

19-2257 - ATTACHMENT NO. 1 - VOLUME 3 SELF EVALUATION TRANSITION PLAN

**VOLUME 3: ADA SELF EVALUATION AND TRANSITION PLAN
FOR RIGHT OF WAY
LEGISTAR**



This Page Intentionally Left Blank



Table of Contents

List of Volume 3 Appendices5

List of Abbreviations.....6

List of Defined Terms.....7

Executive Summary.....13

 Introduction..... 13

 Purpose..... 13

 Content and Organization of this Report 13

 Methodology 14

 Findings and Recommendations 14

1. Overview17

 1.1 Self-Evaluation / Program Accessibility (CFR 28, Part 35) 17

 1.2 Transition Plan (CFR 28, Part 35, Subpart D) 18

 1.3 Legislative Requirements 20

 State of California Accessibility Requirements..... 20

 Code and Standards References..... 20

 1.4 Responsible Party 21

 1.5 ADA Coordinator 21

 1.6 Monitoring of Progress and Organizational Chart 22

 1.7 Regular Update of Plan..... 23

 1.8 Addressing Future ADA..... 24

2. Public Participation (CFR 28, Part 35, Subpart D)24

 2.1 Public Participation Results 25

 2.2 ADA Transition Plan Public Review / Comment Period 25

3. ADA Self Evaluation For Right of Way27

 3.1 Methodology 27

 3.2 Summary of Findings 28

 3.2.1 Elements of Accessible Curb Ramps..... 28

 3.2.2 Elements of Accessible Sidewalks 28

 3.2.2 Existing Curb Ramp Statistics..... 29



3.2.3 Existing Sidewalk Statistics	30
3.3 Accessibility compliance assessment report (ACAR)	33
4. ADA Transition Plan for Right of Way	34
4.1 Recommendations and Prioritizations	34
4.2 Radius Analysis Method	35
4.3 Cost Estimation.....	35
4.3.1 Summary of Curb Ramp Costs By District.....	36
4.3.2 Summary of Curb Ramp Costs by Priority and District	37
4.4 Curb Ramp Implementation Schedule	44
Table 4.4.1 Curb Ramp Implementation Schedule by Year and District	44
Table 4.4.2 Percentage of Curb Ramp Work Implementation Schedule by Year and District	45
Table 4.4.3 Number of Curb Ramps Improvements by Year and District	46
5. Secondary Transition Plan Summary	48
5.1 Findings and Recommended Actions	48
5.2 Sidewalk Survey Statistics By District	49
5.3 Sidewalk Survey Statistics By District and Type.....	50
Table 5.3.1 Sidewalks broken out by Improvement Category and District.....	50
5.4 City Wide: Sidewalk Survey Statistics BY PRIORITY & DISTRICT	52
5.4 ADA Path of Travel Implementation Schedule	59
6. Public Right of Way Funding	60
6.1 Funding	60
6.2 On-Going Capital Improvement Programs	60
Funding Programs.....	60
6.3 On-Going Maintenance Programs.....	61
6.4 Specific Funding Programs and Projects	61
Specific Accessibility Projects	61
Other CIP Projects.....	62



List of Volume 3 Appendices

Appendix A – Accessibility Compliance Assessment Report

Appendix B - List of Priority Locations

Appendix C - Completed CIP Projects / List of Specific Accessibility Projects

Appendix D - October 2015 Transition Plan

Appendix E - Updated City of Pomona Standard Plans

Appendix F - Grievance Procedure

Appendix G - Reasonable Accommodation Form

Appendix H - Cost Estimation

Appendix I - Supplemental Data

Appendix J - GIS Maps

Appendix K - Public Outreach Questionnaire

Appendix L – Primary Transition Plan Data

Appendix M – Secondary Transition Plan Data

Appendix N – Current CIP



List of Abbreviations

ADA	Americans with Disabilities Act
ADAAG	Americans with Disabilities Act Accessibility Guidelines
AFF	Above finished floor
ASL	American Sign Language
CASP	Certified Access Specialist
CBC	California Building Code
CBC	California building code
CDBG	Community Development Block Grant
CFR	Code of Federal Regulations
DDS	California Department of Development Services
DF	Drinking fountain
DG	Decomposed granite
DOJ	Department of Justice
DSA	Division of the State Architect
E.V.	Electric vehicle
FE	Fire extinguisher
ft	Foot / Feet
GPS	Global Positioning System
HUD	Housing and Urban Development
I.D.	Identification
ICC	International Code Council
in	inch
ISA	International symbol of accessibility
O.C.	Off center
POT	Path of travel
PROWAG	Public Right of Way Accessibility Guidelines
PSI	Pounds per square inch
TPD	Toilet paper dispenser
TTY	Text telephone
TTY/TDD	Telecommunication Device for the Deaf/TeleTypewriter
US	United States
WC	Water closet



List of Defined Terms

Accessible	A facility that provides access to people with disabilities using the design requirements of the 2010 Standards. (PROWAG R106.5)
Accessible Pedestrian Signal (APS)	A device that communicates information about the WALK phase in audible and vibrotactile formats. (PROWAG R105.5)
ADA Coordinator	An individual responsible for overseeing and coordinating the administrative requirements of a public entity's ADA compliance efforts and the ADA Self-Evaluation and Transition Plan, and responding to complaints filed by the public.
ADA Transition Plan	An adopted listed of the physical barriers in a public entity's facilities that limit the accessibility of its programs, activities or services to individuals with disabilities; a detailed outline of the methods the public entity will use to remove the barriers identified and make the facilities accessible; the schedule for taking the necessary steps to achieve compliance. If the period for achieving compliance is longer than one year, the plan should identify the interim steps that the public entity will take during each year of the transition period. The plan includes the name of the official responsible for the plan's implementation.
Alteration	A change to a facility in the public right of way that affects or could affect access, circulation or use of the facility. An alteration must not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site.
Americans with Disabilities Act (ADA)	The Americans with Disabilities Act of 1990, as amended sets design guidelines for accessibility to public facilities, including sidewalks and trails by individuals with disabilities.
Americans with Disabilities Act Accessibility Guidelines (ADAAG)	The ADAAG contains scoping and technical requirements for accessibility to buildings and public facilities by individuals with disabilities under the ADA.
Assurances	A statement of guarantee given in consideration of and for receiving federal-aid.



Auxiliary Aids and Services	<p>Auxiliary aids and services includes—(1) Qualified interpreters on-site or through video remote interpreting (VRI) services; notetakers; real-time computer-aided transcription services; written materials; exchange of written notes; telephone handset amplifiers; assistive listening devices; assistive listening systems; telephones compatible with hearing aids; closed caption decoders; open and closed captioning, including real-time captioning; voice, text, and video-based telecommunications products and systems, including text telephones (TTYs), videophones, and captioned telephones, or equally effective telecommunications devices; videotext displays; accessible electronic and information technology; or other effective methods of making aurally delivered information available to individuals who are deaf or hard of hearing;</p> <p>(2) Qualified readers; taped texts; audio recordings; Brailled materials and displays; screen reader software; magnification software; optical readers; secondary auditory programs (SAP); large print materials; accessible electronic and information technology; or other effective methods of making visually delivered materials available to individuals who are blind or have low vision;</p> <p>(3) Acquisition or modification of equipment or devices; and</p> <p>(4) Other similar services and actions.</p> <p>(28 CFR §35.104)</p>
Blended Curb or Transition	A curb ramp shallower than 1:20 (5%), where the sidewalk is blended into or is flush with the street.
Building	Any structure used or intended for supporting or sheltering any use or occupancy. (PROWAG R106.5)
Circulation Path	An exterior or interior way of passage provided for pedestrian travel including, walks, hallways, courtyards, elevators, platform lifts, ramps, stairways and landings
Complainant	The person filing a complaint.
Compliance	The satisfactory condition existing when a recipient has effectively complied with the current ADA standards.
Compliant	Meets all accessibility requirements in effect at the time of construction or alteration.
Cross Slope	The slope that is perpendicular to the direction of accessible pedestrian travel. (PROWAG R105.5)
Crosswalk	The part of a roadway at an intersection that is included within the extensions of the lateral lines of the sidewalks on opposite sides of the roadway, measured from the curb line or, in the absence of curbs, from the edges of the roadway or, in the absence of a sidewalk on one side of the roadway, the part of the roadway included within the extension of the lateral lines of the sidewalk at right angles to the centerline.



Curb Line	A line at the face of the curb that marks the transition from the roadway to a sidewalk or planting strip between the sidewalk and the gutter or roadway.
Curb Ramp	A short ramp cutting through a curb or built up to it. (PROWAG R106.5)
Detectable Warning	A surface feature built in or applied to walking surfaces or other elements to advise of an upcoming change from a pedestrian to a vehicular way. (PROWAG R405.5)
Directional Curb Ramp	A curb ramp that is aligned parallel with the crosswalk, so there is a straight path of travel from the top of the curb ramp, to the center of the crosswalk, to the top of the curb ramp on the opposite side
Disability	Disability is (a) a physical or mental impairment that limits one or more of the major life activities of an individual, (b) a record of such an impairment, or (b) being regarded as having such impairment.
Element	An architectural or mechanical component of a facility, space, site or public right of way.
Entrance	Any access point to a building or facility used for entering including entry door or gate and hardware. (PROWAG R106.5)
Equivalent Facilitation	The use of designs, products, or technologies as alternatives to those prescribed, resulting in substantially equivalent or greater accessibility and usability. In determining equivalent facilitation, consideration shall be given to means that provide for the maximum independence of persons with disabilities while presenting the least risk of harm, injury or other hazard to such persons or others.
Facility	All or any portion of structures, improvements, elements and pedestrian or vehicular routes located on a site.
Federal Financial Assistance:	Any grant, loan, contract (other than a procurement contract or a contract of insurance or guaranty), or any other arrangement by which the Department provides or otherwise makes available assistance in the form of: (a) Funds; (b) Services of Federal personnel; or (c) Real or personal property or any interest in, or use of such property, including: (1) Transfers or leases of such property for less than fair market value or for reduced consideration; and (2) Proceeds from a subsequent transfer or lease of such property if the Federal share of its fair market value is not returned to the Federal Government. (49 CFR §27.5)
Flush Transition	See Blended Transition
Frontage	The street frontage includes all adjacent pedestrian facilities, including crosswalks, created by, prolonged from, or connected to any required or provided sidewalk improvements.



Governing Standards	<p><u>The most current edition in force of any and all of the following:</u></p> <p>The Americans with Disabilities Act of 1990 (ADA) The 2010 ADA Standards for Accessible Design (ADAS) The implementing regulations at 28 CFR Parts 35 and 36 California Building Code [Part 2 of Title 24] (CBC) California Vehicle Code California Manual on Uniform Traffic Control Devices, current edition (MUTCD or CAMUTCD) City Municipal Code</p> <p><u>Best Practice Guidelines:</u></p> <p>Shared-Use Paths and Class I Bicycle Paths: The Proposed Supplements to the Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way - Shared Use Paths (PROWAG) AASHTO Guide for the Development of Bicycle Facilities; Chapter 5: Design of Shared Use Paths (AASHTO, 2012) Temporary Traffic Control and Devices: Work Area Traffic Control Handbook [WATCH] (WATCH Committee of Public Works Standards, Inc.)</p> <p><u>Curb Ramps:</u></p> <p>Designing Sidewalks and Trails for Access - Part II of II: Best Practices Design Guide (FHWA, rev. 2/10/2014)</p>
Grade Break	The meeting line of two adjacent surfaces of different slope (grade).
Graphic Information System	A geographic information system (GIS) lets us visualize, question, analyze, interpret, and understand data to reveal relationships, patterns, and trends
Island	Curbed or painted area outside the vehicular path that is provided to separate and direct traffic movement, which also may serve as a refuge for pedestrians.
Maneuvering Space	The space where, because of the configuration of the physical environment or the location of accessible elements, a pedestrian is required to turn, or maneuver, or change direction in order to proceed along an accessible route.
Marked Crosswalk	Any portion of a roadway at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the surface.
Parallel Curb Ramp	A system of two sloped ramps that run parallel to the curb line from a common lower landing that is approximately level with the street.
Pedestrian	" (a) A "pedestrian" is a person who is afoot or who is using any of the following: (1) A means of conveyance propelled by human power other than a bicycle; (2) An electric personal assistive mobility device. (b) "Pedestrian" includes a person who is operating a self-propelled wheelchair, motorized tricycle, or motorized quadricycle and, by reason of physical disability, is otherwise unable to move about as a pedestrian.
Pedestrian Access Route	A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility. (PROWAG R105.5)
Perpendicular Curb Ramp	A curb ramp with a main slope running perpendicular to the curb line and with one or more flared side slopes.



