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EASTERN DISTRICT OF CALIFORNIA
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12 FEB 16 2001 ✓
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CLERK, U.S. DISTRICT COURT
EASTERN DISTRICT OF CALIFORNIA
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UNITED STATES DISTRICT COURT
EASTERN DISTRICT OF CALIFORNIA

15 JOAN BARDEN, SUSAN BARNHILL,
16 JEFFREY EVANS, TONY MARTINEZ,
BRENDA PICKERN, JEFF THOM, SUZANNE
17 FITTS VALTERS, MITCH WATKINS, and all
others similarly situated,

18 Plaintiffs,

19 v.

20 CITY OF SACRAMENTO and MIKE
21 KASHIWAGI, Director of the Department of
Public Works of the City of Sacramento, in his
22 Official Capacity,

23 Defendants.
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25
26
27
28

Case No. CIV-S-99-497 MLS/JFM

CLASS ACTION

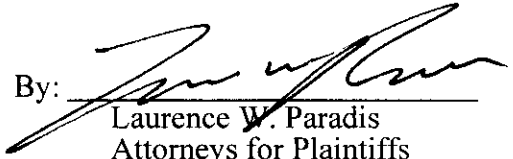
**STIPULATION AND ~~proposed~~
INJUNCTIVE RELIEF ORDER
CONCERNING A TRANSITION
PLAN FOR CURB RAMPS AND
PROGRAM ACCESS REGARDING
CURB RAMPS**

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1 The parties to this action, through counsel, hereby stipulate to entry of the following
2 proposed Injunctive Relief Order. Based on this stipulation, the parties request that the Court
3 enter this proposed Order.

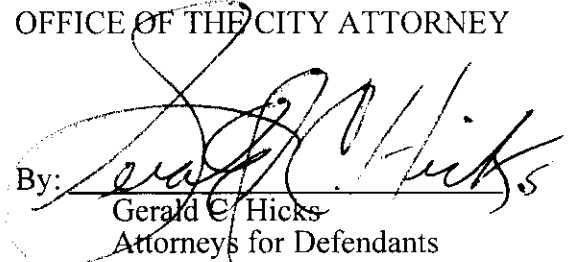
4 Dated: 2-15-01

DISABILITY RIGHTS ADVOCATES

6
7 By: 
8 Laurence W. Paradis
Attorneys for Plaintiffs

9 Dated: Feb 16, 2001

OFFICE OF THE CITY ATTORNEY

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12 By: 
13 Gerald E. Hicks
Attorneys for Defendants

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[proposed] STIPULATED INJUNCTIVE RELIEF ORDER

This Stipulated Injunctive Relief Order is intended to resolve certain claims under state and federal disability laws by the Named Plaintiffs and the class (hereafter collectively referred to as "Plaintiffs") for equitable relief concerning curb ramps at issue in this action.

Based upon the stipulation of the parties, and for good cause shown, IT IS HEREBY ORDERED that:

1. In order to meet the requirements of state and federal law, including the Americans with Disabilities Act, concerning curb ramps within the City of Sacramento's public rights of way, Defendants shall implement the City of Sacramento ADA Transition Plan for Curb Ramps, attached hereto as Exhibit A, with the clarifications set forth below.
2. Notwithstanding the statement at Section 3.1.2 of the ADA Transition Plan for Curb Ramps (page 8) that the City of Sacramento has no obligation under Title II of the ADA to provide access to sidewalks other than to provide curb ramps, the issue of the obligation and/or extent to which federal and/or state law may require cities to address barriers other than inadequate or nonexistent curb ramps which affect the accessibility of sidewalks is not resolved. Plaintiffs' claims and defendants' defenses regarding such claims remain pending in this litigation as set forth below.
3. Notwithstanding the statement at Section 3.1.3 of the ADA Transition Plan for Curb Ramps (page 8) that compliant curb ramps will be provided "where they are missing and necessary for access to sidewalks", the City's obligation to install 1500 curb ramps annually (or 1000 curb ramps annually if Measure A is not renewed and no equivalent replacement funding is provided to the Department of Public Works) will continue until compliant curb ramps are provided at all areas where improved pedestrian walkways intersect streets.
4. Fiscal year 2000-2001 shall be considered the first year for installation of curb ramps under the Transition Plan.

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- 1 5. The question of what constitutes a legal design for compliant curb ramps is not resolved
2 by this stipulated Injunction Relief Order. This issue remains to be adjudicated in this
3 action.
- 4 6. While a full survey of all curb ramps within the City of Sacramento's public rights-of-
5 way is ongoing, curb ramps will be installed primarily within the Downtown Sacramento
6 area, except for ramps being installed along streets that have been or will be overlaid.
7 The City shall make its best efforts to ensure that the full survey is completed no later
8 than May 15, 2001.
- 9 7. As part of the full survey, all locations where curb ramps must be installed or repaired
10 shall be given a priority number which matches the prioritization criteria set forth at
11 Section 3.1.5 of the ADA Transition Plan for Curb Ramps (pages 10-13). After the
12 completion of the full survey, defendants shall use the priority numbers to determine the
13 sequence for installation of curb ramps, except that a portion of the annual curb ramp
14 installation work will ensure that curb ramps are provided along streets that have been or
15 will be overlaid, and requests made by individuals for installation of ramps shall be given
16 priority, as set forth in the plan, notwithstanding the prioritization number assigned in the
17 full survey.
- 18 8. The full survey will include data regarding the gutter slope at each curb ramp. For those
19 curb ramps which were surveyed in the prior partial survey referenced in the Transition
20 Plan and which are located at intersections serving government facilities and/or places of
21 public accommodation, a further inspection will take place as part of the full survey to
22 obtain data regarding the gutter slope and evaluate whether reconstruction is necessary
23 and if so, what priority to assign such reconstruction work.
- 24 9. In reviewing survey data to determine whether existing curb ramps must be reconstructed
25 and/or in establishing priorities for reconstruction, the slope of the curb ramp will be
26 established by use of the average of measurements made by placing a "smart level" at a
27 minimum of three locations along the sloped area of the ramp; however, if a portion of a
28 ramp is substantially steeper than the other areas of the ramp due to broken concrete or

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1 any other cause, the slope will be recorded for the steepest area of such ramp. In no case
2 shall the slope be calculated based on the ratio of rise to run at a curb ramp.

3 10. Defendants will provide class counsel with the supplemental survey data, and the
4 prioritization assignments based on the full survey, no later than June 30, 2001.

5 11. While the Transition Plan is being implemented (the "implementation period"), the City
6 of Sacramento will provide class counsel with an annual prospective plan (the "annual
7 schedule") identifying curb ramps that it expects to construct during each fiscal year
8 beginning with FY 2001-2002. The City of Sacramento will also provide class counsel
9 with all information currently available about curb ramps that have been and/or will be
10 installed in FY 2000-2001, with such information to be provided no later than April 15,
11 2001. In addition, the City of Sacramento will provide class counsel with a semi-annual
12 report (the "semi-annual report") identifying locations where curb ramps were, in fact,
13 installed over the course of each preceding half-year. The annual schedule shall be
14 provided at the beginning of each fiscal year, and a semi-annual shall be provided each
15 year no later than February 15 (for the work done in the first half of the fiscal year) and
16 August 15 (for the work done in the second half of the fiscal year). The first semi-annual
17 report will be provided no later than August 15, 2001. In the future, the City of
18 Sacramento intends to provide the information contained in the annual schedule and the
19 semi-annual reports through the City's ADA internet web page. To the extent that this
20 information is available through the City's ADA web page along the schedule set forth
21 above, the City's obligation to provide this information directly to class counsel will
22 cease. If, for any reason, this information fails to become available or ceases to be
23 available on the City's ADA web page, the City's obligation to provide this information
24 will continue or revive.

