of Way accessible as part of any new construction or alteration project will be in addition to the City's Annual Obligation. Any work described in this section that is performed or paid for by the City shall be considered as part of the Annual Obligation. Work done at specific locations to remove access barriers does not trigger the alteration requirement set forth in federal and state access laws.

(xi) Prospective and Annual Reports**A. Prospective Plan**

Each year the City shall provide a report setting forth a prospective plan of projects the City shall undertake to make Pedestrian Rights of Way accessible in the upcoming year. The City may develop such a prospective plan as it deems to be appropriate, subject to the general requirements regarding prioritization set forth above. The City shall use the following process to develop its annual project plan: (1) The City Department of Transportation shall prepare a report detailing the projects for making Pedestrian Rights of Way accessible in the upcoming year; (2) the report shall be submitted to the City's ADA Advisory Commission which will make pedestrian access improvement recommendations concerning the report; (3) the report and recommendations shall be provided to the City Council, which will approve or disapprove of the projects proposed for the following year.

B. Annual Reports On Work Completed By City

Each year the City will prepare a report describing the actual work done to implement this Transition Plan during the previous year. In addition to summaries of work performed by the City, the annual report will also include:

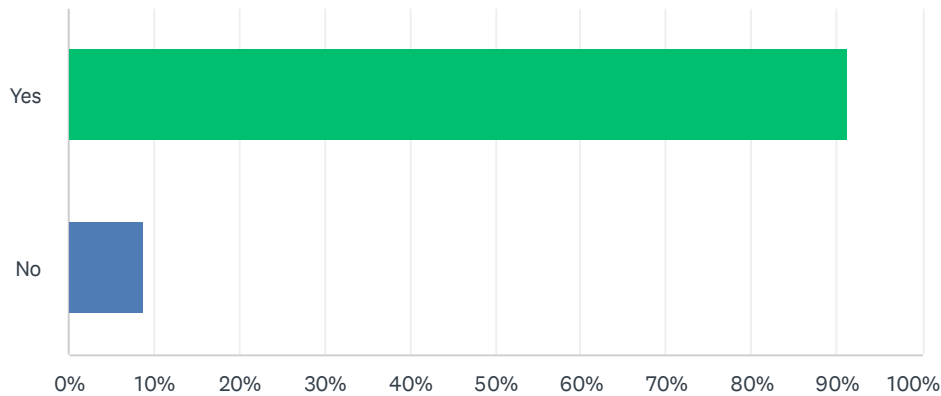
1. A summary or listing of all written complaints or requests for removal of particular barriers received since the prior report
2. Summaries of work done to ensure access and/or remove access barriers in conjunction with new construction and or alterations along Pedestrian Rights of Way
3. A list of all barriers, if any, for which the City asserts that it has a appropriate basis (Technical Infeasibility, Undue Burden, or Fundamental Alteration) for excusing installation of a Compliant Curb Ramp or removal of an access barrier. If the City asserts that it would be an Undue Burden or Fundamental Alteration to remove a barrier, or that removal of a barrier would be Technically Infeasible, the City will include in the report a written statement by the head of the Department of Transportation (or his or her designee) providing the reasons for reaching that conclusion, including his or her consideration of all resources available through the Annual Obligation.
4. The contributions of Third-Party Entities to remove access barriers along Pedestrian Rights of Way, whether such contributions took the form of funding for barrier removal work or work done separately by the Third Party Entity.
5. Information regarding removal of barriers along Pedestrian Rights of Way through the Sidewalk Maintenance Program of the City Department. Of Transportation

ATTACHMENT 1

SUMMARY OF PUBLIC SURVEY RESPONSES

Q1 Do you use City programs, services or activities provided by the public works department? (Select Yes or No below)