Public Right of Way	Land or property owned by a public entity and usually acquired for or devoted to transportation or pedestrian purposes.
Public Use	Interior or exterior, rooms, space or elements that are made available to the public.
Ramp	A walking surface that has a running slope steeper than 5%
Right of Way	Denotes land, property or interest therein, usually in a strip, acquired for or devoted to transportation purposes.
Running Slope	The slope that is parallel to the direction of travel expressed as a ratio of rise to run in the public right of way. This is usually called grade and is expressed as a percentage.
Section 504	Section 504 of the Rehabilitation Act of 1973, which prohibits discrimination in any program or activity receiving federal financial assistance.
Sidewalk	That portion of a public right of way between the curb line or lateral line of a roadway and the adjacent property line that is improved for use by pedestrians.
Street Furniture	Elements in the public right-of-way intended for use by pedestrians.
Sub-recipient	An entity or person that indirectly (usually through a grant or contract) receives federal financial assistance to implement a program or activity, which obligates them to comply with the Section 504 and its implementing regulations. Subrecipients include, but are not limited to, metropolitan planning organizations, local public agencies, and colleges/universities.
Technically Infeasible	An alteration that has little likelihood of being accomplished because existing structural conditions would require removing or altering a load bearing member that 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 that are in full strict compliance with the minimum requirements of the 2010 ADA Standards.
Vibrotactile	A vibrating surface, located on the accessible pedestrian signal button that communicates information through touch. (PROWAG R105.5)



This Page Intentionally Left Blank



EXECUTIVE SUMMARY

Introduction

The American with Disabilities Act (ADA) of 1990 is a civil rights law that mandates equal opportunity for individuals with disabilities. The ADA prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, State and local government services, public accommodations, commercial facilities, transportation, and telecommunications.

The City of Pomona has undertaken a comprehensive evaluation of its policies, programs, and facilities to determine the extent to which individuals with disabilities may be restricted to access to City services and activities.

This document established the City's commitment to the development and maintenance of accessible features. This report will also guide the planning and implementation of necessary program and facility modifications in in order to be compliant with the Americans with Disabilities Act. This

Purpose

This ADA Self-Assessment and Transition Plan has been prepared to fulfill the requirements set forth in Title II of the ADA (28 CFR §35.105 and 28 CFR §35.150(d)). The City of Pomona is obligated to observe all requirements of Title I in its employment practices, Title II in its policies, programs and services, and any parts of Title IV and V that apply to the City and its programs, services, or facilities.

Title II has the broadest impact on the City of Pomona. Included in Title II are administrative requirements for all government entities employing more than 50 people, as listed below:

- Completion of a self-evaluation
- Development of an ADA Grievance (Complaint) procedure (See Appendix F – Grievance Procedure)
- Development of Reasonable Modification Process
- Designation of an ADA Coordinator to oversee Title II compliance
- Development of a Transition Plan to schedule the removal of barriers

Content and Organization of this Report

The ADA Self Evaluation and Transition Plan is divided into three (3) Volumes as listed below:

- Volume 1: Self Evaluation of Programs, Policies, and Procedures
- Volume 2: Self Evaluation and Transition Plan of City Facilities
- Volume 3: Self Evaluation and Transition Plan of Public Right of Way

This document constitutes Volume 3: Self Evaluation and Transition Plan of Public Right of Way.



Methodology

The process to prepare the Volumes of the ADA Self-Evaluation and Transition Plan included discussions with department heads and employees; the administration of departmental program accessibility questionnaires; a review of the City's published rules, regulations and policies; city-owned facility assessments, and a review of existing City right of way data.

The process to prepare Volume 3 are as follows:

1. The City of Pomona conducted an inventory of pedestrian facilities within its public right of way in 2015. Data captured include an inventory of locations where an installation of detectable warning surface on existing ramp is required, locations of a removal and replacement of curb ramps in their entirety. Also captured in the assessments are alley approaches, lifted sidewalk, and instances of missing sidewalk.
2. The data captured by the City is used as the basis for the Primary and Secondary Transition Plan.
3. The City of Pomona's ADA Transition Plan for Right of Way is composed of a Primary Transition Plan and a Secondary Transition Plan.
4. The Primary Transition Plan will focus on curb ramps and is established for 29 years. The Secondary Transition Plan will focus on other path of travel / sidewalk issues and is established for 30 years.

Findings and Recommendations

1. Using a minimum allocation of \$345,000 per year as the baseline, the inventory of curb ramps can be completed within 29 years if the budget is increased to an average of \$425,000 in annual allocation.
2. The City is planning additional field assessments to be scheduled within the first 10 years of the Primary Transition Plan to gather other right of way improvements such as pedestrian push buttons and transit stops. The additional budgetary amount of \$30,000 in the first ten years of the plan is for this effort.
3. The City shall implement improvement projects for path of travel deficiencies beyond curb ramps, starting with those already identified in the Secondary Transition Plan in 30 years.
4. As the additional field assessment data (item 2 above) is collected in the first ten years for items such as transit stops and pedestrian push buttons, projects already identified in the Secondary Transition Plan can potentially be grouped with new projects identified by the new assessments.
5. The City shall make \$1,000,000 funds available for grievance related work over a period of ten years.
6. It is the responsibility of the ADA Coordinator to monitor and implement this ADA Transition Plan. The document is meant to be modified as barriers are removed or alterations are made.
7. The Final Document will be retained for record keeping purposes following completion, and be maintained on file and made available for public inspection.



PRIMARY ADA TRANSITION PLAN SUMMARY BUDGET					
YEAR	FISCAL YEAR	TOTAL PROJECT COSTS FOR CURB RAMPS	ADDITIONAL FUNDS*	AVAILABLE FUNDS FOR GRIEVANCES**	TOTAL
Year 1	2020	\$420,500	\$30,000		\$450,500
Year 2	2021	\$422,600	\$30,000		\$452,600
Year 3	2022	\$420,500	\$30,000		\$450,500
Year 4	2023	\$421,000	\$30,000		\$451,000
Year 5	2024	\$425,500	\$30,000		\$455,500
Year 6	2025	\$422,500	\$30,000		\$452,500
Year 7	2026	\$424,700	\$30,000		\$454,700
Year 8	2027	\$424,200	\$30,000		\$454,200
Year 9	2028	\$421,400	\$30,000		\$451,400
Year 10	2029	\$428,200	\$30,000	\$100,000	\$558,200
Year 11	2030	\$433,000		\$100,000	\$533,000
Year 12	2031	\$420,600		\$100,000	\$520,600
Year 13	2032	\$428,500		\$100,000	\$528,500
Year 14	2033	\$423,800		\$100,000	\$523,800
Year 15	2034	\$423,100		\$100,000	\$523,100
Year 16	2035	\$423,400		\$100,000	\$523,400
Year 17	2036	\$458,700		\$100,000	\$558,700
Year 18	2037	\$451,800		\$100,000	\$551,800
Year 19	2038	\$420,300		\$100,000	\$520,300
Year 20	2039	\$423,500			\$423,500
Year 21	2040	\$463,500			\$463,500
Year 22	2041	\$455,800			\$455,800
Year 23	2042	\$423,100			\$423,100
Year 24	2043	\$424,000			\$424,000
Year 25	2044	\$429,500			\$429,500
Year 26	2045	\$427,300			\$427,300
Year 27	2046	\$430,900			\$430,900
Year 28	2047	\$421,700			\$421,700
Year 29	2048	\$418,200			\$418,200
	Total	\$12,431,800	\$300,000	\$1,000,000	\$13,731,800

* For the field data collection of other right of way improvements such as pedestrian push buttons and transit stop, starting at first ten years

** Funds available for grievance related improvements



SECONDARY ADA TRANSITION PLAN SUMMARY BUDGET		
YEAR	FISCAL YEAR	TOTAL PROJECT COSTS
Year 1	2020	\$750,600
Year 2	2021	\$787,800
Year 3	2022	\$828,200
Year 4	2023	\$873,800
Year 5	2024	\$913,800
Year 6	2025	\$990,200
Year 7	2026	\$1,016,100
Year 8	2027	\$1,065,200
Year 9	2028	\$1,110,500
Year 10	2029	\$1,164,700
Year 11	2030	\$1,222,100
Year 12	2031	\$1,290,200
Year 13	2032	\$1,384,400
Year 14	2033	\$1,425,400
Year 15	2034	\$1,489,400
Year 16	2035	\$1,559,300
Year 17	2036	\$1,637,600
Year 18	2037	\$1,719,700
Year 19	2038	\$1,805,700
Year 20	2039	\$1,898,200
Year 21	2040	\$2,006,800
Year 22	2041	\$2,093,300
Year 23	2042	\$2,226,000
Year 24	2043	\$2,321,900
Year 25	2044	\$2,419,800
Year 26	2045	\$2,588,100
Year 27	2046	\$2,668,500
Year 28	2047	\$2,830,400
Year 29	2048	\$2,968,000
Year 30	2049	\$2,416,400
	Total	\$49,472,100



VOLUME 3

ADA SELF EVALUATION AND

TRANSITION PLAN FOR

RIGHT OF WAY

1. OVERVIEW

1.1 Self-Evaluation / Program Accessibility (CFR 28, Part 35)

As described in the ADA requirements for program accessibility, a public entity shall operate each service, program or activity so that, when viewed in its entirety, is accessible and usable by individuals with disabilities.

The ADA does not require the public entity to make all of its existing facilities accessible, nor does it require a public entity to take any action that would fundamentally alter the nature of a service, program or activity. Additionally, it does not require implementation of the ADA that would result in undue financial and administrative burdens. In such cases where documentation is provided in keeping with strict procedures outlined in the ADA, there are various methods that may be appropriate for providing program accessibility in lieu of making actual physical changes to facilities.

The first step in determining what structural changes to existing facilities are necessary is to develop an understanding of the specific public programs and activities occurring at existing facilities within the City. This section attempts to describe the programs and activities in the public right-of-way.

The Department of Justice's Title II Technical Assistance Manual points out that a public entity's programs related to streets, sidewalks and curb ramps may be prioritized with respect to relative importance and frequency of usage. A determination of what public rights-of-way are programmatically required to be accessible may vary from jurisdiction to jurisdiction. The City of Pomona has outlined the priorities per requirements of the transition plan CFR 28 § 35.150 (c) (2).

A Self-Evaluation Plan as required by the ADA at CFR 28 § 35.105 provides a comprehensive inventory of facilities and public right-of-way owned and operated by the public agency. The public right-of-way Self-Evaluation includes the findings of non-compliant items that create a physical barrier to the public.



The City of Pomona conducted an inventory of pedestrian facilities within its public right of way consisting of the evaluation of approximately 400 miles of streets. A detailed inventory can be found in Appendix A – Accessibility Compliance Assessment Report.

PUBLIC RIGHT OF WAY PROGRAM

Streets, sidewalks and curb ramps may be part of a continuous path of travel between activities or programs, at various public and private facilities located on adjacent properties, such as public offices, schools, parks and recreational facilities, public service agencies, hospitals and health clinics, police facilities and public housing uses.

Streets, sidewalks and curb ramps may themselves represent a program of public pedestrian activities that are essential to the usage and enjoyment of an entities-built environment.

1.2 Transition Plan (CFR 28, Part 35, Subpart D)

Title II of the ADA at 28 CFR § 35.150 (d) required each public entity that employed more than 50 employees to provide a Transition Plan and to be completed by January 26, 1993. 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 (d) shall apply only to those policies and practices that were not included in the previous transition plan. The intent of the Transition plan is to identify physical or structural modification to facilities in order to create access to the public agency programs and services. It also is required to document what actions the public entity will take to alter its facilities. Access is required to all programs, however, is not required to remove all architectural barriers in all of its facilities. In addition to making physical improvements, government agencies can choose among various administrative solutions, such as relocating or modifying a particular program, to obtain overall program access. The Self-Evaluation of Programs and Services identifies barriers along with the remedial recommendations. It is important to understand that as is true with the Self-Evaluation Plan, that the Transition Plan is intended to be a living document.

This Transition Plan contains detailed physical barrier surveys of City streets, curb ramps and related facilities in the public right-of-way. These surveys are contained in a comprehensive computer database, and document barriers present at the time of the survey. The survey provides a listing of non-complying architectural or physical features within public use areas. Improvements made to facilities after the date of the survey are included as part of Appendix C – Completed CIP Projects.