25 12. Defendants will make their best efforts to ensure that curb ramps constructed within the
26 City of Sacramento during the implementation period meet all applicable state and federal
27 access requirements.
28

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13. Upon entry of this Order, that portion of Defendants' Second Partial Motion for Summary Judgement concerning the adequacy of the City of Sacramento ADA Transition Plan for Curb Ramps shall be WITHDRAWN. The remaining portion of Defendants' Second Partial Motion for Summary Judgement concerning the extent to which the program access requirement of the ADA may be applicable to sidewalks, as well as Plaintiffs' Motion for Summary Adjudication That Sidewalks Are Covered by Program Access Requirements and Plaintiffs' Motion for Leave to File a Second Amended Complaint, shall be heard as scheduled on February 16, 2001 or such other date and time as the Court may direct.
14. This Order hereby resolves all of Plaintiffs' Claims for equitable relief as set forth in the First Amended Complaint based on allegations that: (i) defendants have violated the ADA in that they have failed to create an appropriate transition plan regarding curb ramps; (ii) defendants have violated the "program access" requirements of the ADA as they pertain to curb ramps; (iii) defendants have violated the "program access" requirements of § 504 of the Rehabilitation Act of 1973 as they pertain to curb ramps; (iv) defendants have violated Cal. Civ. Code § 54 *et seq.* and Cal. Civ. Code § 51 *et seq.* to the extent that such claims require creation of an appropriate transition plan and provision of program access pertaining to curb ramps; and (v) defendants have violated Cal. Gov't Code § 4450 *et seq.* to the extent that such claim requires creation of an appropriate transition plan and provision of program access pertaining to curb ramps. The Court hereby finds that the resolution of such claims, as set forth herein, is fair and reasonable. None of the other claims set forth in the First Amended Complaint are affected by this Order.
15. If the Court grants plaintiffs' pending motion for leave to amend the complaint and allows plaintiffs to file an amended complaint adding claims under Cal. Gov't Code § 11135 *et seq.*, plaintiffs shall not pursue any claim under Cal. Gov't Code § 11135 *et seq.* alleging that defendants have an obligation to create an appropriate transition plan and provide program access pertaining to curb ramps.

16. The Court shall maintain jurisdiction over all claims that remain pending in this action.
The Court shall also maintain jurisdiction to enforce the terms of this Stipulated
Injunctive Relief Order during the implementation period.

IT IS SO ORDERED.

DATED: *February 20, 2001*

By:


MILTON L. SCHWARTZ
United States District Court Judge

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DISABILITY RIGHTS ADVOCATES
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PROOF OF SERVICE

CASE NAME: *Barden, et al. vs. City of Sacramento*
COURT: U. S. District Court, Eastern District of California
CASE NUMBER: CIV. S-99-497 MLS/JFM

I declare that:

I am employed in the County of Sacramento, California. I am over the age of eighteen years and not a party to the within cause; my business address is 980 Ninth Street, Tenth Floor, Sacramento, CA 95814. I am familiar with the mail collection and process of the City of Sacramento in which the mail is deposited with the United States Postal Service on the same day that it is deposited for collection and mailing, in the ordinary course of business.

On the date stated below, I served the following documents:

**STIPULATION AND [proposed] INJUNCTION RELIEF ORDER CONCERNING A
TRANSITION PLAN FOR CURB RAMPS AND PROGRAM ACCESS REGARDING CURB
RAMPS**

☒ **Via the United States Postal Service** by causing a true copy and/or original thereof to be placed in a sealed envelope with postage thereon fully prepaid in the designated area for outgoing mail.

☐ **By Personal Delivery** on the parties in this action by causing a true copy and/or original thereof to be delivered by hand to the offices of the addressee(s).

☐ **Via Facsimile** by causing such document to be served via facsimile on the parties in this action via facsimile numbers as stated on this proof of service.

☐ **Via Certified Mail, Return Receipt Requested** by causing a true copy and/or original thereof to be placed in a sealed envelope with postage thereon fully prepaid in the designated area for outgoing mail.

☐ **Via FedEx Priority Overnight** by causing a true copy and/or original thereof to be placed in a sealed FedEx envelope with postage to be billed to sender and placed in the FedEx outgoing mail box located at the US Bank Building 980 Ninth Street FedEx depository.

addressed as follows:

Melissa W. Kasnitz, Esq.
DISABILITY RIGHTS ADVOCATES
449 15th Street, Suite 303
Oakland, CA 94612
Fax No. (510) 451-8511

I declare under penalty of perjury that the foregoing is true and correct, and that this declaration was executed on February 16, 2001.



Pat Wilson

Americans with Disabilities Act

City of Sacramento

TRANSITION PLAN

For Curb Ramps



Department of
PUBLICWORKS
CITY OF
SACRAMENTO



January 9, 2001



ACKNOWLEDGEMENTS

City of Sacramento Administration:

Heather Fargo, Mayor
Robert P. Thomas, City Manager

Vacant, Councilmember, District 1
Sandy Sheedy, Councilmember, District 2
Steve Cohn, Councilmember, District 3
Jimmie R. Yee, Councilmember, District 4
Lauren Hammond, Councilmember, District 5
Dave Jones, Councilmember, District 6
Robbie Waters, Councilmember, District 7
Bonnie J. Pannell, Councilmember, District 8

Department of Public Works

Michael Kashiwagi, Director
Michael A. Whipple, Public Works ADA Coordinator

ADA Advisory Group

Bryan Bashin	Weldon Reeves
Leslie Birchell	Ron Brown
Paul Carver	Alex Sandoval
Ed Chandler	Jeff Thom
Nancy Clyde	Gene Lozano
Linda Deavens	Warren Cushman
Michael Dunne	Tony Martinez
Tim Fallis	Patricia Yeager

ADA Consultants: Logan Hopper Associates

Logan Hopper, Principal Architect
Rory Duncan, Database Manager
Lilly Fung, Database Programmer
Thomas Yamaki, Field Surveyor
Donald Reding, Field Surveyor
Eric Grace, Field Surveyor
Andre Casanave, Field Surveyor
Charles Igbokwe, Field Surveyor

National Access Consultants, LLC

Michael P. Gibbens

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PART 2 - CITY-WIDE CURB RAMP SURVEY DATABASE

The overall results of the curb ramp surveys are maintained in a separate Microsoft Access database specially developed for the City of Sacramento. The database is quite large and could not feasibly be included in the text of the Transition Plan. The database is available for public inspection at the office of the Public Works ADA Coordinator, 927 10th Street, Sacramento, CA., (916) 264-5521 with a 48-hour notice requested.