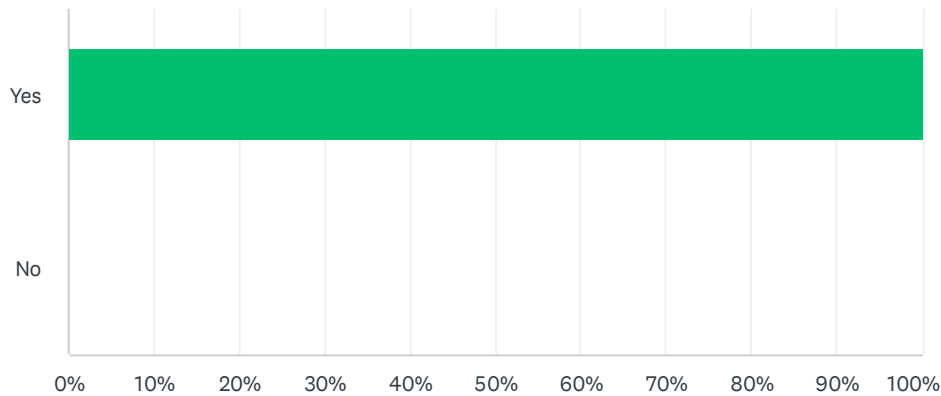
Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	91.30%	21
No	8.70%	2
TOTAL		23

Q2 Do you use City sidewalks or walkways to get around as a pedestrian?
(Select Yes or No below)

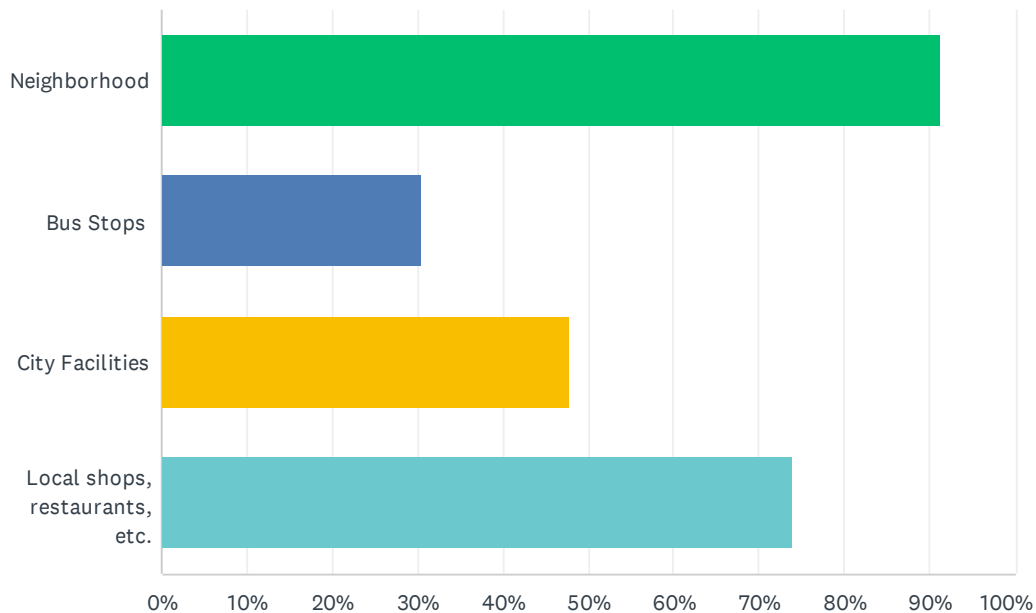
Answered: 23 Skipped: 0



ANSWER CHOICES		RESPONSES	
Yes		100.00%	23
No		0.00%	0
TOTAL			23

Q3 Do you walk/travel around your neighborhood, to nearby transit stops using city sidewalks, or city buildings/parks? (4 options provided below, multiple answers can be selected)

Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES	
Neighborhood	91.30%	21
Bus Stops	30.43%	7
City Facilities	47.83%	11
Local shops, restaurants, etc.	73.91%	17
Total Respondents: 23		

Q4 Which neighborhood do you live in? (Comment box provided below)