TRANSITION PLAN REQUIREMENTS

The ADA Transition Plan is required by the Department of Justice to include the following:

- streets, roads or walkways, including a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the ADA, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas;
- shall 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 schedule for necessary steps to achieve compliance, if longer than one year, identify steps that will be taken during each year of the transition period; and
- indicate the official responsible for implementation of the plan 28 CFR § 35.150 (d)(4)
- If a public entity has already complied with the transition plan requirement it needs to be updated to include those areas not included in the previous transition plan.
- a schedule for providing curb ramps, and
- a record of opportunity given to the disability community and other interested parties to participate in the development of the plan.

The ADA identifies the following federal construction requirements based on the dates provided below:

If physical construction or alterations commenced after July 26, 1992, but prior to September 15, 2010, then new construction and alterations subject to this section must comply with either the UFAS or the 1991 Standards except that the elevator exemption contained at section 4.1.3(5) and section 4.1.6(1)(k) of the 1991 Standards shall not apply.

If physical construction or alterations commence on or after September 15, 2010, and before March 15, 2012, then new construction and alterations subject to this section may comply with one of the following: the 2010 Standards, UFAS, or the 1991 Standards except that the elevator exemption contained at section 4.1.3(5) and section 4.1.6(1)(k) of the 1991 Standards shall not apply.

If physical construction or alterations commence on or after March 15, 2012, then new construction and alterations subject to this section shall comply with the 2010 ADA Standards.

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 intent of the public entity to provide reasonably accommodations all individuals with disabilities.

The City of Pomona Transition Plan completed in 2015 by the City of Pomona Public Works Department Engineering Division is included in Appendix D - October 2015 Transition Plan. This report is intended



to update the 2015 Transition Plan. A significant number of ADA improvements have been completed since 1992 and, as such, it is believed that a transition plan was completed in the 1990's, but such plan could not be located at the time of developing this plan.

This portion of the document does not include recommendations for Programs and Policies other than those located within the public right-of-way. The recommendations for Programs and Policies can be found in Volume 1. The ADA Transition Plan and Update are significant in that it establishes the City's ongoing commitment to the providing accessibility to its citizens.

1.3 Legislative Requirements

State of California Accessibility Requirements

Additionally, the California Code of Regulations, Title 24, Part 2 mandates that all publicly funded buildings, structures and related facilities shall be accessible to and usable by persons with disabilities. These regulations, which are often referred to as Title 24, pertain to the City of Pomona public buildings, parks and facilities that were constructed using state, City, or municipal funds or that are owned, leased, rented, contracted, or sublet by the municipality.

The ADA states that it does not override requirements of other state and local requirements. For the purpose of this report, Title 24 regulations and standards were also incorporated in the evaluation of architectural barriers as part of the Transition Plan Update. Where there is a conflict among Title 24 and ADA standards, the provision providing the greatest level of protection for individuals with disabilities shall govern.

Code and Standards References

The following codes / standards are referenced within this document: At the time of construction research will need to be applied as to the current California Building Code being enforced and adjust items based on the current requirements.

- 1991 ADA Accessibility Guidelines (ADAAG)
- 2010 ADA Standards (ADAS)
- 2016 Title 24 California Building Code (CBC)
- Public Right-of-Way Guidelines (PROWAG)
- California Manual on Uniform Traffic Control Devices (CAMUTCD)



1.4 Responsible Party

The ADA requires that an official be identified as responsible for the implementation of the public entities plan.

The official Responsible Party for the implementation should be able to seek/acquire funding for ADA barrier removal work over the City of Pomona Transition Planning period. The City has designated Linda Matthews as the person responsible for the implementation of its ADA Transition Plan.

Contact Information:

Linda Matthews

Human Resources/Risk Management Director/ADA Coordinator

505 Garey Ave, Pomona, CA 91766

Linda_Matthews@ci.pomona.ca.us

909-620-2491

Typically, the responsibility of making any particular City program, service or activity accessible to all persons, regardless of ability, rests with the official who controls the operating funds for that particular program, service or activity. To this end, the task of seeking/getting approval for funds from the governing body to make the said program accessible lies with the official responsible for the program. Indication of the official responsible for implementation of the plan fulfills the final requirement of a Transition Plan. The majority of funding and implementation of ADA improvements will be completed through the Capital Improvements Program (CIP), which is completed annually. Section 6 summarizes process of this CIP process.

1.5 ADA Coordinator

The ADA Coordinator is responsible for organizing and communicating the efforts of a government entity to comply with and fulfill its responsibilities under title II of the ADA. The ADA Coordinator's responsibilities include investigating complaints that the entity has engaged in any action prohibited by title II. The name, office address, and telephone number of the ADA Coordinator must posted on the City website and as well as noted in the ADA Public Notice.

Understanding an agency's organizational structure and the associated roles and responsibilities to maintain compliance with the ADA is a key factor behind a successful Plan. Title II administrative requirements (Section 35.107 of the ADA) mandate that an agency must identify, as part of its Plan, at least one person as a point of contact to coordinate its effort to comply with and carry out its responsibilities required by the law. Additionally, as the Plan is implemented over time, this person is often tasked with directly engaging the local disability community and documenting the continued monitoring of programmatic solutions and physical improvements required by the DOJ.

The following are some of the qualifications that help an ADA Coordinator to be effective:

- Familiarity with the state or local government's structure, activities, and employees



- Knowledge of the ADA and other laws addressing the rights of people with disabilities, such as Section 504 of the Rehabilitation Act, 29 U.S.C. § 794
- Experience with people with a broad range of disabilities
- Knowledge of various alternative formats and alternative technologies that enable people with disabilities to communicate, participate, and perform tasks
- Ability to work cooperatively with the local government and people with disabilities
- Familiarity with any local disability advocacy groups or other disability groups skills
- Training in negotiation and mediation
- Organizational and analytical skills

It is the responsibility of the ADA Coordinator to develop, monitor, and implement the Transition Plan. The final product is a working document to be modified as barriers are removed or alterations are made. The District's final document ADA Transition Plan Update will be retained for record keeping purposes following completion, and be maintained on file and made available for public inspection.

The City has designated Linda Matthews as the person responsible for the implementation of its ADA Transition Plan.

ADA Coordinator Contact Information:

Linda Matthews

Human Resources/Risk Management Director/ADA Coordinator

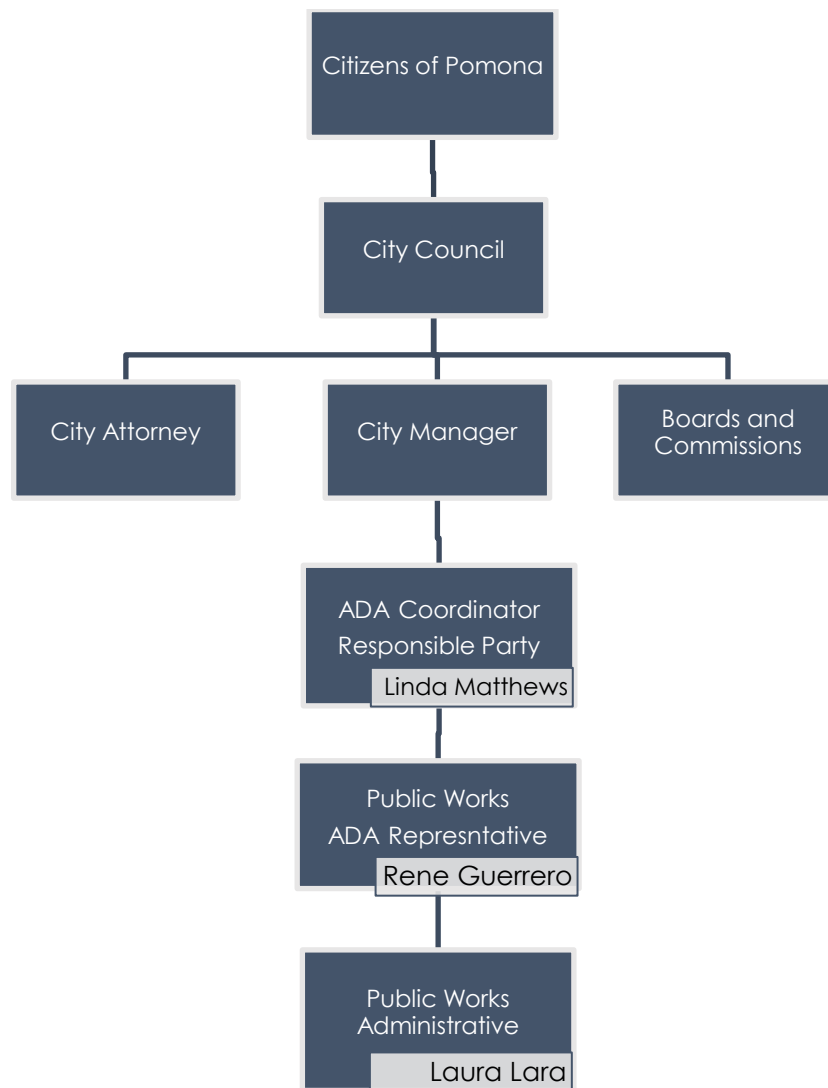
505 Garey Ave, Pomona, CA 91766

Linda_Matthews@ci.pomona.ca.us

909-620-2491

1.6 Monitoring of Progress and Organizational Chart

One of the key responsibilities of the ADA Coordinator is to monitor the progress of this Transition Plan. In order to be effective, the Transition Plan needs to be utilized in yearly planning of projects and funding decisions, and also needs to be periodically reviewed for compliance and validity. This monitoring will be done with oversight of ADA Coordinator, who may delegate public right of way projects to the public works director or other appropriate City staff. At the time of this report, the chain of command is as noted in the organization chart below:



1.7 Regular Update of Plan

Alongside the monitoring of progress, the Transition Plan should be viewed as a “living document” and updated regularly to reflect changes in real world conditions and to address any possible new areas of noncompliance. It is required to update the plan:

- At every grievance/complaint received
 - Within 180 days of receiving the grievance, the ADA Coordinator shall evaluate its current policies and practices, identify shortcomings in compliance, and describe the method used to remedy the situation. Appropriate remedial steps shall be taken to eliminate the effects of any discrimination.
- Annual Review and Update of Plan
 - The ADA coordinator shall establish a system for the annual reviewing and updating the self-evaluation.
 - It is to be updated until all accessibility barriers are removed and as programs, services, and activities are modified, and as facilities come under ownership or control of the City.



- The plan should keep pace with changes due to budget, program modification, delays in contract awards, construction timelines, impacts of weather, etc.
- Changes to a sidewalk such as the installation of a newspaper vending machine, or the relocation of a light pole, can create new access problems that were not evident when the plan was drafted.
- Annual updates to the plan will result in monitoring compliance and the effectiveness of priorities set in the Plan itself.

1.8 Addressing Future ADA

The public is invited to use the established Reasonable Accommodation Form located in Appendix G should any request for future ADA work in the public right of way is needed.

2. PUBLIC PARTICIPATION (CFR 28, PART 35, SUBPART D)

The ADA states that a public entity is required to make available to applicants, participants, residents and other interested parties information regarding the ADA Transition Plan and its applicability to the services, programs or activities of the public entity, and to apprise the public of the protections against discrimination afforded to them by the ADA. A public entity also is required to provide an opportunity for interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the ADA Transition Plan by submitting comments and making specific recommendations. The ADA also requires that a copy of the draft ADA Transition Plan shall be made available for public inspection during a formal public review period.

This process included persons with disabilities and those representing disability service organizations. This section describes the public participation and outreach efforts made by the study team. The main objective of the outreach effort was to ensure that the ADA Transition Plan is one that truly represents the goals and aspirations of the local disability community.

The City has provided 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.

The dissemination of information and requests for comments took place through the following methods:

(Examples: Awareness days, newsletters, City's web page) (Possible sources of input include; activists, advocacy groups, general citizens, organizations that support the rights of the disabled, elected officials, other agencies, a Governor's Committee on People with Disabilities or other such body.)

- City Website and Social Media
- Public Workshop Meeting December 12, 2019
- Direct Correspondence with the following Organizations:
 - Center for Independent Life (SCUK)



- Disability Rights California
- Disability Community Resource Center (DCRC)
- IHSS Disability Advocates
- Californians for Disability Rights (CDR)
- Rolling Start
- Inland Empire Disabilities Collaborate

2.1 Public Participation Results

Pedestrian Constraints (or Difficulties) Report				
Locale	Total Respondents	Restraint #1	Restraint #2	Comments
City Limits	No Comments Received			
Unincorporated County	No Comments Received			

Survey Responses			
Locale	Total Respondents	Restraint #1	Restraint #2
...	No Comments Received		

2.2 ADA Transition Plan Public Review / Comment Period

A public entity that employs 50 or more people is required to seek public input on its ADA Transition Plan. Beyond the legal requirements, public input is vital to assure that those affected by the City's programs, services and facilities understand the scope and nature of the City's responsibilities for providing equal access to the public.