Appendices:

1. ADA - Final Rules, Title II, July 26, 1991 (incorporated by reference)
2. Public Comments to Draft Transition Plan

1.1 OVERVIEW OF THE ADA

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

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

Title I: EMPLOYMENT

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

Title II: PUBLIC SERVICES

This Title prohibits state and local governments from discriminating against persons with disabilities or from excluding participation in or denying benefits of programs, services, or activities to persons with disabilities. A transition plan is intended to outline the methods by which physical or structural changes will be made to effect the non-discrimination policies described in Title II. It is under this Title that this Transition Plan is prepared.

Title III: PUBLIC ACCOMMODATIONS

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

Title IV: TELECOMMUNICATIONS

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



1.1 OVERVIEW OF THE ADA

Title V: MISCELLANEOUS PROVISIONS

This title contains several miscellaneous regulations, including construction standards and practices, provisions for attorney's fees, and technical assistance provisions.

Title II dictates that a public entity must evaluate its services, programs, policies, and practices to determine whether they are in compliance with the nondiscrimination requirements of the ADA. The regulations detailing compliance requirements were issued in July 1991. A self-evaluation is required and intended to examine activities and services, to identify and correct any that are not consistent with the ADA. The entity must then proceed to make the necessary changes resulting from the self-evaluation. The ADA also requires that a transition plan be prepared, to describe any structural or physical changes required to make programs accessible.



1.2 CITY RESPONSIBILITIES UNDER THE ADA

The City of Sacramento has various responsibilities under Title II of the ADA. Title II of the ADA is similar to Section 504 of the Rehabilitation Act of 1973, but differs in that Section 504 applies only to government agencies that receive federal financial assistance.

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

1.3 THE TRANSITION PLAN

In the event that structural changes to facilities will be undertaken to achieve program accessibility, a public entity that employs 50 or more persons must develop, within six months of January 26, 1992, a transition plan setting forth the steps necessary to complete such changes. That plan is to identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities; describe in detail the methods that will be used to make the facilities accessible; specify the schedule for taking the steps necessary to achieve compliance in making the facilities accessible; and indicate the official responsible for implementation of the plan. In January, 1994, the City prepared and implemented its Transition Plan with respect to City facilities.

In addition to those requirements set forth above, in the event a public entity has responsibility or authority over streets, roads, or walkways, the transition plan is to include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the Act.

This Transition Plan addresses these latter requirements for curb ramps, or other sloped areas and complements the 1994 Transition Plan pertinent to City facilities. This Transition Plan incorporates by reference a partial survey of City intersections, sufficient to prioritize the construction of new curb ramps and repair of existing curb ramps. In addition, the City has undertaken a full survey of City intersections, which will be completed by April 30, 2001. During the period that the full survey is being completed, the City will continue to construct curb ramps per the priorities set forth in this document. As the entire downtown area was fully surveyed and this area contains the highest density of state and local government offices and facilities, transportation hubs, places of public accommodation and employers, the City will be able to comply with the priorities set forth in Section 35.150(d)(2) of the ADA Rules, while the full survey is completed.

Section 3.1 of this Transition Plan, entitled "Curb Ramps", identifies criteria utilized for the installation of new curb ramps and the modification of existing curb ramps. Part 2 of the Transition Plan contains summaries of surveys of City intersections and curb ramps. The actual surveys are contained in a comprehensive computer database. Upon its completion, information related to the full survey will be added to this database.

The ADA does not designate a specific code or standard for curb ramps to be provided or modified pursuant to 35.150 (d)(2). Title II gives government agencies a choice between the Uniform Federal Access Standards (UFAS) and the American with Disabilities Act Accessibility Guidelines (ADAAG) as a standard for renovations. For the purpose of this Transition Plan, each curb ramp or curb ramp site is evaluated based on the requirements of ADAAG.



1.3 THE TRANSITION PLAN

The official responsible for implementation of the City's ADA Transition Plan with respect to curb ramps, is Mike Kashiwagi, Director of Public Works, 915 I Street, Sacramento, CA 95814, telephone (916) 264-7100.



1.4 PUBLIC COMMENT AND GRIEVANCE PROCEDURES

The City has, and will continue to make available to applicants, participants, residents, and other interested parties, information regarding this Transition Plan. The City has also provided an opportunity for interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the Transition Plan by submitting comments and making specific recommendations. A copy of the draft Transition Plan has been made available for public inspection during a formal citizen review period, from November 17, 2000 to December 15, 2000. In addition to the individuals listed on page i of this document, a list of interested parties consulted during the public comment period is contained in Attachment 2. The City will maintain on file a list of persons consulted with respect to this Plan, the surveys, and a description of modifications made, for a minimum period of 3 years beyond the formal adoption of this Transition Plan.

The City has adopted and published grievance procedures providing for prompt and equitable resolution of complaints alleging any action that would be prohibited by Title II. The City's grievance procedure and related forms for this Transition Plan, are described in Attachment 1.

Complaints of alleged noncompliance and grievances concerning curb ramps, should be directed to Michael A. Whipple, Public Works ADA Coordinator, 927 10th Street, Sacramento, CA. 95814, telephone (916) 264-5521, e-mail mwhipple@cityofsacramento.org.



2.0 TRANSITION PLAN FOR FACILITIES

This Transition Plan relates solely to curb ramps. (ADA Rules, Section 35.150 (d)(2).) The City previously prepared and implemented a Transition Plan with respect to City facilities. (ADA Rules, Section 35.150 (d)(3).) The Transition Plan for facilities may be obtained from Tom Morris, Associate Architect, 927 10th Street, Sacramento, CA. 95814, (916) 264-8460.



3.1 CURB RAMPS

1. Introduction

The purpose of this section is to summarize curb ramp needs in the City of Sacramento and to outline the recommended procedures for the implementation and scheduling of remedial work to provide ADA complying curb ramps and sloped areas within the City.

The ADA requires that a public entity include in its transition plan a schedule for the installation of curb ramps or other sloped areas at locations where walkways cross curbs.

2. Sidewalks

Unlike the requirement in 35.150 (d)(2) to provide curb ramps or other sloped areas where pedestrian walks cross curbs, there is no requirement under Title II of the ADA that sidewalks be made accessible. The City of Sacramento contains approximately 2200 linear miles of sidewalk with variations in sidewalk design due to age, topography, location and natural condition. Changes occur to the City's sidewalks on a daily basis as a result of tree roots (100,000 street trees and 50,000 park trees), weather, soil condition and other factors.

The City has had in place for many years a sidewalk repair program, which utilizes specific criteria for determining whether or not a sidewalk requires repair, including the grading and spacing of the sidewalk. City inspectors are available to inspect sidewalks to determine if repairs are necessary, either upon request by a property owner or any concerned citizen. It is anticipated that many barriers to mobility along the City's sidewalks may be removed, to the extent that a sidewalk is considered defective under the City's sidewalk repair program (see City Code Section 12.32.010). The City of Sacramento's Department of Public Works, Maintenance Services Division, may be contacted at (916) 433-6230 between the hours of 7:00 a.m. and 3:30 p.m. Monday through Friday, with any questions or to schedule a sidewalk inspection.

3. Curb Ramp Needs

Curb ramps shall be installed at all locations, including mid-block crosswalks, where they are missing and necessary for access to sidewalks. Although the ADA does not specifically mandate replacement of all existing curb ramps that may not reflect new construction standards (as described in Federal Register, Volume 56, No. 144, ADA Rules and Regulations, Section 35.150), some of these curb ramps may present a higher degree of difficulty due to steep slopes, narrow widths, high gutter lips, and offset locations.