Answered: 23 Skipped: 0

#	RESPONSES	DATE
1	Meadowview	9/18/2024 4:06 PM
2	Meadowview	9/18/2024 4:02 PM
3	Swanston Estates	9/18/2024 3:56 PM
4	Northgate	6/8/2024 8:42 AM
5	Gardenland Northgate	6/5/2024 4:04 AM
6	Regency park Home Old Sac Work (I'll comment mostly on home this is a whole mess regarding ADA.)	6/4/2024 8:52 AM
7	Del Paso Heights	6/4/2024 7:28 AM
8	Northgate	6/3/2024 8:51 PM
9	North Oak Park	3/22/2024 9:07 AM
10	Meadowview Area, District 8	3/21/2024 5:16 PM
11	- central city - the grid - midtown - boulevard park - new washington school - within Midtown Assn's ever-burgeoning domain P.S. when will these (seemingly important?) "neighborhoods" ever be updated/coordinated/arranged by the City? And why use them in surveys like this otherwise if not were public outreach box-checking? 😞	3/10/2024 1:27 PM
12	I visit the city of Sacramento when I volunteer.	3/10/2024 11:51 AM
13	Pocket, greenhaven	3/10/2024 11:34 AM
14	North Natomas	3/10/2024 10:20 AM
15	Mangan park	3/3/2024 8:34 AM
16	Gardenland/ Northgate	2/29/2024 9:46 PM
17	East Sacramento	2/29/2024 12:22 PM
18	Avondale near 65th street expressway and McMahon	2/29/2024 11:04 AM
19	Visitor not resident	12/12/2023 11:17 AM
20	Walnut Terrace (Carmichael)	10/22/2023 8:58 AM
21	Meadowview	10/19/2023 2:19 PM
22	Tahoe Park	10/10/2023 12:04 PM
23	Rancho Cordova	10/10/2023 11:09 AM

Q5 In your experience as a pedestrian, have you encountered physical barriers or difficulties using the sidewalks or pedestrian paths (steep paths, broken sidewalk, absence of traffic signals, trip hazards or spots where no paved path is provided)? If yes, please describe the location and situation that caused the difficulty. (Comment box provided below)

Answered: 23 Skipped: 0

#	RESPONSES	DATE
1	Trip hazards, unpaved surfaces, broken sidewalk, potholes	9/18/2024 4:06 PM
2	24th St close to 25th St - by Martin Luther King Library, there needs to be a light there.	9/18/2024 4:02 PM
3	Yes! Power poles in the middle of narrow sidewalks (Lemon Hill Drive); also, not enough lighting on public sidewalks.	9/18/2024 3:56 PM
4	There are power poles IN the sidewalks on Northgate Blvd. It is not possible to use the sidewalk if one uses a wheelchair. The City has been aware of this problem for years but says it will be very expensive to correct.	6/8/2024 8:42 AM
5	Northgate Blvd sidewalk are narrow and many broken cement panels.	6/5/2024 4:04 AM
6	Uneven sidewalks or cars blocking handicap ramps. Area around the school is completely blocked during school pick ups and drop offs. Many cars parking in no parking zones and no one enforcing parking.	6/4/2024 8:52 AM
7	Literally everywhere the sidewalk is too narrow (for example, cut in half by an electrical pole or simply paved less than 36 inches wide), uneven, cracked or non-existent. The intersection at Marysville Blvd and Roanoke Avenue is particularly problematic for all road and sidewalk users. Traffic accidents happen multiple times a month there and the crosswalk is dangerous with barely any measures to slow motor vehicle traffic for safe crossing, which is doubly bad with a school (Grant High School) less than 1/4 mile away. There is also no crosswalk audio for blind or low vision people. The Marysville Blvd corridor improvement plan doesn't adequately address these issues.	6/4/2024 7:28 AM
8	Northgate Blvd & west el Camino	6/3/2024 8:51 PM
9	Yes I fractured my ankle last year at Alhambra and N street. A city worker helped me up. Also the underpass(Highway) is friendly when vacant.	3/22/2024 9:07 AM
10	Uneven and broken sidewalk in front of Johnstill middle school	3/21/2024 5:16 PM
11	Every single infill development site throughout "my neighborhood" contains multiple examples of ADA-non compliant sidewalks. Daily. For more than a decade. Enforcement is pathetic. P.S. We're including alleys, right? Cuz they're public right-of-way, right? 😞	3/10/2024 1:27 PM
12	Uneven surfaces on sidewalks and limited access to curb cuts.	3/10/2024 11:51 AM
13	All over Sacramento. Howe and Arden way, neighborhoods along Gloria drive, south land park, east stockton blvd (no side walk), Freeport and urban way (potholes and raised sidewalk threw me out my chair), not enough ramps along Rush River and Monte Brazil. Need to use my electric chair to go up curbs but most people have manual ones which can't go up curbs as easily. Exhausting for patient. And there are others but I'll leave it here.	3/10/2024 11:34 AM
14	Several sidewalks are cracked and uneven. Homeless encampments block paths of travel. Audible signals not maintained, so no longer working. ADA drop off at Golden 1 is not accessible to arena.	3/10/2024 10:20 AM
15	Poor lighting,visibility.	3/3/2024 8:34 AM
16	Yes I have there is not a lot of room for walkers, wheelchairs or even to pass.	2/29/2024 9:46 PM