With support from the study team, the City announced in local publications and will hold a public ADA workshop on the draft ADA Transition Plan on December 12, 2019 to begin the 45-day public review comment period.

During this time, the study team will present the Draft ADA Transition Plan at a public workshop that specializes in disabled access issues.

A City Council Hearing on the Draft ADA Transition Plan is planned for January 27, 2020.



The Draft ADA Transition Plan will be available in alternate formats, and written comments will be received in any alternative formats chosen by respondents. All public comments received will be incorporated in their entirety into a section of the final ADA Transition Plan.

All public comments will be reviewed, analyzed and incorporated into the text of the final ADA Transition Plan as deemed to be appropriate. The ADA Transition Plan will be provided in various alternative formats upon written request.

Requests for copies of the ADA Transition Plan and public comments should be directed to

Linda Matthews
Human Resources/Risk Management Director/ADA Coordinator
505 Garey Ave, Pomona, CA 91766
Linda_Matthews@ci.pomona.ca.us
909-620-2491

Final adopted version will also be available through the City's website.



3. ADA SELF EVALUATION FOR RIGHT OF WAY

3.1 Methodology

The City of Pomona conducted an inventory of pedestrian facilities within its public right of way in 2015. Data captured includes the following improvement items:

- Item 1- Remove and Reconstruct PCC Sidewalk
- Item 2- Excavate, Grade, and Construct New PCC Sidewalk
- Item 3- Grind PCC Sidewalk
- Item 4- Remove Existing Improvements and Construct PCC Driveway approach
- Item 5- Excavate, Grade and Construct Retaining Curb or Slough Wall
- Item 6- Root Shave
- Item 7- Remove Tree
- Item 8- Remove and Relocate Fence
- Item 9- Remove and Relocate Existing Water Meter
- Item 10- Remove and Relocate Existing Traffic Sign or Mailbox
- Item 11- Remove and Reconstruct PCC Curb
- Item 12- Remove and Reconstruct PCC Curb and Gutter
- Item 13- Excavate, Grade, and Construct PCC Curb and Gutter
- Item 14- Remove Improvements and Construct PCC Curb Ramp
- Item 15- Install Detectable Warning Device on Existing Curb Ramp
- Item 16- Remove Existing Improvements and Construct PCC Alley Approach
- Item 17- Remove and Reconstruct PCC Cross Gutter

To supplement City-captured data, Owen Group performed field assessments of right of way adjacent to City facilities, parks, and parking lots from July 2019 to November 2019. Data captured by the Owen Team is provided as supplemental, detailed analysis of ADA deficiencies surrounding priority locations. The data captured by the City is used as the basis for the Primary and Secondary Transition Plan. City-captured data is found in Appendix A- Accessibility Compliance Assessment Report and Data captured by Owen Group is found in Appendix I – Supplemental Data.

Facilities assessments are not provided in this Volume, but in Volume 2 of this report. When provided they will cover each of the City's facilities and will identifying barriers preventing accessibility including public rights-of-way adjacent to each facility. The Primary and Secondary Transition Plans in Sections 4 and 5 of this report will identify the items of non-compliance, the recommended remediation, costs for the remediation, and the code deviations.

This Self Evaluation and Transition Plan consists of City's existing City-captured right of way such as curb ramps, alley approaches, lifted sidewalk, and missing sidewalk. As part of this plan, the City will identify other right of way deficiencies in the first ten years of this plan and will include an budgetary amount of \$30,000 per year to collect other deficiencies such as intersection pedestrian push buttons and transit stops.



3.2 Summary of Findings

Although not exhaustive, the following list gives an overview of what constitutes a compliant curb ramp and sidewalk. For a complete list of requirements, refer to 2010 ADA Standards, the Manual on Uniform Traffic Control Devices (MUTCD), and at the time of this report, best practices includes the Public Right of Way Accessibility Guidelines (PROWAG).

3.2.1 Elements of Accessible Curb Ramps

In order for a curb ramp to be compliant, it must have the following features:

- Surface shall be firm, stable and slip resistant
- Clear width of Curb ramp run shall be 48 inches wide minimum
- Curb Ramp Running slope may not exceed 8.3%
- Curb Ramp Cross slope may not exceed 2.0%
- A Landing/Turning space of 4 ft deep x width of curb ramp to allow for maneuvering space at top of a perpendicular curb ramp or at bottom of a parallel curb ramp
- The slope of the landing may not exceed 2.0% in either direction
- Must have flush transitions at grade breaks
- When provided, flare slope may not exceed 10%
- A surface of truncated domes/detectable warnings must be provided and shall extend the full width of the curb ramp with a minimum of 3 ft length in direction of travel
- Curb ramp counter slope of adjoining gutter must not exceed 5%

3.2.2 Elements of Accessible Sidewalks

Accessibility codes do not require that sidewalks be installed. However, if sidewalks are installed, they must meet accessibility code requirements and be maintained in accessible condition. In order to be compliant, sidewalks must have the following features:

- Surface shall be firm, stable and slip resistant
- Clear width of 48" minimum
- When, because of right of way restrictions, natural barriers or other existing conditions, the enforcing agency determines that compliance with 48" clear sidewalk width would create an unreasonable hardship, the clear width may be reduced to 36"
- Passing spaces provided at intervals of 200' maximum
- A level landing is required every 400' of gradient
- Passing spaces shall be a 60" by 60" minimum, or an intersection of two walking surfaces forming a T intersection
- Running slope shall not exceed 5% or the running slope of street grade
- Cross slope may not exceed 2%
- Changes in level 1/4" are permitted
- Changes in level 1/4"-1/2" must be beveled with a slope of 1:2
- Objects with leading edges more than 27" and not more than 80" above the finish floor or ground shall protrude 4" maximum into the circulation path



- Free standing objects mounted on posts or pylons shall overhang circulation paths 12" maximum when located 27"-80" above the finish floor

For a complete list of definitions, please refer to the List of Defined Terms at the beginning of this report.

3.2.2 Existing Curb Ramp Statistics

Curb Ramps that need to be Replaced due to Noncompliant Slopes and/or Clear Width		
District	# of Locations	%
District 1	117	12%
District 2	231	24%
District 3	36	4%
District 4	413	43%
District 5	39	4%
District 6	135	14%
TOTAL	971	100%

Curb Ramps with Noncompliant or Missing Top Truncated Domes		
District	# of Locations	%
District 1	332	17%
District 2	451	23%
District 3	409	21%
District 4	256	13%
District 5	215	11%
District 6	270	14%
TOTAL	1933	100%



3.2.3 Existing Sidewalk Statistics

Sidewalk Replacement due to Noncompliant Slopes and/or Clear Width		
District	# of Locations	%
District 1	1086	17%
District 2	1228	19%
District 3	457	7%
District 4	1889	30%
District 5	246	4%
District 6	1497	23%
TOTAL	6403	100%

Vertical Displacements Creating Tripping Hazards		
District	# of Locations	%
District 1	139	15%
District 2	189	21%
District 3	63	7%
District 4	224	25%
District 5	39	4%
District 6	253	28%
TOTAL	907	100%

Traffic Signs and/or Mailboxes Impeding Required Clear Width		
District	# of Locations	%
District 1	14	1%
District 2	46	5%
District 3	6	1%
District 4	7	1%
District 5	0	0%
District 6	921	93%
TOTAL	994	100%



Water Meters Impeding Required Clear Width		
District	# of Locations	%
District 1	14	8%
District 2	3	2%
District 3	22	12%
District 4	23	12%
District 5	21	11%
District 6	102	55%
TOTAL	185	100%

Fences Impeding Required Clear Width		
District	# of Locations	%
District 1	8	20%
District 2	19	48%
District 3	4	10%
District 4	4	10%
District 5	0	0%
District 6	5	13%
TOTAL	40	100%

Noncompliant Alley Approaches		
District	# of Locations	%
District 1	51	10%
District 2	98	19%
District 3	14	3%
District 4	153	29%
District 5	5	1%
District 6	206	39%
TOTAL	527	100%



Noncompliant Driveway Approaches		
District	# of Locations	%
District 1	218	32%
District 2	127	19%
District 3	47	7%
District 4	199	29%
District 5	9	1%
District 6	75	11%
TOTAL	675	100%

Trees That Either Impede Required Clearances and/or Lift Sidewalks Creating Tripping Hazards		
District	# of Locations	%
District 1	110	12%
District 2	183	20%
District 3	32	4%
District 4	134	15%
District 5	45	5%
District 6	389	44%
TOTAL	893	100%

Tree Roots That Either Impede Required Clear width and/or Lift Sidewalks Creating Tripping Hazards		
District	# of Locations	%
District 1	153	15%
District 2	221	21%
District 3	100	9%
District 4	489	46%
District 5	20	2%
District 6	72	7%
TOTAL	1055	100%



3.3 Accessibility compliance assessment report (ACAR)

Actual physical site items of non-compliance have been compiled in the Public Right-of-Way Accessibility Compliance Assessment Report (ACAR) that can be found in Appendix A of this report.



4. ADA TRANSITION PLAN FOR RIGHT OF WAY

The City has performed field assessments in the public right of way and established a prioritized list and schedule for removal of barriers to accessibility, as well as established funding mechanisms and budgets for this work. The priorities are in line with the Department of Justice's implementation regulations of the ADA.

The City of Pomona's ADA Transition Plan for Right of Way is composed of a Primary Transition Plan and a Secondary Transition Plan. The Primary Transition Plan will focus on curb ramps and is established for 29 years. The Secondary Transition Plan will focus on other path of travel / sidewalk issues and is established for 30 years.

Using a minimum allocation of \$345,000 per year as the baseline, the inventory of curb ramps can be completed within 29 years if the budget is increased to an average of \$425,000 in annual allocation. The Primary Transition Plan also includes an additional annual budgetary amount of \$30,000 per year in the first 10 years of the plan to collect other right of way improvements such as pedestrian push buttons and transit stops. As the data is collected in the first ten years for deficiencies such as transit stops and pedestrian push buttons, projects already identified in the Secondary Transition Plan can potentially be grouped with new projects identified by the new assessments.

The backup data for the Primary Transition Plan can be found in Appendix L – Primary Transition Plan Data. The backup data for the Secondary Transition Plan can be found in Appendix M – Secondary Transition Plan Data

4.1 Recommendations and Prioritizations

A review of barriers in the City-captured right of way data was conducted. The Primary Right of Way Transition Plan's recommendations and prioritizations of remedial measures to correct ADA curb ramp deficiencies is based on the following order:

- Priority 1*: State and local government offices and facilities.
*Due to the large number of items in Priority 1, sub-priorities were assigned based on importance by City of Pomona Staff.
- Priority 2: Transportation facilities (bus stops).
- Priority 3: Places of public accommodations
- Priority 4: Employers

The priorities are in line with the Department of Justice's implementation regulations of the ADA. A list of specific priority locations used is provided in Appendix B – List of Priority Locations.

A Secondary Right of Way Transition Plan will address all ADA Path of Travel Improvements beyond curb ramps.

- Walkways serving other areas



4.2 Radius Analysis Method

A radius analysis method was used to establish areas for curb ramps, sidewalk, and bus transit stops around priority locations, as represented by circles in GIS maps in Appendix J – GIS Maps. Each recommended improvement from the City-captured data has coordinates for location and was organized into a completion order based on its proximity to facilities in the Priority 1, 2, 3, or 4 designation. Sub-priorities in Priority 1 was also provided to create a hierarchy to each priority. In other words, the completion order was assigned to the item closest in distance to each facility. Once completion order was assigned, an annual budget target of \$345,000 annually was assigned for the Primary Transition Plan.

Using the radius analysis method, a theoretical circle was drawn around each of the priority locations in the provided tables at a radius of 200 yards. All items within the 200-yard radius received whatever priority designation that Facility had. If items fell within 200 yards of multiple facilities, preference went to the facility with the highest priority designation starting with Priority 1.

4.3 Cost Estimation

Individual line items per industry standard bid items and costs for mobilization, contingency, design, construction management, and inspection were prepared by a professional cost estimating firm (JR Conkey) and is attached in Appendix H –Cost Estimation. JR Conkey provided two estimates: one for large quantity projects and one for small quantity projects. Small quantity unit cost is based on a higher unit costs as a result of bidding a construction smaller project and vice versa. It was established that Small Quantity subtotal unit costs would be used.