The statistics contained in this Transition Plan were compiled from surveys at selected locations within the City, undertaken from June 1999 to March 2000. These surveys document the presence or absence of curb ramps at corners or sides of intersections where a pedestrian crossing, whether marked or not, crosses a street or roadway. In addition to the presence or absence of a curb ramp, approximately thirty pieces of data were collected for

3.1 CURB RAMPS

each corner or side of an intersection, including crosswalk information, signaling information, and curb ramp width, depth, and slope.

A sampling method of surveying existing curb ramp conditions was undertaken to obtain general data in as fast a time frame as possible. This particular method involved the selection of specific locations within the City of Sacramento, which represented a statistically accurate cross-section of the types of physical conditions and adjacent land uses within the City. With one exception as described below, no particular geographical area or land use was targeted, since to do so would violate the principles of random sampling and render the survey results inaccurate, when translated to Citywide conditions and needs. The lone exception to this method was the entire downtown area, bounded by the Sacramento River, the Union Pacific Railroad, the Capital City Freeway, and Highway 50, which was surveyed in its entirety. This was because it became obvious that this area was the most heavily used area within the City and would most likely represent the highest priority areas, as described below.

This method involved the detailed surveying of 2,261 intersections out of the total of approximately 7,110 intersections, and 9,631 out of the total of approximately 27,370 corners or curb ramp locations, within the City of Sacramento. This percentage of sampling was far above the statistical norms for providing accurate projections for citywide needs.

The overall results of the curb ramp surveys are maintained in a separate Microsoft Access database specially developed for the City of Sacramento. The database is quite large and could not feasibly be presented within this Transition Plan. The database is available for public inspection at the office of the Public Works ADA Coordinator, 927 10th Street, Sacramento, CA., with a 48-hour notice requested. Summary reports describing the results of the curb ramp surveys are included on subsequent pages of this Transition Plan.

As a follow-up to the statistical sampling method of surveying curb ramps as described above, the City of Sacramento will complete a full survey of curb ramp needs within the next four months. The results of the full survey will be added to the database and made available for public inspection at the office of the Public Works ADA Coordinator, 927 10th Street, Sacramento, CA., with a 48-hour notice requested. The priorities for curb ramp construction and replacement set forth in this Transition Plan shall apply to all curb ramps identified in the full survey as requiring construction or replacement.

3.1 CURB RAMPS

4. Curb Ramp Standards

The City of Sacramento will use its current curb ramp design standards to construct or reconstruct curb ramps. These standards are available from the Department of Public Works, at the address listed above. As the ADA standards, or, where applicable, Title 24 standards, are modified or changed, the City will update its standards to meet any new additions or changes. This will be accomplished, among other methods, through a review by committees, including the City of Sacramento's ADA Advisory Group.

5. Priorities for Curb Ramp Construction and Replacement

In creating priorities, it is the City's intent to evaluate all areas of potential deficiency, and to make structural changes where necessary. The assignment of priorities is intended to facilitate public review and to address specific concerns of the local disabled community. It must be emphasized that it is the City's intent that all individuals with disabilities be reasonably accommodated. The priorities established are based upon two tiers of prioritization. The first tier evaluates the specific intersection or curb ramp with respect to its physical location within the city and to the predominate land uses adjacent to the curb ramp. The second tier evaluates the curb ramp with respect to its quality of design, construction, and physical condition.

3.1 CURB RAMPS

Tier One; Curb Ramp Location Priorities

Group A:

The City of Sacramento 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. When the requests come into the Public Works ADA Coordinator, they will be logged into the Curb Ramp Request database and will be entered by date and time received. The request will then be sent to the Curb Ramp Construction Program. When a curb ramp is requested, an evaluation for construction or reconstruction will be conducted. This evaluation will consist of evaluating the requested curb ramp as well as the entire intersection where the curb ramp is located. The curb ramp will be evaluated for usability and safety in order to determine the path of travel through that intersection.

Group B:

In order to carry out the City's Transition Plan for curb ramps, the Public Works Department will establish a fund for curb ramp construction or reconstruction on an annual basis. The following list was completed using the recommendations from the August, 2000, meeting of the City's ADA Advisory Group and as outlined in the ADA Rules. 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.

3.1 CURB RAMPS

Group C:

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.

Group D:

1. Residential areas.

Group E:

1. Intersections which have not fallen into any of the above groups.

Tier Two; Curb Ramp Qualities Priorities

In conjunction with the tier one prioritization, the City will also use the following tier for the construction/reconstruction prioritization system. This second tier uses a numbering priority to look at the quality of existing curb ramps and how they will be prioritized, with one being the top priority, and five being the lowest priority.

1. 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.
2. 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 priority number 1 to provide a continuous path of travel.)
3. 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 provided that traffic



3.1 CURB RAMPS

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.

4. 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.
5. An existing curb ramp will be reconstructed when it does not meet current federal or state standards (e.g., scoring lines, detectable warnings, slope, etc.).

6. Annual Schedule for Installation, Repair, and Replacement of Curb Ramps

The City of Sacramento has committed itself to an aggressive schedule to bring the City into ADA compliance. This includes installation, repair, and replacement of curb ramps, as described below. These methods include, but are not limited to, the following:

1. The City of Sacramento is and will continue to construct, reconstruct, repair or modify 1,500 curb ramps annually until the City is ADA compliant, or 1,000 curb ramps annually if the City's Measure A funding expires and no equivalent replacement funding is provided to the Public Works Department. At least 500 of these curb ramps will be at locations where streets have been overlayed between 1992 and 1999, until all required curb ramps have been constructed at those locations. To the extent practicable, the City will follow the priorities set forth above when installing curb ramps along streets that have been overlayed during those time periods, and all other curb ramps will be installed according to those priorities.
2. Some curb ramps located adjacent to City parks and other City facilities can be installed or replaced as part of projects to improve these facilities.
3. It is estimated that approximately 150 curb ramps will be replaced annually as a condition of private development.
4. The State of California has installed curb ramps along the portions of state highways that have recently been repaved. More curb ramps may be installed along state highways in the City in conjunction with future improvement of these facilities.
5. Curb ramps must be installed where streets are overlayed with new asphalt surfacing.
6. Utility companies are required to install new curb ramps at corners where they excavate.