City of Sacramento - ADA Transition Plan Update

17	34th and Stockton crossing light is fast. It always changes before I make it across	2/29/2024 12:22 PM
18	Sometimes hedges grow out into the sidewalk and take up space so I have to go on the gutter. Sometimes it's uneven and I trip if I don't pay attention.	2/29/2024 11:04 AM
19	YES! I have encountered physical barriers or difficulties using the sidewalks due to tree roots, old Sac is a wheelchair users NIGHTMARE! Street gutters are so deeply sloped they cause issues with egressing from my wheelchair van's side ramp.	12/12/2023 11:17 AM
20	Yes, we have very few sidewalks in our neighborhood, causing safety issues when walking to the store, nearby parks, etc.	10/22/2023 8:58 AM
21	Steep driveway cuts Steep curbs Narrow sidewalks Bus benches blocking sidewalks Utility poles and street signs in the path on sidewalks *****MAJOR AND RECURRING ISSUE with cars parking in driveways and blocking sidewalks; there doesn't seem to be nearly enough enforcement on this in residential areas. Greenery/Shurbs/Branches/muddy grass in the section between street parking and sideway, creating a hazard exiting car in the City proper.	10/19/2023 2:19 PM
22	My neighborhood has many residents that park their car on the street with wheels up on teh sidewalk. Walkers and wheelchairs must veer into the street to get past. That doesn't seem safe. I have called it into 311 but it doesn't seem anything came of it. This happens all around Tahoe Park (the streets right around the park)	10/10/2023 12:04 PM
23	Broken sidewalks, or uprooted sidewalks, in addition to lack of sidewalks in high transit areas. Also narrow pathways, which make it difficult to walk with a stroller and other children, side-by-side.	10/10/2023 11:09 AM

Q6 Are there City facilities that you cannot reach due to issues with the sidewalk or pathways leading to them (buildings, parks or other city facilities)? (Comment box provided below)

Answered: 23 Skipped: 0

#	RESPONSES	DATE
1	Meadowview park, lack of sufficient paths	9/18/2024 4:06 PM
2	No, I drive.	9/18/2024 4:02 PM
3	NO	9/18/2024 3:56 PM
4	No	6/8/2024 8:42 AM
5	Yes. Getting to Gardenland park is not possible unless you walk on the street. the sidewalks are damaged and narrow.	6/5/2024 4:04 AM
6	No	6/4/2024 8:52 AM
7	Due to hazardous sidewalks and road conditions in my neighborhood, it's unsafe to even attempt to navigate to any park or facility using sidewalks when I need to use my rollator or wheelchair.	6/4/2024 7:28 AM
8	No	6/3/2024 8:51 PM
9	N/A	3/22/2024 9:07 AM
10	Not sure if I came across any.	3/21/2024 5:16 PM
11	Of course not, cuz I can magically levitate... 🤪	3/10/2024 1:27 PM
12	No	3/10/2024 11:51 AM
13	Bus stop at Raley's on Freeport in inconvenient location. Difficult to catch bus.	3/10/2024 11:34 AM
14	Homeless encampments on city sidewalks.	3/10/2024 10:20 AM
15	Able bodied so I am able to navigate.	3/3/2024 8:34 AM
16	Parks are one, restaurants, some libraries, courthouse	2/29/2024 9:46 PM
17	No	2/29/2024 12:22 PM
18	Sometimes the sidewalk in front or near the bus stop is covered completely by trash or homeless people's accumulated stuff and waiting for the bus is tricky	2/29/2024 11:04 AM
19	Old Sac	12/12/2023 11:17 AM
20	Getting around is limited due to lack of sidewalks	10/22/2023 8:58 AM
21	n/a	10/19/2023 2:19 PM
22	no	10/10/2023 12:04 PM
23	No	10/10/2023 11:09 AM