The subtotal unit costs provided by JR Conkey were multiplied by the quantity provided by the City of Pomona for each line item. These subtotals were then escalated out to the scheduled year of completion for each item. After escalation, factors for design, construction management, inspection, contingency for change orders and mobilization were added to come up with the final Total Estimated Project Costs which are reflected in the tables in this report. In help to mitigate the effects of unknown and unanticipated changes, the contingency factor was increased to 25%.

This estimate includes labor, material, equipment. Furthermore, sub-markups on each bid item were added, which included estimated contingency, generic contingency, overhead & profit, and insurance & bonds.

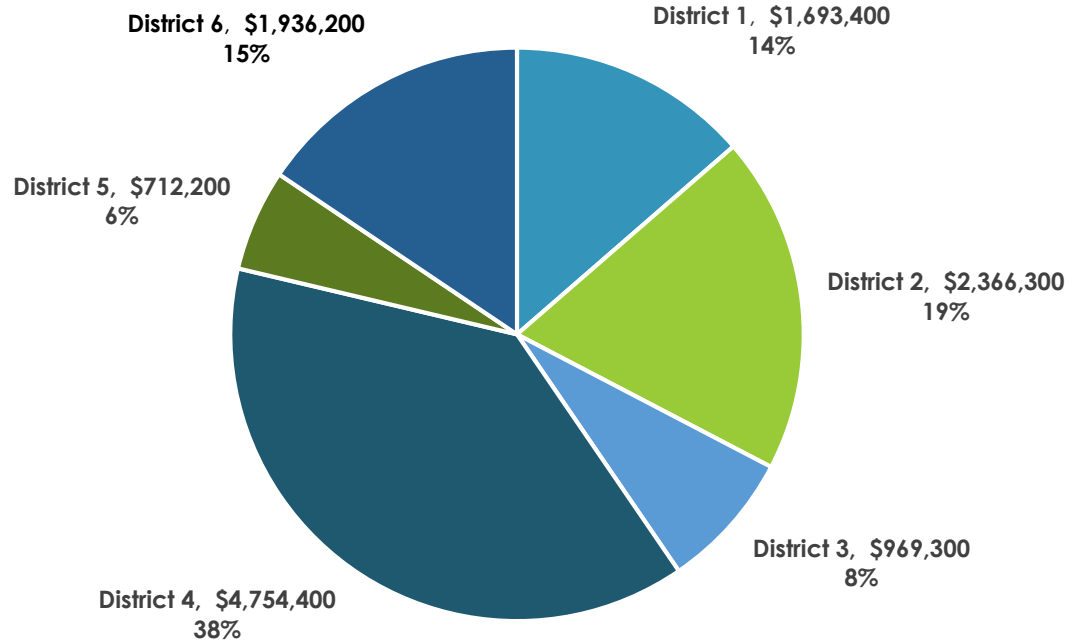


4.3.1 Summary of Curb Ramp Costs By District

Total number of missing or damaged curb ramps surveyed **broken out by District:**

DISTRICT	# OF CURB RAMPS	% OF CURB RAMPS	BUDGET	% OF TOTAL COST
DISTRICT 1	449	15%	\$1,693,400	14%
DISTRICT 2	682	23%	\$2,366,300	19%
DISTRICT 3	445	15%	\$969,300	8%
DISTRICT 4	669	23%	\$4,754,400	38%
DISTRICT 5	254	9%	\$712,200	6%
DISTRICT 6	405	14%	\$1,936,200	16%
CITYWIDE TOTAL	2904	100%	\$12,431,800	100%

Total Estimated Cost by District





4.3.2 Summary of Curb Ramp Costs by Priority and District

Total number of curb ramps surveyed broken out by Priority within each District:

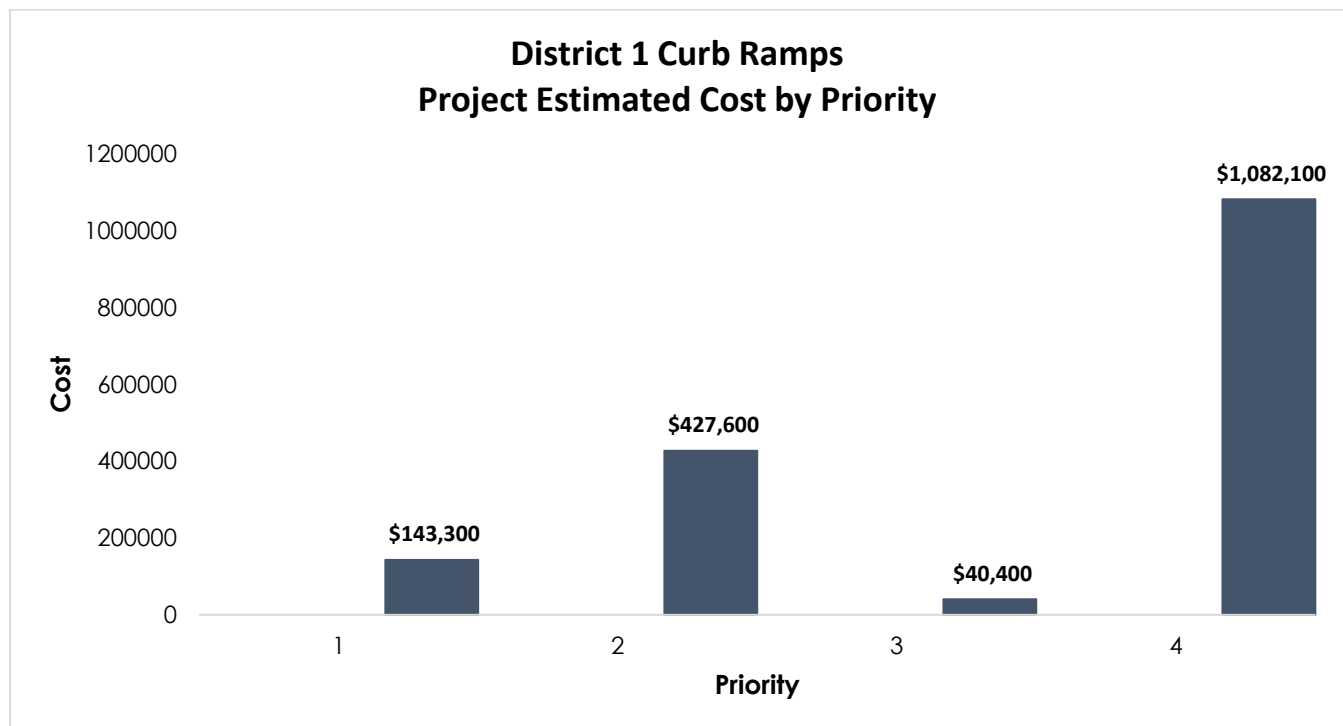
DISTRICT	PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4	TOTAL
DISTRICT 1	\$143,300	\$427,600	\$40,400	\$1,082,100	\$1,693,400
DISTRICT 2	\$575,600	\$461,500	\$155,200	\$1,174,000	\$2,366,300
DISTRICT 3	\$89,200	\$223,400	\$109,000	\$547,700	\$969,300
DISTRICT 4	\$249,500	\$345,600	\$178,500	\$3,980,800	\$4,754,400
DISTRICT 5	\$33,500	\$71,800	\$33,400	\$573,500	\$712,200
DISTRICT 6	\$36,500	\$144,100	\$63,400	\$1,692,200	\$1,936,200
CITYWIDE TOTAL	\$1,127,600	\$1,674,000	\$579,900	\$9,050,300	\$12,431,800



Curb Ramp Survey Statistics in District 1

Total number of curb ramps surveyed broken out by Priority:

CATEGORY	# OF CURB RAMPS	% OF CURB RAMPS	BUDGET
PRIORITY 1	62	14%	\$143,300
PRIORITY 2	214	48%	\$427,600
PRIORITY 3	20	4%	\$40,400
PRIORITY 4	153	34%	\$1,082,100
DISTRICT 1 TOTAL	449	100%	\$1,693,400

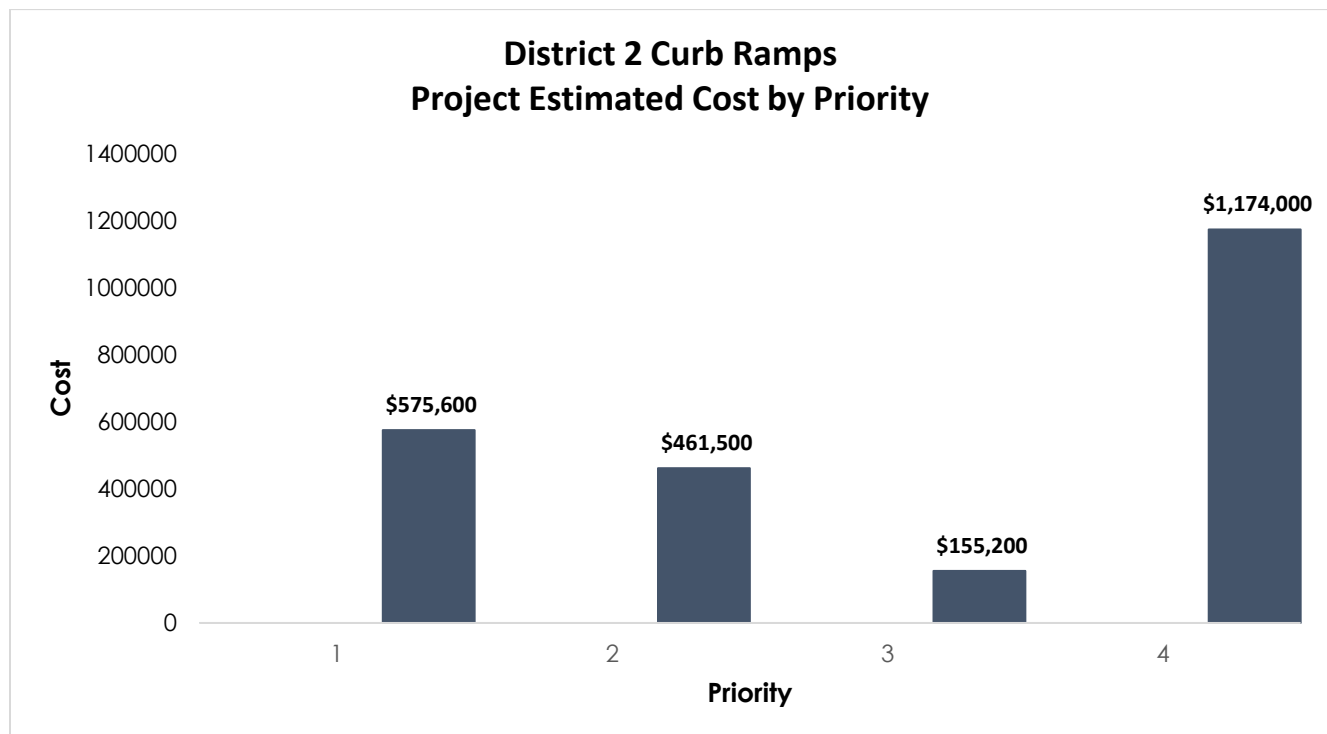




Curb Ramp Survey Statistics in District 2

Total number of curb ramps surveyed broken out by Priority:

CATEGORY	# OF CURB RAMPS	% OF CURB RAMPS	BUDGET
PRIORITY 1	217	32%	\$575,600
PRIORITY 2	129	19%	\$461,500
PRIORITY 3	43	6%	\$155,200
PRIORITY 4	293	43%	\$1,174,000
DISTRICT 2 TOTAL	682	100%	\$2,366,300