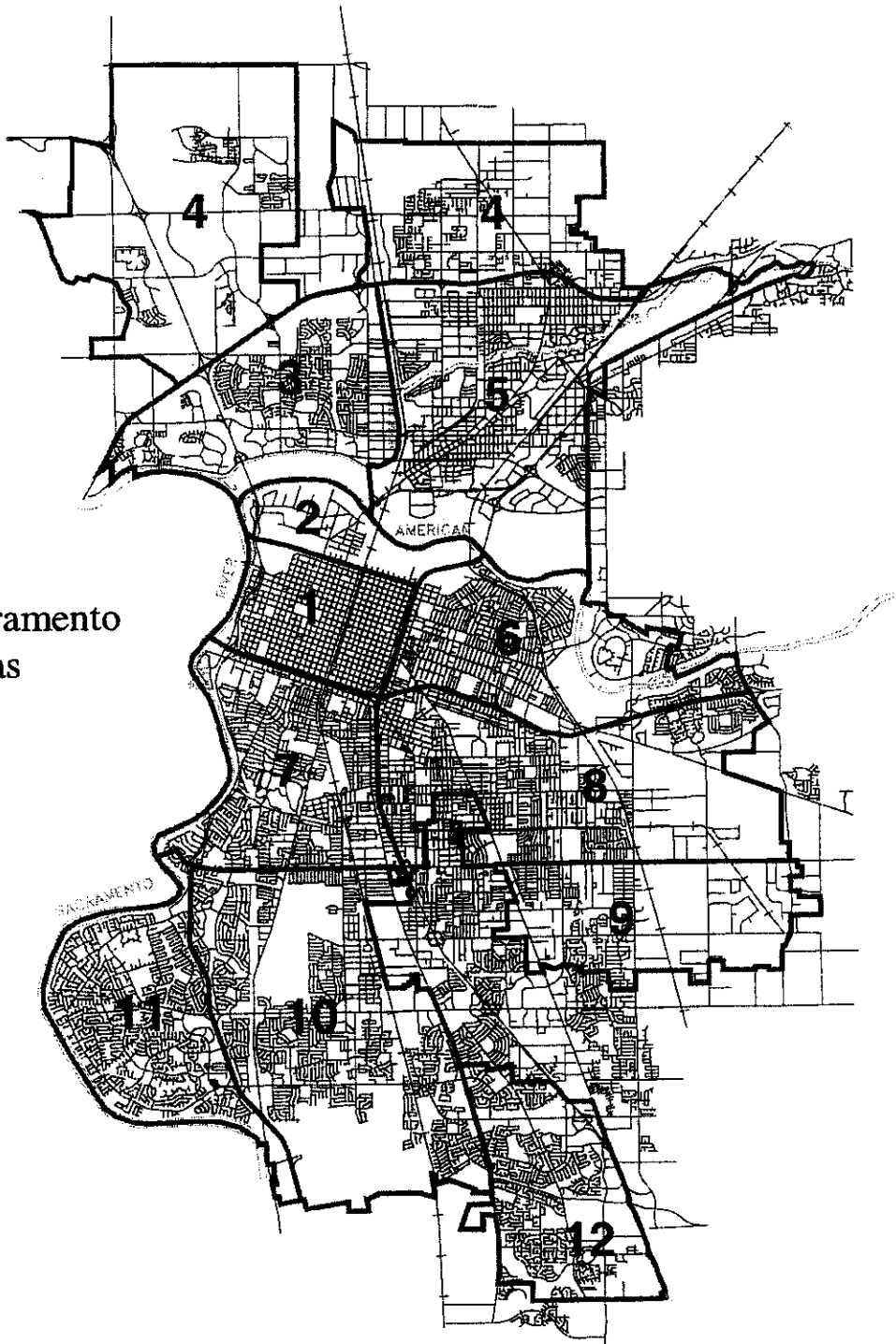
3.1 CURB RAMPS

7. Summary Reports from the Curb Ramp Survey Database

The following pages include summaries of the results of the curb ramp surveys, as currently contained in the Citywide Curb Ramp Database.

3.1 CURB RAMPS

Map of Sacramento
Survey Areas



3.1 CURB RAMPS

Summary of Curb Ramp Surveys

Number of Intersections Surveyed by City Area:

Area	Area Description	Count
1 Downtown	Bounded by Sacramento River, Union Pacific Railroad, Capital City Freeway & Highway 50	541
2 North of Downtown	Bounded by Sacramento River, American River & Union Pacific Railroad	11
3 Northwest	Bounded by I-5, I-80, Natomas East Main Drain Canal & American River	65
4 North	Bounded by I-80 & Northern City Limit	75
5 Northeast	Bounded by Natomas East Main Drain Canal, I-80, Eastern City Limit & American River	181
6 Midtown	Bounded by Capital City Freeway, American River, Eastern City Limit & Highway 50	231
7 South of Downtown	Bounded by Sacramento River, Highway 50, Highway 99 & Fruitridge Road.	236
8 South of Midtown	Bounded by Highway 99, Highway 50, Eastern City Limit & Fruitridge Road	357
9 Upper Southeast	Bounded by City Limit at Union Pacific Railroad, Fruitridge Road, Eastern City Limit & Southerly City Limit	90
10 South	Bounded by I-5, Fruitridge Road, Franklin Boulevard & Southerly City Limit	298
11 Southwest	Bounded by Sacramento River & I-5	125
12 Lower Southeast	Bounded by South Western City Limit & Franklin Boulevard, 52 nd Avenue, Eastern City Limit & Highway 99	51
Total		2261

Number of Intersections Surveyed by Land Use:

Note: Land Use designations are consistent with City of Sacramento Land Use designations.

Land Use	Land Use Description	Count
C2	Community/Neighborhood Commercial & Offices	372
C3	Regional Commercial & Offices	23
C4	Heavy Commercial or Warehouse	44
C5	Industrial	9
E1	Schools	16
P1	Public Offices	56
P2	Parks/Recreation/Open Space	59
P3	Public/Quasi-Public/Miscellaneous	20
R2	Low Density Residential 4-15 du/acre	1280
R3	Medium Density Residential 16-29 du/acre	108
R4	High Density Residential 30+ du/acre	152
S1	Special Planning District	122
Total		2261

3.1 CURB RAMPS**Summary of Curb Ramp Surveys****Number of Curb Ramp Locations Surveyed by City Area:**

Area	Area Description	Count
1 Downtown	Bounded by Sacramento River, Union Pacific Railroad, Capital City Freeway & Highway 50	3379
2 North of Downtown	Bounded by Sacramento River, American River & Union Pacific Railroad	43
3 Northwest	Bounded by I-5, I-80, Natomas East Main Drain Canal & American River	297
4 North	Bounded by I-80 & Northern City Limit	302
5 Northeast	Bounded by Natomas East Main Drain Canal, I-80, Eastern City Limit & American River	633
6 Midtown	Bounded by Capital City Freeway, American River, Eastern City Limit & Highway 50	888
7 South of Downtown	Bounded by Sacramento River, Highway 50, Highway 99 & Fruitridge Road.	840
8 South of Midtown	Bounded by Highway 99, Highway 50, Eastern City Limit & Fruitridge Road	1329
9 Upper Southeast	Bounded by City Limit at Union Pacific Railroad, Fruitridge Road, Eastern City Limit & Southerly City Limit	312
10 South	Bounded by I-5, Fruitridge Road, Franklin Boulevard & Southerly City Limit	994
11 Southwest	Bounded by Sacramento River & I-5	460
12 Lower Southeast	Bounded by South Western City Limit & Franklin Boulevard, 52 nd Avenue, Eastern City Limit & Highway 99	<u>154</u>
Total		9631

Number of Curb Ramp Locations Surveyed by Land Use:

Note: Land Use designations are consistent with City of Sacramento Land Use designations.