Q7 Have you ever used the “Submit a Service Request” link on the City website to (clarify): “inform use” about a street or sidewalk issue? If yes, was the response useful? (Comment box provided below)

Answered: 23 Skipped: 0

#	RESPONSES	DATE
1	No, I didn't know it existed	9/18/2024 4:06 PM
2	No, but the shared info and other do	9/18/2024 4:02 PM
3	Yes, I don't know. I think there needs to be work with SMUD/PG&E/utilities.	9/18/2024 3:56 PM
4	No	6/8/2024 8:42 AM
5	no.	6/5/2024 4:04 AM
6	Never for a sidewalk issue but other issues yes works great	6/4/2024 8:52 AM
7	Yes. Using the 311 app I informed the city of a sinkhole. I ended up having to call because it wasn't addressed.	6/4/2024 7:28 AM
8	No	6/3/2024 8:51 PM
9	Yes, Useful	3/22/2024 9:07 AM
10	No	3/21/2024 5:16 PM
11	yes. yes no. This survey is OBVIOUSLY MERELY PERFORMATIVE, and typing is truly wasting my civic time and patience..But you designed it this way anyway... 🙄	3/10/2024 1:27 PM
12	Yes	3/10/2024 11:51 AM
13	No, I haven't used the form, I did not know about it.	3/10/2024 11:34 AM
14	No. Received response that there are too many homeless complaints for city to respond to.	3/10/2024 10:20 AM
15	Reported for right of way blocked	3/3/2024 8:34 AM
16	Yes a 10 year old plan which has been in planning for the last 40 years	2/29/2024 9:46 PM
17	No	2/29/2024 12:22 PM
18	Yes and the problem was fixed after a while it was about a speed bump pole being bent into the side walk space	2/29/2024 11:04 AM
19	no	12/12/2023 11:17 AM
20	No	10/22/2023 8:58 AM
21	311? Yes, but there are too many and this is the City's responsibility; not mine.	10/19/2023 2:19 PM
22	yes; I didn't get a response	10/10/2023 12:04 PM
23	No	10/10/2023 11:09 AM

Q8 Can you suggest improvements to City public infrastructure that would improve access? (Comment box provided below)