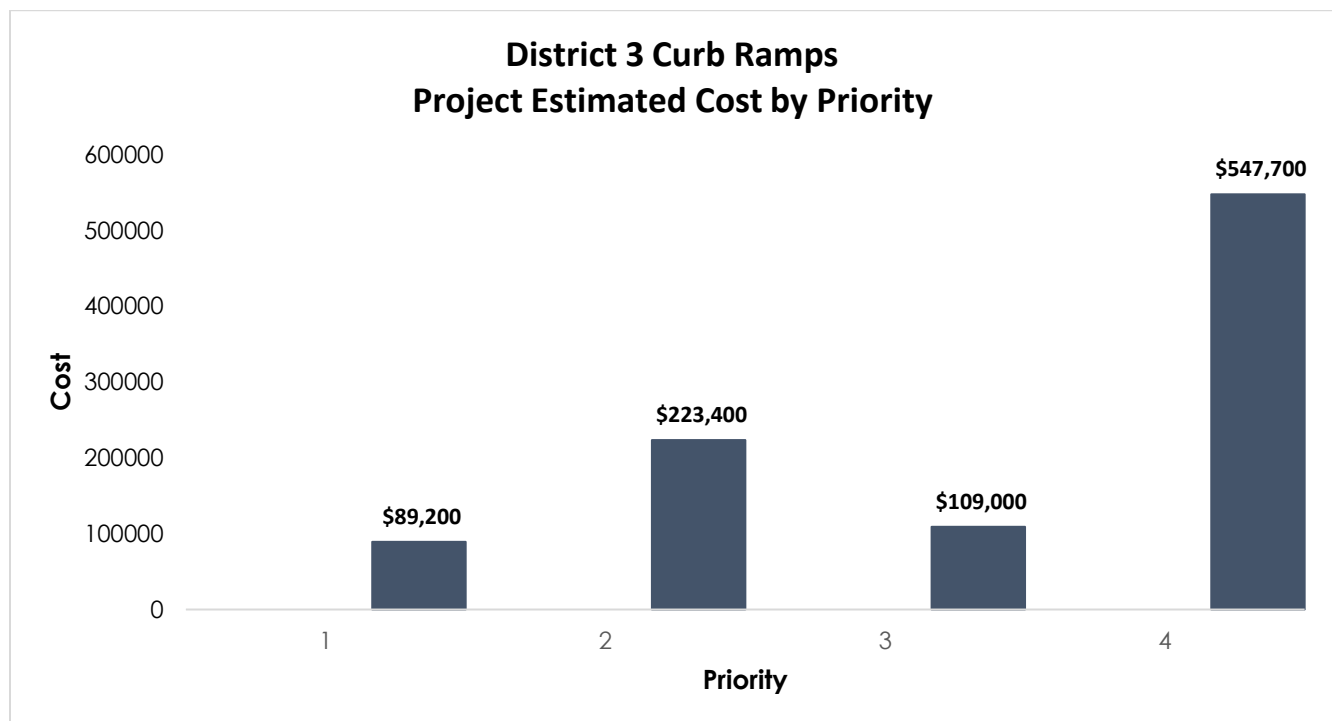




Curb Ramp Survey Statistics in District 3

Total number of curb ramps surveyed broken out by Priority:

CATEGORY	# OF CURB RAMPS	% OF CURB RAMPS	BUDGET
PRIORITY 1	63	14%	\$89,200
PRIORITY 2	103	23%	\$223,400
PRIORITY 3	47	11%	\$109,000
PRIORITY 4	232	52%	\$547,700
DISTRICT 3 TOTAL	445	100%	\$969,300

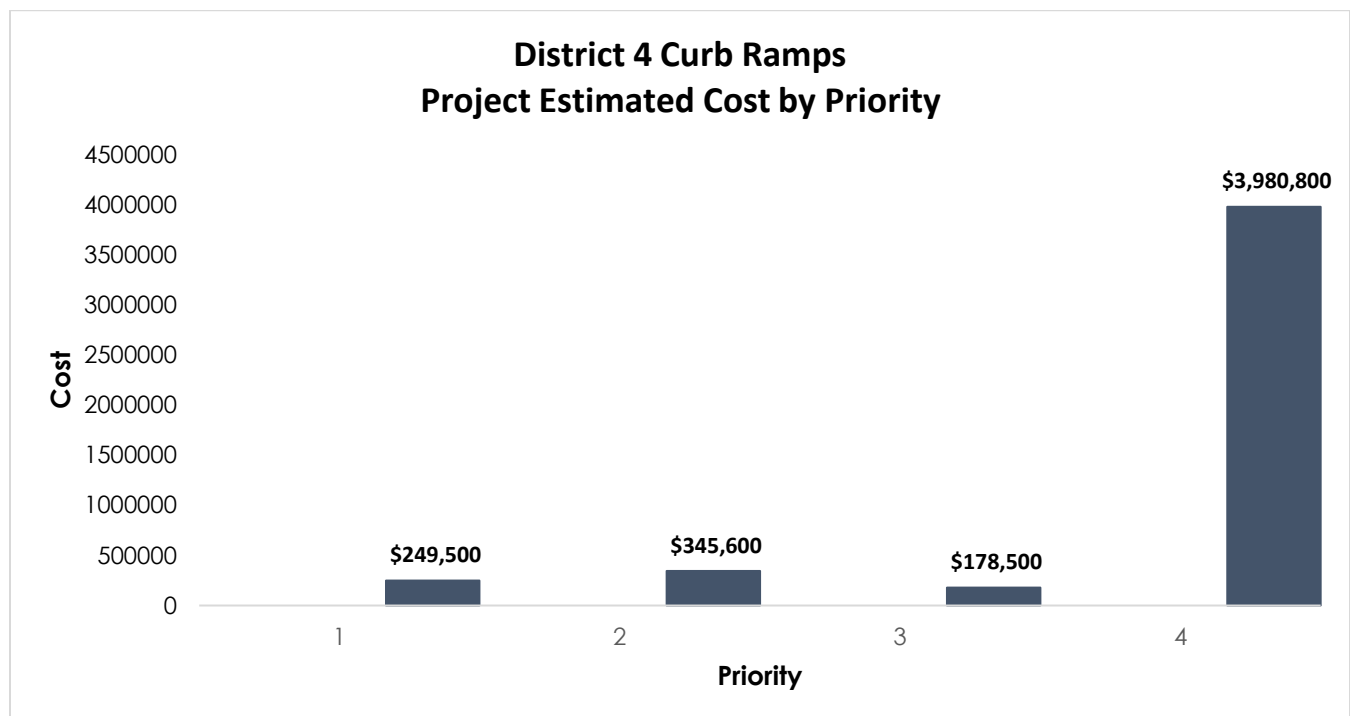




Curb Ramp Survey Statistics in District 4

Total number of curb ramps surveyed broken out by Priority:

CATEGORY	# OF CURB RAMPS	% OF CURB RAMPS	BUDGET
PRIORITY 1	58	9%	\$249,500
PRIORITY 2	107	16%	\$345,600
PRIORITY 3	34	5%	\$178,500
PRIORITY 4	470	70%	\$3,980,800
DISTRICT 4 TOTAL	669	100%	\$4,754,400

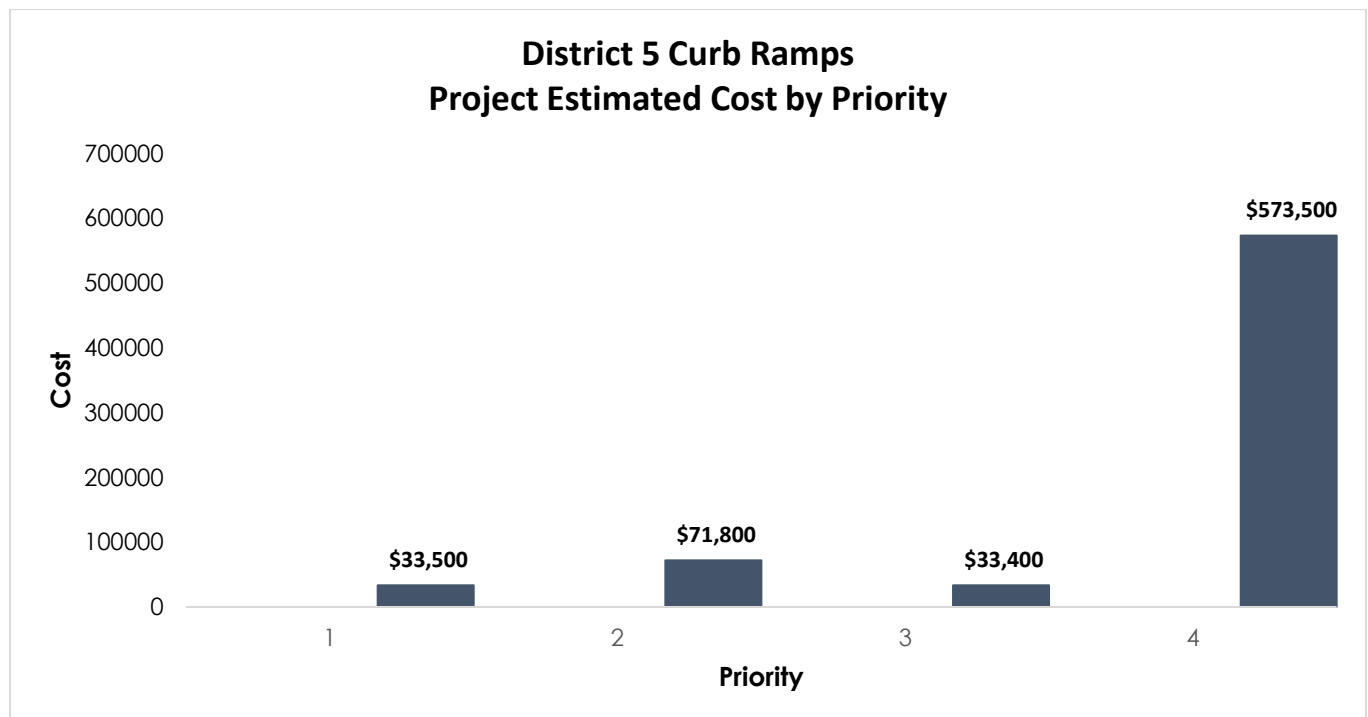




Curb Ramp Survey Statistics in District 5

Total number of curb ramps surveyed broken out by Priority:

CATEGORY	# OF CURB RAMPS	% OF CURB RAMPS	BUDGET
PRIORITY 1	20	8%	\$33,500
PRIORITY 2	45	18%	\$71,800
PRIORITY 3	19	7%	\$33,400
PRIORITY 4	170	67%	\$573,500
DISTRICT 5 TOTAL	254	100%	\$712,200

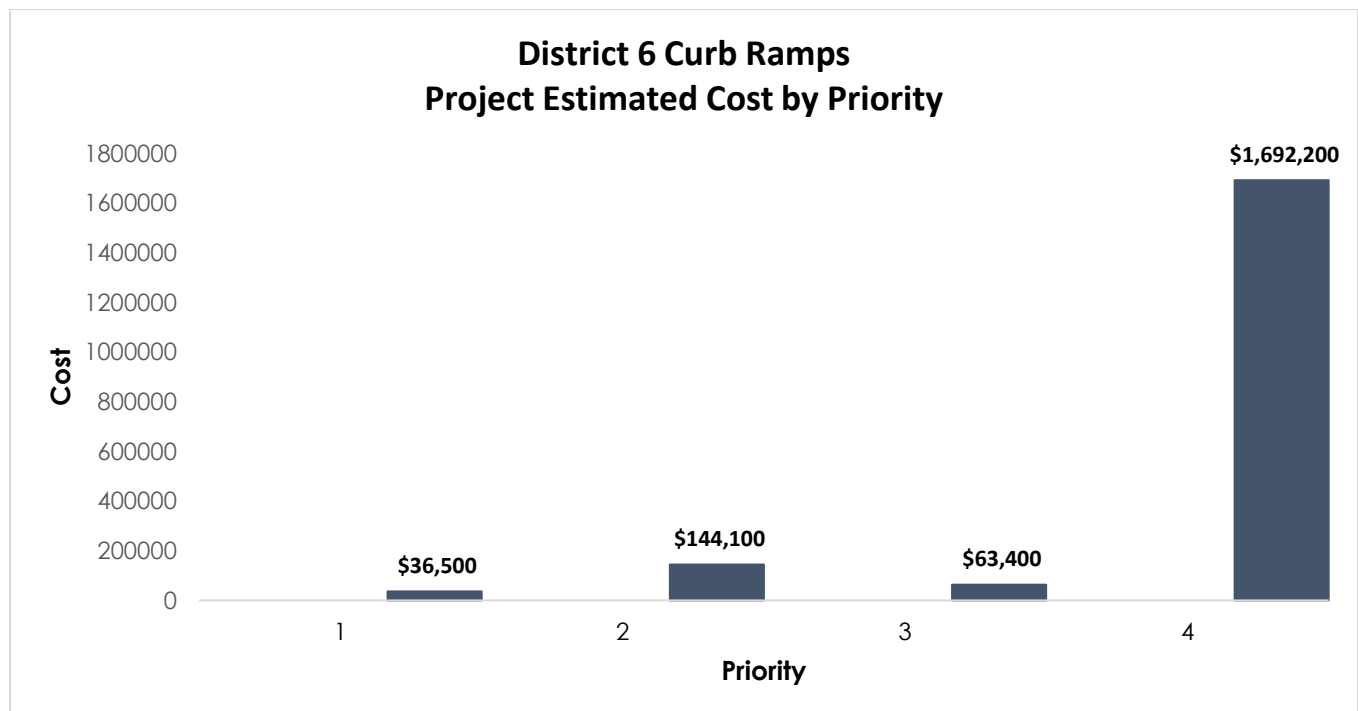




Curb Ramp Survey Statistics in District 6

Total number of curb ramps surveyed broken out by Priority:

CATEGORY	# OF CURB RAMPS	% OF CURB RAMPS	BUDGET
PRIORITY 1	16	4%	\$36,500
PRIORITY 2	56	14%	\$144,100
PRIORITY 3	26	6%	\$63,400
PRIORITY 4	307	76%	\$1,692,200
DISTRICT 6 TOTAL	405	100%	\$1,936,200





4.4 Curb Ramp Implementation Schedule

Table 4.4.1 Curb Ramp Implementation Schedule by Year and District

YEAR	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5	DISTRICT 6	TOTAL BUDGET
2020	\$10,100	\$274,600	\$29,300	\$64,800	\$14,100	\$27,600	\$420,500
2021	\$80,500	\$161,200	\$35,700	\$123,800	\$14,800	\$6,600	\$422,600
2022	\$52,700	\$192,400	\$24,200	\$82,600	\$24,600	\$44,000	\$420,500
2023	\$116,400	\$1,200	\$106,800	\$127,600	\$37,800	\$31,200	\$421,000
2024	\$290,700	\$98,900		\$15,900	\$14,000	\$6,000	\$425,500
2025	\$20,500	\$280,600	\$51,000	\$18,400		\$52,000	\$422,500
2026		\$39,400	\$134,200	\$198,100		\$53,000	\$424,700
2027	\$40,400	\$144,000	\$40,400	\$142,400	\$33,400	\$23,600	\$424,200
2028		\$76,500	\$109,300		\$37,000	\$198,600	\$421,400
2029	\$6,400		\$38,500	\$152,800	\$160,200	\$70,300	\$428,200
2030				\$288,000		\$145,000	\$433,000
2031		\$82,800	\$3,600	\$171,600	\$144,000	\$18,600	\$420,600
2032		\$106,000		\$318,700	\$3,800		\$428,500
2033		\$183,500	\$55,000	\$185,300			\$423,800
2034		\$60,300	\$14,400	\$147,600		\$200,800	\$423,100
2035	\$8,700	\$325,800	\$88,900				\$423,400
2036		\$115,500	\$41,300	\$42,900		\$259,000	\$458,700
2037				\$451,800			\$451,800
2038	\$312,900		\$48,800	\$23,600	\$35,000		\$420,300
2039	\$271,100	\$10,600			\$67,300	\$74,500	\$423,500
2040	\$228,300	\$45,500		\$135,800	\$51,100	\$2,800	\$463,500
2041				\$455,800			\$455,800
2042				\$423,100			\$423,100
2043		\$88,300		\$335,700			\$424,000
2044		\$31,800		\$121,200	\$6,800	\$269,700	\$429,500
2045		\$47,400		\$99,900		\$280,000	\$427,300
2046	\$246,500			\$91,200	\$68,300	\$24,900	\$430,900
2047			\$50,700	\$223,000		\$148,000	\$421,700
2048	\$8,200		\$97,200	\$312,800			\$418,200
Grand Total	\$1,693,400	\$2,366,300	\$969,300	\$4,754,400	\$712,200	\$1,936,200	\$12,431,800

**Table 4.4.2 Percentage of Curb Ramp Work Implementation Schedule by Year and District**

YEAR	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5	DISTRICT 6	TOTAL BUDGET
2020	1%	12%	3%	1%	2%	1%	1%
2021	5%	7%	4%	3%	2%	0%	5%
2022	3%	8%	2%	2%	3%	2%	3%
2023	7%	0%	11%	3%	5%	2%	7%
2024	17%	4%	0%	0%	2%	0%	17%
2025	1%	12%	5%	0%	0%	3%	1%
2026	0%	2%	14%	4%	0%	3%	0%
2027	2%	6%	4%	3%	5%	1%	2%
2028	0%	3%	11%	0%	5%	10%	0%
2029	0%	0%	4%	3%	22%	4%	0%
2030	0%	0%	0%	6%	0%	7%	0%
2031	0%	3%	0%	4%	20%	1%	0%
2032	0%	4%	0%	7%	1%	0%	0%
2033	0%	8%	6%	4%	0%	0%	0%
2034	0%	3%	1%	3%	0%	10%	0%
2035	1%	14%	9%	0%	0%	0%	1%
2036	0%	5%	4%	1%	0%	13%	0%
2037	0%	0%	0%	10%	0%	0%	0%
2038	18%	0%	5%	0%	5%	0%	18%
2039	16%	0%	0%	0%	9%	4%	16%
2040	13%	2%	0%	3%	7%	0%	13%
2041	0%	0%	0%	10%	0%	0%	0%
2042	0%	0%	0%	9%	0%	0%	0%
2043	0%	4%	0%	7%	0%	0%	0%
2044	0%	1%	0%	3%	1%	14%	0%
2045	0%	2%	0%	2%	0%	14%	0%
2046	15%	0%	0%	2%	10%	1%	15%
2047	0%	0%	5%	5%	0%	8%	0%
2048	0%	0%	10%	7%	0%	0%	0%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 4.4.3 Number of Curb Ramps Improvements by Year and District**

CURB RAMP IMPROVEMENTS BY YEAR	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5	DISTRICT 6	GRAND TOTAL
2020	10	113	28	18	10	8	187
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP	10	72	28	6	9	3	128
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP		41		12	1	5	59
2021	36	46	14	24	6	6	132
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP	26	19	9		4	6	64
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP	10	27	5	24	2		68
2022	16	74	21	20	14	16	161
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP	8	49	21	6	12	10	106
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP	8	25		14	2	6	55
2023	52	1	44	50	24	26	197
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP	40	1	32	35	22	26	156
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP	12		12	15	2		41
2024	154	33		5	11	1	204
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP	134	21		3	11		169
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP	20	12		2		1	35
2025	8	70	27	14		13	132
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP	6	32	24	14		6	82
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP	2	38	3			7	50
2026		17	55	45		23	140
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP		14	44	19		19	96
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP		3	11	26		4	44
2027	20	35	24	23	19	5	126
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP	18	18	23	3	18	2	82
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP	2	17	1	20	1	3	44
2028		20	67		17	58	162
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP		12	66		15	39	132
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP		8	1		2	19	30
2029	4		24	20	55	40	143
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP	4		24		43	39	110
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP				20	12	1	33
2030				36		26	62
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP						10	10
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP				36		16	52
2031		35	2	22	36	3	98
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP		32	2	2	24	1	61
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP		3		20	12	2	37
2032		45		40	2		87
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP		42		5	2		49
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP		3		35			38
2033		52	28	27			107
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP		41	28	9			78
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP		11		18			29
2034		18	7	16		34	75
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP		15	7	1		17	40
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP		3		15		17	35



2035	4	72	41			117
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP	4	51	41			96
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP		21				21
2036		21	18	4	76	119
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP		13	18		66	97
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP		8		4	10	22
2037				70		70
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP				38		38
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP				32		32
2038	32		12	2	14	60
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP	7		10		14	31
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP	25		2	2		29
2039	40	4			22	72
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP	23	4			21	48
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP	17				1	24
2040	38	9		12	11	71
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP	26	7		2	9	45
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP	12	2		10	2	26
2041				38		38
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP				6		6
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP				32		32
2042				60		60
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP				39		39
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP				21		21
2043		9		64		73
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP		4		53		57
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP		5		11		16
2044		2		10	2	31
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP				3	2	5
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP		2		7		26
2045		6		6		43
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP		4				18
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP		2		6		13
2046	33			6	11	53
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP	24			1	9	36
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP	9			5	2	17
2047			13	20		45
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP			13	10		28
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP				10		17
2048	2		20	17		39
INSTALL DETECTABLE WARNING DEVICE ON EXIST. CURB RAMP	2		19	1		22
REMOVE IMPROVEMENTS AND CONSTRUCT PCC CURB RAMP			1	16		17
Grand Total	449	682	445	669	254	405
						2904

Note: Costs included in these tables do not include community member requests. Additionally, any completed, ongoing, or scheduled Capital Improvement Projects (CIP) taken into account in this document.



5. SECONDARY TRANSITION PLAN SUMMARY

The City of Pomona conducted an inventory of pedestrian facilities within its public right of way in 2015. Data captured includes the following improvement items within the ADA path of travel:

- Item 1- Remove and Reconstruct PCC Sidewalk
- Item 2- Excavate, Grade, and Construct New PCC Sidewalk
- Item 3- Grind PCC Sidewalk
- Item 4- Remove Existing Improvements and Construct PCC Driveway approach
- Item 5- Excavate, Grade and Construct Retaining Curb or Slough Wall
- Item 6- Root Shave
- Item 7- Remove Tree
- Item 8- Remove and Relocate Fence
- Item 9- Remove and Relocate Existing Water Meter
- Item 10- Remove and Relocate Existing Traffic Sign or Mailbox
- Item 11- Remove and Reconstruct PCC Curb
- Item 12- Remove and Reconstruct PCC Curb and Gutter
- Item 13- Excavate, Grade, and Construct PCC Curb and Gutter
- Item 16- Remove Existing Improvements and Construct PCC Alley Approach
- Item 17- Remove and Reconstruct PCC Cross Gutter

Work completed in 2015-2018 has been removed from this data. Work completed in 2019-2020 is still included in this data, however, has been called out in Section 6.3 Sub Section 'Specific ADA Projects'. That work is either already completed, or in the process of being completed.

5.1 Findings and Recommended Actions

A review of barriers in the City-captured right of way data was conducted. The Secondary Right of Way Transition Plan's recommendations and prioritizations of remedial measures to correct deficiencies is based on the following order:

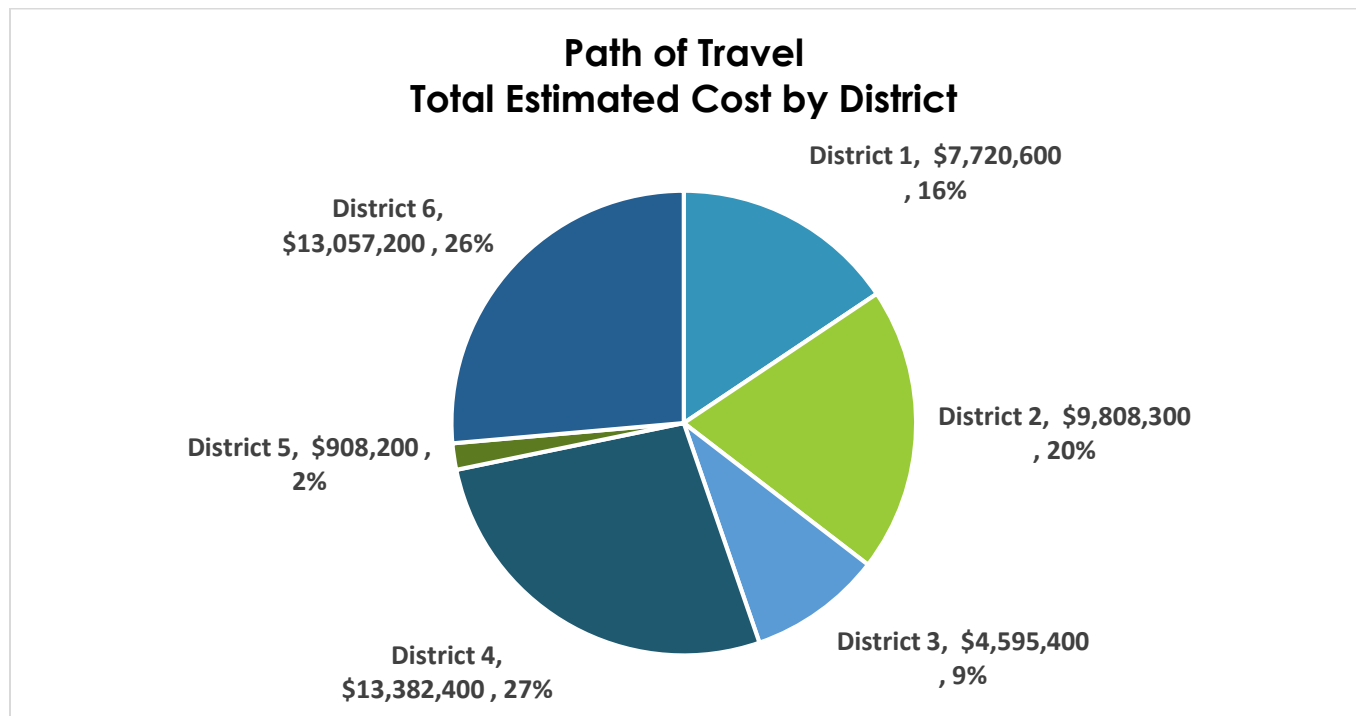
- Priority 1: Walkways serving state and local government offices and facilities.
- Priority 2: Walkways serving transportation facilities (bus stops).
- Priority 3: Walkways serving places of public accommodations
- Priority 4: Walkways serving employers



5.2 Path of Travel Survey Statistics By District

Total number of sidewalk deficiency items **broken out by District**:

DISTRICT	# OF DEFICIENCIES	% OF DEFICIENCIES	BUDGET	% OF TOTAL COST
DISTRICT 1	1793	15%	\$7,720,600	16%
DISTRICT 2	2114	18%	\$9,808,300	20%
DISTRICT 3	745	6%	\$4,595,400	9%
DISTRICT 4	3122	27%	\$13,382,400	27%
DISTRICT 5	385	3%	\$908,200	2%
DISTRICT 6	3520	30%	\$13,057,200	26%
CITYWIDE TOTAL	11679	100%	\$49,472,100	100%





5.3 Path of Travel Survey Statistics By District and Type

Numbers are based on information provided by the City of Pomona.