Land Use	Land Use Description	Count
C2	Community/Neighborhood Commercial & Offices	1818
C3	Regional Commercial & Offices	163
C4	Heavy Commercial or Warehouse	189
C5	Industrial	48
E1	Schools	61
P1	Public Offices	324
P2	Parks/Recreation/Open Space	262
P3	Public/Quasi-Public/Miscellaneous	88
R2	Low Density Residential 4-15 du/acre	4660
R3	Medium Density Residential 16-29 du/acre	440
R4	High Density Residential 30+ du/acre	975
S1	Special Planning District	<u>603</u>
Total		9631

**ADA TRANSITION PLAN FOR CURB RAMPS**

3.1 CURB RAMPS**Summary of Curb Ramp Surveys****Number of Compliant Curb Ramps Surveyed to be Retained by City Area:**

Area	Area Description	Count
1 Downtown	Bounded by Sacramento River, Union Pacific Railroad, Capital City Freeway & Highway 50	938
2 North of Downtown	Bounded by Sacramento River, American River & Union Pacific Railroad	6
3 Northwest	Bounded by I-5, I-80, Natomas East Main Drain Canal & American River	25
4 North	Bounded by I-80 & Northern City Limit	43
5 Northeast	Bounded by Natomas East Main Drain Canal, I-80, Eastern City Limit & American River	91
6 Midtown	Bounded by Capital City Freeway, American River, Eastern City Limit & Highway 50	94
7 South of Downtown	Bounded by Sacramento River, Highway 50, Highway 99 & Fruitridge Road.	198
8 South of Midtown	Bounded by Highway 99, Highway 50, Eastern City Limit & Fruitridge Road	136
9 Upper Southeast	Bounded by City Limit at Union Pacific Railroad, Fruitridge Road, Eastern City Limit & Southerly City Limit	22
10 South	Bounded by I-5, Fruitridge Road, Franklin Boulevard & Southerly City Limit	60
11 Southwest	Bounded by Sacramento River & I-5	14
12 Lower Southeast	Bounded by South Western City Limit & Franklin Boulevard, 52 nd Avenue, Eastern City Limit & Highway 99	<u>6</u>
Total		1633

Number of Curb Ramps Surveyed to be Retained by Priority:

Priority	Priority Description	Count
1	Public, mixed, commercial, high density residential.	743
2	Non-retail commercial, medium-density residential.	477
3	Industrial, low density residential, rural.	<u>413</u>
Total		1633

**ADA TRANSITION PLAN FOR CURB RAMPS**

3.1 CURB RAMPS

Summary of Curb Ramp Surveys

Number of Curb Ramp Locations Surveyed to be Rebuilt by City Area:

Area	Area Description	Count
1 Downtown	Bounded by Sacramento River, Union Pacific Railroad, Capital City Freeway & Highway 50	2481
2 North of Downtown	Bounded by Sacramento River, American River & Union Pacific Railroad	24
3 Northwest	Bounded by I-5, I-80, Natomas East Main Drain Canal & American River	409
4 North	Bounded by I-80 & Northern City Limit	397
5 Northeast	Bounded by Natomas East Main Drain Canal, I-80, Eastern City Limit & American River	741
6 Midtown	Bounded by Capital City Freeway, American River, Eastern City Limit & Highway 50	1133
7 South of Downtown	Bounded by Sacramento River, Highway 50, Highway 99 & Fruitridge Road.	738
8 South of Midtown	Bounded by Highway 99, Highway 50, Eastern City Limit & Fruitridge Road	1811
9 Upper Southeast	Bounded by City Limit at Union Pacific Railroad, Fruitridge Road, Eastern City Limit & Southerly City Limit	461
10 South	Bounded by I-5, Fruitridge Road, Franklin Boulevard & Southerly City Limit	1675
11 Southwest	Bounded by Sacramento River & I-5	740
12 Lower Southeast	Bounded by South Western City Limit & Franklin Boulevard, 52 nd Avenue, Eastern City Limit & Highway 99	<u>213</u>
Total		10823

Number of Curb Ramp Locations Surveyed to be Rebuilt by Priority:

Priority	Priority Description	Count
1	Public, mixed, commercial, high density residential.	2214
2	Non-retail commercial, medium-density residential.	1496
3	Industrial, low density residential, rural.	<u>7113</u>
Total		10823



3.1 CURB RAMPS**Summary of Curb Ramp Surveys****Number of New Curb Ramps in Surveyed Areas to be Built by City Area:**

Area	Area Description	Count
1 Downtown	Bounded by Sacramento River, Union Pacific Railroad, Capital City Freeway & Highway 50	441
2 North of Downtown	Bounded by Sacramento River, American River & Union Pacific Railroad	17
3 Northwest	Bounded by I-5, I-80, Natomas East Main Drain Canal & American River	15
4 North	Bounded by I-80 & Northern City Limit	58
5 Northeast	Bounded by Natomas East Main Drain Canal, I-80, Eastern City Limit & American River	180
6 Midtown	Bounded by Capital City Freeway, American River, Eastern City Limit & Highway 50	224
7 South of Downtown	Bounded by Sacramento River, Highway 50, Highway 99 & Fruitridge Road.	232
8 South of Midtown	Bounded by Highway 99, Highway 50, Eastern City Limit & Fruitridge Road	265
9 Upper Southeast	Bounded by City Limit at Union Pacific Railroad, Fruitridge Road, Eastern City Limit & Southerly City Limit	29
10 South	Bounded by I-5, Fruitridge Road, Franklin Boulevard & Southerly City Limit	13
11 Southwest	Bounded by Sacramento River & I-5	14
12 Lower Southeast	Bounded by South Western City Limit & Franklin Boulevard, 52 nd Avenue, Eastern City Limit & Highway 99	9
Total		1497

Number of New Curb Ramps in Surveyed Areas to be Built by Priority:

Priority	Priority Description	Count
1	Public, mixed, commercial, high density residential.	426
2	Non-retail commercial, medium-density residential.	497
3	Industrial, low density residential, rural.	<u>574</u>
Total		1497



3.1 CURB RAMPS

Projections of Citywide Curb Ramp Needs/ Number of Intersections by City Area:

Area	Area Description	Count
1 Downtown	Bounded by Sacramento River, Union Pacific Railroad, Capital City Freeway & Highway 50	541
2 North of Downtown	Bounded by Sacramento River, American River & Union Pacific Railroad	39
3 Northwest	Bounded by I-5, I-80, Natomas East Main Drain Canal & American River	509
4 North	Bounded by I-80 & Northern City Limit	516
5 Northeast	Bounded by Natomas East Main Drain Canal, I-80, Eastern City Limit & American River	790
6 Midtown	Bounded by Capital City Freeway, American River, Eastern City Limit & Highway 50	654
7 South of Downtown	Bounded by Sacramento River, Highway 50, Highway 99 & Fruitridge Road.	839
8 South of Midtown	Bounded by Highway 99, Highway 50, Eastern City Limit & Fruitridge Road	957
9 Upper Southeast	Bounded by City Limit at Union Pacific Railroad, Fruitridge Road, Eastern City Limit & Southerly City Limit	297
10 South	Bounded by I-5, Fruitridge Road, Franklin Boulevard & Southerly City Limit	741
11 Southwest	Bounded by Sacramento River & I-5	601
12 Lower Southeast	Bounded by South Western City Limit & Franklin Boulevard, 52 nd Avenue, Eastern City Limit & Highway 99	<u>626</u>
Total		7110

Number of Intersections by Land Use:

Note: Land Use designations are consistent with City of Sacramento Land Use designations.