Answered: 23 Skipped: 0

#	RESPONSES	DATE
1	Fix the potholes!	9/18/2024 4:06 PM
2	Fix potholes, paint center divide, paint reflectors lights (don't replace)	9/18/2024 4:02 PM
3	.	9/18/2024 3:56 PM
4	No	6/8/2024 8:42 AM
5	Yes. fix the side walks and make them wider. Please do not make the property owners responsibility.	6/5/2024 4:04 AM
6	Accessible playground would be so nice to take my handicap daughter to.	6/4/2024 8:52 AM
7	Hire a group of disabled people to consult you on this. A survey isn't going to adequately address this question. It needs to go above and beyond the most basic requirements of the ADA. Nothing about us without us.	6/4/2024 7:28 AM
8	Na	6/3/2024 8:51 PM
9	N/A	3/22/2024 9:07 AM
10	re- time the signal lights down town, whereas to give individuals that are challenged more time to get through the crosswalks	3/21/2024 5:16 PM
11	🙄	3/10/2024 1:27 PM
12	Maintain the sidewalks better so that wheelchair users can easily get around the city.	3/10/2024 11:51 AM
13	More ramps or flat sidewalks with minimal curbs, but drainage next to them for when it rains. Widen sidewalks and more paved pathways or board walks in parks to make access smoother. Also, current sidewalk width to road ratio makes disabled people fight for space with able bodied people and cyclists.	3/10/2024 11:34 AM
14	Maintain audible signals.	3/10/2024 10:20 AM
15	Increased Bike parking, assure sidewalks & streets are clear paths of travel, scooters are routinely left blocking sidewalks and hinder passage for able-bodied and disabled. Better lighting for bike, pedestrian, and vehicle travel. As a motorist, street markings are unclear, and difficult to see bike and pedestrian traffic. Each mode of travel has concerns and difficulties.	3/3/2024 8:34 AM
16	Do your jobs	2/29/2024 9:46 PM
17	The flashing light crossing on folsom Blvd is next to parked cars and is always a bit risky	2/29/2024 12:22 PM
18	More routine inspections	2/29/2024 11:04 AM
19	update with code regulations	12/12/2023 11:17 AM
20	More sidewalks	10/22/2023 8:58 AM
21	Wider, safer pathways, no extreme cuts and requirement for utilities o move their poles. Paths wide enough for a large tryke or mobility scooter to turn around to avoid one of these obstructions.	10/19/2023 2:19 PM
22	more tickets for parking on sidewalk don't allow rainbow painting where black/white crosswalks are designed to be (that is dangerous for people with low vision and to anyone crossing in a crosswalk a driver doesn't recognize as a crosswalk	10/10/2023 12:04 PM
23	see below	10/10/2023 11:09 AM

Q9 Do you have other suggestions for improving mobility to or around City facilities to encourage full participation in our programs, activities or services? (Comment box provided below)

Answered: 23 Skipped: 0

#	RESPONSES	DATE
1	Host a community forum.	9/18/2024 4:06 PM
2	.	9/18/2024 4:02 PM
3	More transit!	9/18/2024 3:56 PM
4	No	6/8/2024 8:42 AM
5	no	6/5/2024 4:04 AM
6	N/a	6/4/2024 8:52 AM
7	Same as answer to question 9	6/4/2024 7:28 AM
8	The problem is the cars that don't want to obey the pedestrian walk signs. They turn while your trying to avoid cars honking at you while you try to cross in crosswalk !!	6/3/2024 8:51 PM
9	N/A	3/22/2024 9:07 AM
10	No	3/21/2024 5:16 PM
11	pathetic wording... pabulum...	3/10/2024 1:27 PM
12	Keep ramps that are for disability access well maintained. No	3/10/2024 11:51 AM
13	Special entrance for people with physical disabilities/mobility aids to avoid bumping into able bodied crowds that can cause accidents and further harm patients.	3/10/2024 11:34 AM
14	Improve ADA transportation provided by RT.	3/10/2024 10:20 AM
15	At postings at locations around city so people utilizing various modes of travel can scan and provide input, bus and LR stations, bike parking racks, etc.	3/3/2024 8:34 AM
16	Do your jobs please	2/29/2024 9:46 PM
17	Flags would be nice on the cross near mckinley park	2/29/2024 12:22 PM
18	Yes more clean out of homeless stuff off the sidewalks , enforcement of things already in place. A designated camp ground for people who choose to be homeless	2/29/2024 11:04 AM
19	Old Sac cobble stone should offer a wheelchair pathway, replace wood sidewalks	12/12/2023 11:17 AM
20	More sidewalks in general	10/22/2023 8:58 AM
21	If we change our language, expanding beyond walking and biking, it will have a ripple effect and people will start thinking about more than walking and bicycling.	10/19/2023 2:19 PM
22	no	10/10/2023 12:04 PM
23	Defined walking paths, either distanced or spaced out away from a Main Street or marked with clear, bright lines or physical barriers like bushes or flower beds.	10/10/2023 11:09 AM