

# Appendix H



## CITY OF ELK GROVE

### Public Rights-of-Way

#### Prioritization Criteria for Barrier Mitigation

June 2018



## **Prioritization Criteria for Barrier Mitigation – Public Rights-of-Way**

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## **Definitions**

**Access Compliance Assessment** – Process taken to fulfill the requirements of a Transition Plan, by surveying and identifying physical barriers which impede accessibility to a program or service provided to the public.

**Location Priority** – Rating that summarizes a feature’s expected frequency of use and its impact on individuals with disabilities.

**Condition Priority** – Rating that summarizes a feature’s physical condition and its impact on individuals with disabilities.

**Barrier Score** – Rating that summarizes the severity of a feature relative to its deviation from current State and Federal Standards.

**Curb Ramp** – A ramp graded down from the top surface of a sidewalk to the surface of an adjoining street to provide connectivity within the Public Rights-of-Way.

**Facility** – A place housing a program or service for the public.

**Feature** – An element provided in the Public Rights-of-Way, including public sidewalks and streets, crosswalks, curb ramps, street furnishings, pedestrian signals, parking, etc. The three main features assessed are 1) sidewalks, 2) curb ramps, and 3) pedestrian signals.

**Pedestrian Signal** – Devices used at signalized intersections to notify pedestrians when it is safe to cross the street.

**PROW** – *Refer to definition of “Public Rights-of-Way (PROW)”*

**Public Rights-of-Way (PROW)** – Public infrastructure such as streets, roads, or walkways under the responsibility or authority of a public entity, such as a City or County.

**Self-Evaluation** – A review of a public entity’s policies, procedures, and practices in meeting the programmatic requirements of Title II of the Americans with Disabilities Act. The findings of the review and the modifications made as a result must be compiled and shall be made available for public inspection.

**Title I** – Regulations from the Americans with Disabilities Act specific to employment.

**Title II** – Regulations from the Americans with Disabilities Act specific to state and local government entities, including City and County governments.

**Title III** – Regulations from the Americans with Disabilities Act specific to areas of public accommodations and commercial facilities.

**Transition Plan** - A living document that inventories the physical barriers identified which impede accessibility to a public entity’s programs and services. The document will identify solutions to mitigate the barriers and set forth the steps necessary to achieve compliance via a timeline or schedule, and designate an official responsible to maintain and update the document. The document is a requirement of the Americans with Disabilities Act and shall be made current and available for public inspection.

## **Curb Ramps**

The following categories are used to rate a Location Priority for Curb Ramps:

### **LP1: Priority Requests**

The City of Elk Grove Public Works Department will set aside a fund for curb ramp requests on an annual basis. Generally, these requests come from citizens with disabilities who wish to get to shopping areas, medical facilities, bus stops, transportation, and other facilities or areas to accommodate their activities of daily living. These requests will have the highest priority.

### **LP2: High Use #1**

These locations are identified as being used regularly by those with disabilities

### **LP2A: High Use City of Elk Grove Locations**

### **LP2B: High Use Government Locations**

The following list was completed using the recommendations as outlined in the ADA guidelines. This list is not inclusive and is not limited to just those buildings and facilities listed below:

1. State, county and local government buildings;
2. Public hospitals, health clinics, medical clinics, mental health clinics and therapy centers;
3. Public housing projects and public homeless shelters;
4. City Police and/or Sheriff Neighborhood Service Centers;
5. Parks;
6. Schools, including in the following order, but not limited to: community colleges, high school, junior high and elementary school programs with magnet programs for children with disabilities; and all other schools;
7. State and local district offices with high public traffic, beginning with, but not limited to: transportation hubs and major corridors and routes; Department of Motor Vehicles offices; state parks, jails and prisons.

**LP3: High Use #2 Public Locations**

Areas of public accommodation which are privately owned, including but not limited to:

1. Private doctors, medical and mental health offices;
2. Senior facilities;
3. Major shopping malls;
4. Large housing complexes;
5. Major employment sites;
6. Supermarkets;
7. Retail strip centers;
8. Small apartment facilities, duplexes;
9. Service sites of disability organizations;
10. Rehabilitation facilities;
11. Restaurants;
12. Hotels and motels.

**LP4: Residential areas.**

The following categories are used to rate a Condition Priority for Curb Ramps:

This priority looks at the physical quality of existing curb ramps and how they will be prioritized, with PC1 being the top priority, and PC5 being the lowest priority. PC6 and PC7 have been added in response to locations that didn't fit into the previous 5 categories.

**PC1: High Priority**

The highest priority is to reconstruct curb ramps at locations where existing curb ramps have a condition that may impede a path of travel to a City program or activity. Examples are vertical displacement of the curb ramp, broken or cracked concrete, deteriorated conditions, etc.

**PC2: New Curb Ramp**

A new curb ramp will be installed at locations where there is no curb ramp, where required in order to provide access to a sidewalk. (This priority may be used in place of PC1 to provide a continuous path of travel.)

**PC3: Utility Conflict**

When utility conflicts, physical barriers or other constraints exist at a location, a curb ramp will be reconstructed where required in order to provide access to a sidewalk.

**PC4: Additional Curb Ramp**

When a curb return has one existing curb ramp and conditions allow for the construction of an additional curb ramp at the same return, and if traffic controls allow for a safe path of travel, an additional curb ramp will be installed where required in order to provide access to a sidewalk.

**PC5: Retrofitted**

An existing curb ramp will be retrofitted when it does not meet current federal or state standards (e.g., scoring lines, detectable warnings, slope, etc.).

**PC6:** Location does not have a curb ramp and does not need one.

**PC7:** All other locations not previously defined.

## **Pedestrian Signals**

The following categories are used to rate a Barrier Score for Pedestrian Signals

Table 5: Barrier Score Category Breakdown for Pedestrian Signals

<b>Barrier Type</b>	<b>Weight</b>	<b>Category</b>	<b>Value</b>	<b>Score</b>
CD (Count down pedestrian signal)	2	Yes	100%	2
		No	0%	0
Audible (Non-conformed audible pedestrian signal)	1	Yes	0%	0
		No	100%	1
PPB (Non-conformed pedestrian push button and height)	1	Yes	0%	0
		No	100%	1
APS (Complete Accessible Pedestrian System)	2	Yes	100%	2
		No	0%	0