Land Use	Land Use Description	Count
C2	Community/Neighborhood Commercial & Offices	1170
C3	Regional Commercial & Offices	73
C4	Heavy Commercial or Warehouse	138
C5	Industrial	30
E1	Schools	50
P1	Public Offices	176
P2	Parks/Recreation/Open Space	185
P3	Public/Quasi-Public/Miscellaneous	62
R2	Low Density Residential 4-15 du/acre	4024
R3	Medium Density Residential 16-29 du/acre	340
R4	High Density Residential 30+ du/acre	478
S1	Special Planning District	<u>384</u>
Total		7110



3.1 CURB RAMPS

Projections of Citywide Curb Ramp Needs Number of Curb Ramp Locations by City Area:

Area	Area Description	Count
1 Downtown	Bounded by Sacramento River, Union Pacific Railroad, Capital City Freeway & Highway 50	3379
2 North of Downtown	Bounded by Sacramento River, American River & Union Pacific Railroad	152
3 Northwest	Bounded by I-5, I-80, Natomas East Main Drain Canal & American River	2334
4 North	Bounded by I-80 & Northern City Limit	2078
5 Northeast	Bounded by Natomas East Main Drain Canal, I-80, Eastern City Limit & American River	2763
6 Midtown	Bounded by Capital City Freeway, American River, Eastern City Limit & Highway 50	2514
7 South of Downtown	Bounded by Sacramento River, Highway 50, Highway 99 & Fruitridge Road.	2986
8 South of Midtown	Bounded by Highway 99, Highway 50, Eastern City Limit & Fruitridge Road	3563
9 Upper Southeast	Bounded by City Limit at Union Pacific Railroad, Fruitridge Road, Eastern City Limit & Southerly City Limit	1029
10 South	Bounded by I-5, Fruitridge Road, Franklin Boulevard & Southerly City Limit	2472
11 Southwest	Bounded by Sacramento River & I-5	2212
12 Lower Southeast	Bounded by South Western City Limit & Franklin Boulevard, 52 nd Avenue, Eastern City Limit & Highway 99	1890
Total		27372

Number of Curb Ramp Locations by Land Use:

Note: Land Use designations are consistent with City of Sacramento Land Use designations.

Land Use	Land Use Description	Count
C2	Community/Neighborhood Commercial & Offices	5169
C3	Regional Commercial & Offices	466
C4	Heavy Commercial or Warehouse	537
C5	Industrial	136
E1	Schools	173
P1	Public Offices	922
P2	Parks/Recreation/Open Space	744
P3	Public/Quasi-Public/Miscellaneous	250
R2	Low Density Residential 4-15 du/acre	13241
R3	Medium Density Residential 16-29 du/acre	1250
R4	High Density Residential 30+ du/acre	2771
S1	Special Planning District	1713
Total		27372

3.1 CURB RAMPS**Projections of Citywide Curb Ramp Needs****Number of Compliant Curb Ramps to be Retained by City Area:**

Area	Area Description	Count
1 Downtown	Bounded by Sacramento River, Union Pacific Railroad, Capital City Freeway & Highway 50	938
2 North of Downtown	Bounded by Sacramento River, American River & Union Pacific Railroad	21
3 Northwest	Bounded by I-5, I-80, Natomas East Main Drain Canal & American River	195
4 North	Bounded by I-80 & Northern City Limit	296
5 Northeast	Bounded by Natomas East Main Drain Canal, I-80, Eastern City Limit & American River	397
6 Midtown	Bounded by Capital City Freeway, American River, Eastern City Limit & Highway 50	266
7 South of Downtown	Bounded by Sacramento River, Highway 50, Highway 99 & Fruitridge Road.	703
8 South of Midtown	Bounded by Highway 99, Highway 50, Eastern City Limit & Fruitridge Road	364
9 Upper Southeast	Bounded by City Limit at Union Pacific Railroad, Fruitridge Road, Eastern City Limit & Southerly City Limit	73
10 South	Bounded by I-5, Fruitridge Road, Franklin Boulevard & Southerly City Limit	149
11 Southwest	Bounded by Sacramento River & I-5	67
12 Lower Southeast	Bounded by South Western City Limit & Franklin Boulevard, 52 nd Avenue, Eastern City Limit & Highway 99	<u>73</u>
Total		3542

Number of Curb Ramps to be Retained by Priority:

Priority	Priority Description	Count
1	Public, mixed, commercial, high density residential.	1492
2	Non-retail commercial, medium-density residential.	744
3	Industrial, low density residential, rural.	<u>1306</u>
Total		3542



3.1 CURB RAMPS

Projections of Citywide Curb Ramp Needs Number of Curb Ramp Locations to be Rebuilt by City Area:

Area	Area Description	Count
1 Downtown	Bounded by Sacramento River, Union Pacific Railroad, Capital City Freeway & Highway 50	2481
2 North of Downtown	Bounded by Sacramento River, American River & Union Pacific Railroad	85
3 Northwest	Bounded by I-5, I-80, Natomas East Main Drain Canal & American River	3202
4 North	Bounded by I-80 & Northern City Limit	2731
5 Northeast	Bounded by Natomas East Main Drain Canal, I-80, Eastern City Limit & American River	3230
6 Midtown	Bounded by Capital City Freeway, American River, Eastern City Limit & Highway 50	3206
7 South of Downtown	Bounded by Sacramento River, Highway 50, Highway 99 & Fruitridge Road.	2620
8 South of Midtown	Bounded by Highway 99, Highway 50, Eastern City Limit & Fruitridge Road	4853
9 Upper Southeast	Bounded by City Limit at Union Pacific Railroad, Fruitridge Road, Eastern City Limit & Southerly City Limit	1521
10 South	Bounded by I-5, Fruitridge Road, Franklin Boulevard & Southerly City Limit	4171
11 Southwest	Bounded by Sacramento River & I-5	3559
12 Lower Southeast	Bounded by South Western City Limit & Franklin Boulevard, 52 nd Avenue, Eastern City Limit & Highway 99	<u>2614</u>
Total		34273

Number of Curb Ramp Locations to be Rebuilt by Priority:

Priority	Priority Description	Count
1	Public, mixed, commercial, high density residential.	9597
2	Non-retail commercial, medium-density residential.	7197
3	Industrial, low density residential, rural.	<u>17479</u>
Total		34273



3.1 CURB RAMPS

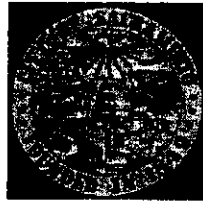
Projections of Citywide Curb Ramp Needs Number of New Curb Ramps to be Built by City Area:

Area	Area Description	Count
1 Downtown	Bounded by Sacramento River, Union Pacific Railroad, Capital City Freeway & Highway 50	441
2 North of Downtown	Bounded by Sacramento River, American River & Union Pacific Railroad	60
3 Northwest	Bounded by I-5, I-80, Natomas East Main Drain Canal & American River	117
4 North	Bounded by I-80 & Northern City Limit	399
5 Northeast	Bounded by Natomas East Main Drain Canal, I-80, Eastern City Limit & American River	784
6 Midtown	Bounded by Capital City Freeway, American River, Eastern City Limit & Highway 50	634
7 South of Downtown	Bounded by Sacramento River, Highway 50, Highway 99 & Fruitridge Road.	824
8 South of Midtown	Bounded by Highway 99, Highway 50, Eastern City Limit & Fruitridge Road	710
9 Upper Southeast	Bounded by City Limit at Union Pacific Railroad, Fruitridge Road, Eastern City Limit & Southerly City Limit	95
10 South	Bounded by I-5, Fruitridge Road, Franklin Boulevard & Southerly City Limit	32
11 Southwest	Bounded by Sacramento River & I-5	67
12 Lower Southeast	Bounded by South Western City Limit & Franklin Boulevard, 52 nd Avenue, Eastern City Limit & Highway 99	<u>110</u>
Total		4273

Number of New Curb Ramps to be Built by Priority:

Priority	Priority Description	Count
1	Public, mixed, commercial, high density residential.	1230
2	Non-retail commercial, medium-density residential.	1412
3	Industrial, low density residential, rural.	<u>1631</u>
Total		4273





Curb Ramp Accessibility Grievance Procedure

Who May File

Any person with a disability who believes that they have been the subject of disability-related discrimination on the basis of denial of access where sidewalks cross curbs. The Grievance Form is on the back of this page.

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 Public Works ADA Coordinator within 60 working days of the alleged disability-related discrimination. Upon request, reasonable accommodations will be provided in completing this form. Contact the Public Works ADA Coordinator at (916) 264-5521. The grievance procedure and form may be obtained from the City of Sacramento's ADA web page and the following locations:

Public Works ADA Coordinator
927 10th Street
Sacramento, CA 95814
(916) 264-5521 or 264-8300

City Hall
City Manager's Office, #101
Director of Public Works Office, #200
915 I Street
Sacramento, CA 95814
(916) 264-7100

Sacramento Main
Library
828 I Street
Sacramento, CA 95814

Step 2. An Investigation is Conducted

The complainant will be notified within 5 working days of the receipt of the grievance, and the Public Works ADA Coordinator or other authorized representative will commence an investigation into the merits of the complaint, within 30 days. If necessary, the Public Works ADA Coordinator or other authorized representative, will contact the complainant directly to obtain additional facts or documentation relevant to the grievance.

Curb Ramp Accessibility

Grievance Procedure

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

The Public Works ADA Coordinator or other authorized representative shall prepare a written decision, after full consideration of the merits of the grievance, no later than 60 days following the receipt of the grievance. A copy of the written decision shall be mailed to the complainant no later than five working days after preparation of the written decision.

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, #101, Sacramento, CA 95814, (916) 264-5704) no later than 15 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 will act upon the appeal no later than 30 days after receipt, and a copy of the City Manager's written decision shall be forwarded to the complainant no later than five working days after preparation of the decision.

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



Department of
PUBLICWORKS
CITY OF
SACRAMENTO

Curb Ramp Accessibility Grievance Form

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: (_____) _____ Email: _____

Please provide a complete description of your grievance:

Please specify the location of your grievance:

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

Please attach additional pages as needed.

Signature: _____ Date: _____

Please return to: Public Works ADA Coordinator, 927 10th St., Sacramento, CA 95814

Upon request, reasonable accommodation will be provided in completing this form. Contact the Public Works ADA Coordinator at (916) 264-5521 or go to the location listed above.



ADA TRANSITION PLAN MAILING LIST

May O. Lee
Asian Resources
5709 Stockton Blvd.
Sacramento CA 95824

Dan Kysor
California Council for the Blind
2657 Truxel Rd, #41
Sacramento CA 95833

Patricia Yeager
California Foundation for Independent Living Centers
910 K Street
Sacramento CA 95814-3577

Marc Wilkerson
Disabilities Compliant Office, County of Sacramento
700 H Street, Room 5650
Sacramento CA 95814

Terry Colborn
Easter Seal Society
3205 Hurley Way
Sacramento CA 95864

AnnMarie Vincente
Muscular Dystrophy Association
2033 Howe Avenue #205
Sacramento CA 95825

Sheri Moody
Norcal Center on Deafness
1820 Tribute Rd., Suite A
Sacramento CA 95815

Father Francisco Hernandez
Our Lady of Guadalupe
730 T Street
Sacramento CA 95818

Georgia McGreal
Disability Advocates
2116 G Street
Sacramento CA 95818

Michael Dunne
California for Disability Rights
1722 J Street, Suite 2
Sacramento CA 95814

Bill Campagna
California Department of Rehabilitation
2000 Evergreen Street
Sacramento CA 95815

Kyra Smith
Disability & Employment Rights Advocacy, Legal Services
of Northern California
517 12th Street
Sacramento CA 95814

Chris Brown
Multiple Sclerosis Society
2277 Watt Ave, Suite 300
Sacramento CA 95825

Paul Carver
National Federation of the Blind
2628 Furmint Way
Rancho Cordova CA 95670

Michael Rosenberg
The Office of Developmental Disabilities Board Area 3
1010 Hurley Way, Suite 195
Sacramento CA 95825

Bill Durant
Paratransit
P.O. Box 231100
Sacramento CA 95823-0401

Francis Gracechild
Resources For Independent Living
1211 H Street, Suite B
Sacramento CA 95814

Christine Winger
Sacramento Hearing Service Center
9910 Horn Road, Suite 3
Sacramento CA 95827

Bryan Bashin
Society for the Blind
2750 24th Street
Sacramento CA 95818-3299

Spina Bifida Association of Sacramento
6517 Salida Way
North Highlands CA 95660-3823

Judy McDonald
State Council on Developmental Disabilities
2000 O Street, Suite 100
Sacramento CA 95814

Mike Collins
State Independent Living Council
1600 K Street, Suite 100
Sacramento CA 95814

Tanya Hartle
United Cerebral Palsy Association of Greater Sacramento
191 Lathrop Way, Suite N
Sacramento CA 95815

Chris Elms
University of California
1130 K Street, #340
Sacramento CA 95814

Simone Brown
Urban League
4900 Broadway, Suite 1600
Sacramento CA 95817

Anne B. Geraghty
Walk Sacramento
8510 Emperor Drive
Fair Oaks CA 95628

Protection & Advocacy, Inc
100 Howe Avenue, Suite 185-N
Sacramento CA 95825

Legal Services of Northern California
515 12th Street
Sacramento CA 95814

Melissa W. Kasnitz, Esq.
Laurence W. Paradis, Esq.
Disability Rights Advocates
449 15th Street, Suite 303
Oakland CA 94612

United States District Court
for the
Eastern District of California
February 21, 2001

* * CERTIFICATE OF SERVICE * *

2:99-cv-00497

Barden

v.

City of Sacramento

I, the undersigned, hereby certify that I am an employee in the Office of the Clerk, U.S. District Court, Eastern District of California.

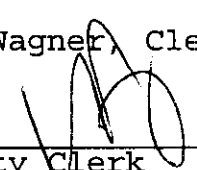
That on February 21, 2001, I SERVED a true and correct copy(ies) of the attached, by placing said copy(ies) in a postage paid envelope addressed to the person(s) hereinafter listed, by depositing said envelope in the U.S. Mail, by placing said copy(ies) into an inter-office delivery receptacle located in the Clerk's office, or, pursuant to prior authorization by counsel, via facsimile.

Melissa Wendy Kasnitz
Disability Rights Advocates
449 15th Street
Suite 303
Oakland, CA 94612-2821

CL/MLS

Gerald Charles Hicks
Sacramento City Attorney's Office
980 Ninth Street
Tenth Floor
Sacramento, CA 95814-2717

Jack L. Wagner, Clerk

BY: 
Deputy Clerk