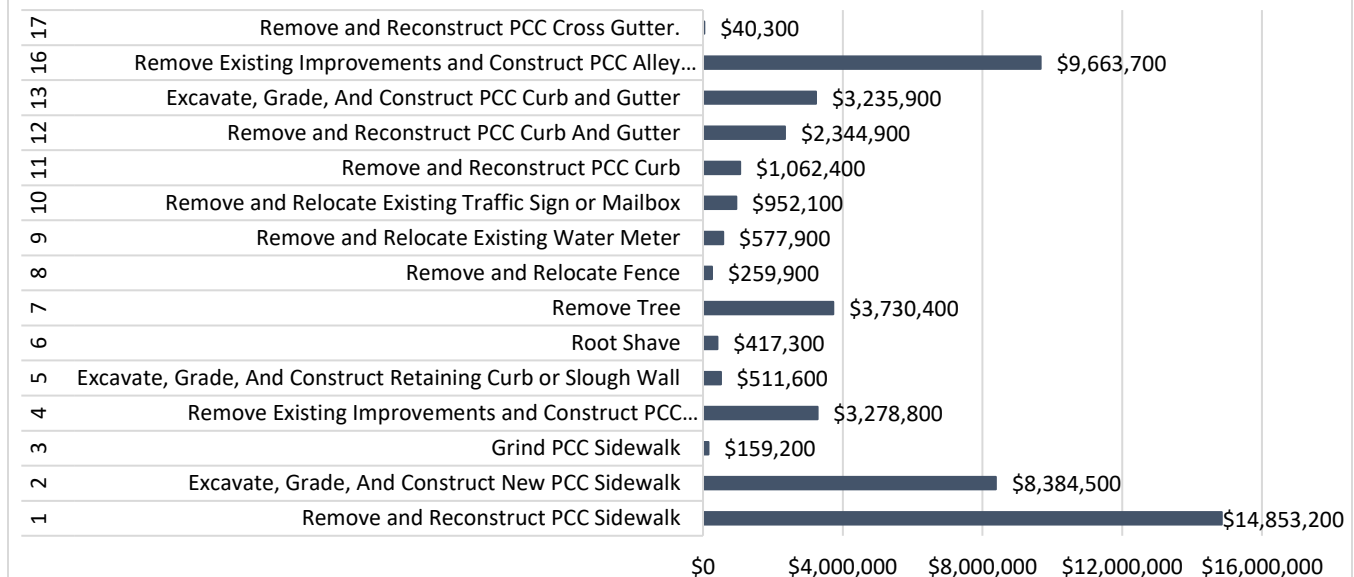
Table 5.3.1 Path of Travel broken out by Improvement Category and District

#	CATEGORY	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5	DISTRICT 6	TOTAL
1	Remove and Reconstruct PCC Sidewalk	\$1,841,300	\$1,980,300	\$1,554,800	\$5,303,900	\$504,200	\$3,668,700	\$14,853,200
2	Excavate, Grade, And Construct New PCC Sidewalk	\$2,952,500	\$2,459,900	\$1,254,500	\$388,000	\$47,900	\$1,281,700	\$8,384,500
3	Grind PCC Sidewalk	\$15,100	\$25,800	\$6,600	\$62,400	\$3,300	\$46,000	\$159,200
4	Remove Existing Improvements and Construct PCC Driveway Approach	\$993,500	\$613,500	\$292,000	\$892,900	\$26,600	\$460,300	\$3,278,800
5	Excavate, Grade, And Construct Retaining Curb or Slough Wall	\$78,000	\$39,100	\$22,700	\$159,700	\$-	\$212,100	\$511,600
6	Root Shave	\$54,500	\$68,400	\$35,600	\$219,000	\$8,600	\$31,200	\$417,300
7	Remove Tree	\$407,200	\$776,100	\$108,300	\$603,600	\$157,800	\$1,677,400	\$3,730,400
8	Remove and Relocate Fence	\$28,800	\$197,400	\$31,200	\$1,000	\$-	\$1,500	\$259,900
9	Remove and Relocate Existing Water Meter	\$59,800	\$9,600	\$64,700	\$94,600	\$59,600	\$289,600	\$577,900
10	Remove and Relocate Existing Traffic Sign or Mailbox	\$21,500	\$30,400	\$5,200	\$7,200	\$-	\$887,800	\$952,100
11	Remove and Reconstruct PCC Curb	\$211,500	\$205,900	\$24,200	\$598,300	\$600	\$21,900	\$1,062,400
12	Remove and Reconstruct PCC Curb And Gutter	\$143,800	\$333,600	\$97,400	\$1,020,400	\$1,800	\$747,900	\$2,344,900
13	Excavate, Grade, And Construct PCC Curb and	\$108,500	\$1,443,200	\$811,600	\$490,700	\$8,100	\$373,800	\$3,235,900



#	CATEGORY	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5	DISTRICT 6	TOTAL
	Gutter							
16	Remove Existing Improvements and Construct PCC Alley Approach	\$803,000	\$1,625,100	\$272,900	\$3,521,000	\$89,700	\$3,352,000	\$9,663,700
17	Remove and Reconstruct PCC Cross Gutter.	\$1,600	\$-	\$13,700	\$19,700	\$-	\$5,300	\$40,300
	Grand Total:	\$7,720,600	\$9,808,300	\$4,595,400	\$13,382,400	\$908,200	\$13,057,200	\$49,472,100

Path of Travel: Total Estimated Cost by Improvement Type



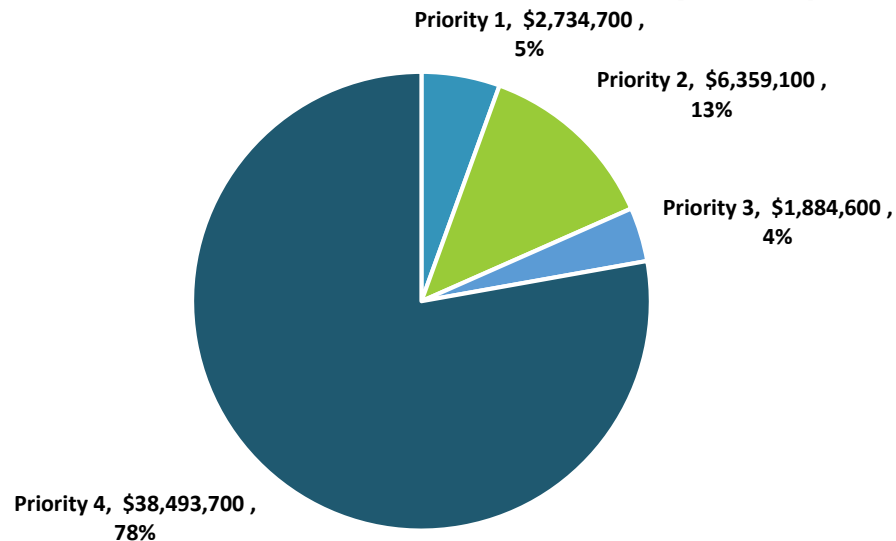


5.4 City Wide: Path of Travel Survey Statistics By Priority and District

Total number of path of travel improvement items broken out by Priority within each District:

DISTRICT	PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4	TOTAL
DISTRICT 1	\$585,500	\$1,335,000	\$455,600	\$5,344,500	\$7,720,600
DISTRICT 2	\$965,900	\$1,342,900	\$254,300	\$7,245,200	\$9,808,300
DISTRICT 3	\$110,900	\$1,343,300	\$277,900	\$2,863,300	\$4,595,400
DISTRICT 4	\$374,600	\$993,600	\$482,400	\$11,531,800	\$13,382,400
DISTRICT 5	\$12,500	\$171,000	\$18,100	\$706,600	\$908,200
DISTRICT 6	\$685,300	\$1,173,300	\$396,300	\$10,802,300	\$13,057,200
CITYWIDE TOTAL	\$2,734,700	\$6,359,100	\$1,884,600	\$38,493,700	\$49,472,100

Path of Travel: Total Estimated Cost by Priority

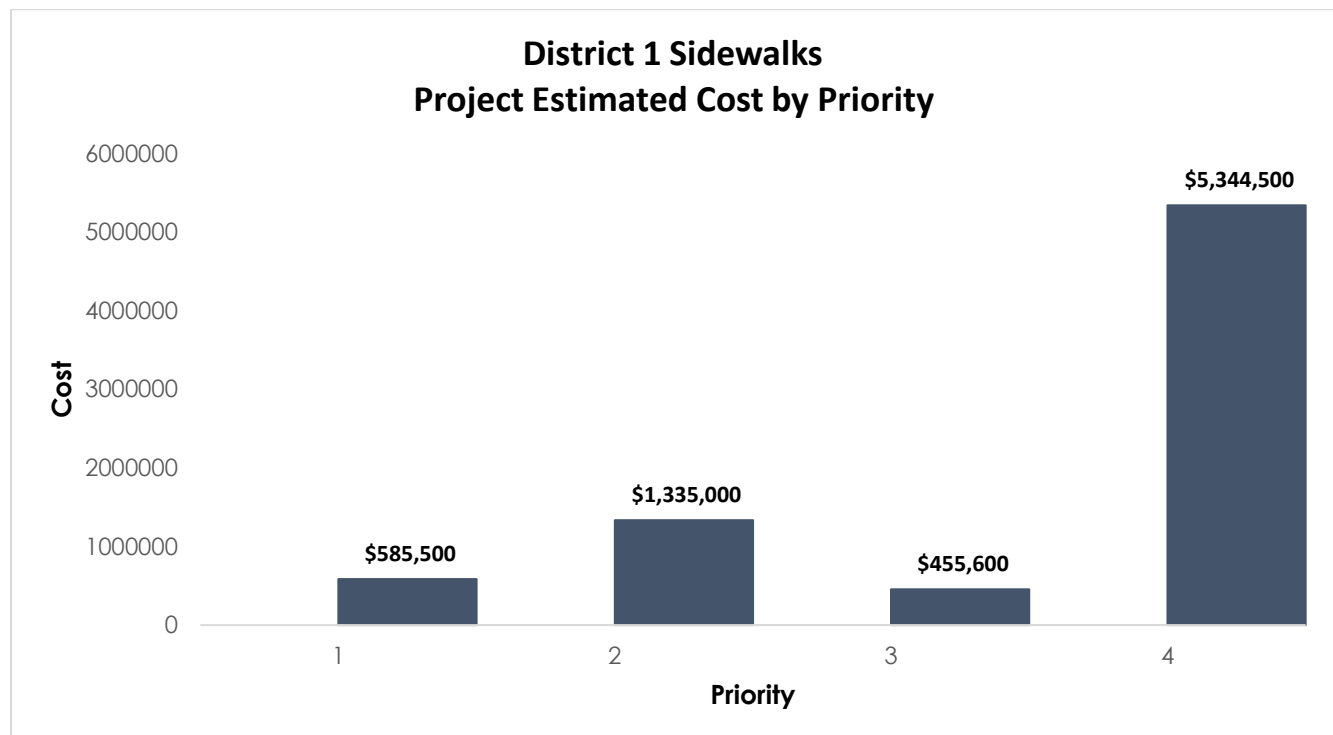




Path of Travel Deficiency Survey Statistics in District 1

Total number of path of travel deficiency items broken out by Priority:

CATEGORY	# OF DEFICIENCIES	% OF DEFICIENCIES	BUDGET
PRIORITY 1	234	13%	\$585,500
PRIORITY 2	547	31%	\$1,335,000
PRIORITY 3	152	8%	\$455,600
PRIORITY 4	860	48%	\$5,344,500
DISTRICT 1 TOTAL	1793	100%	\$7,720,600

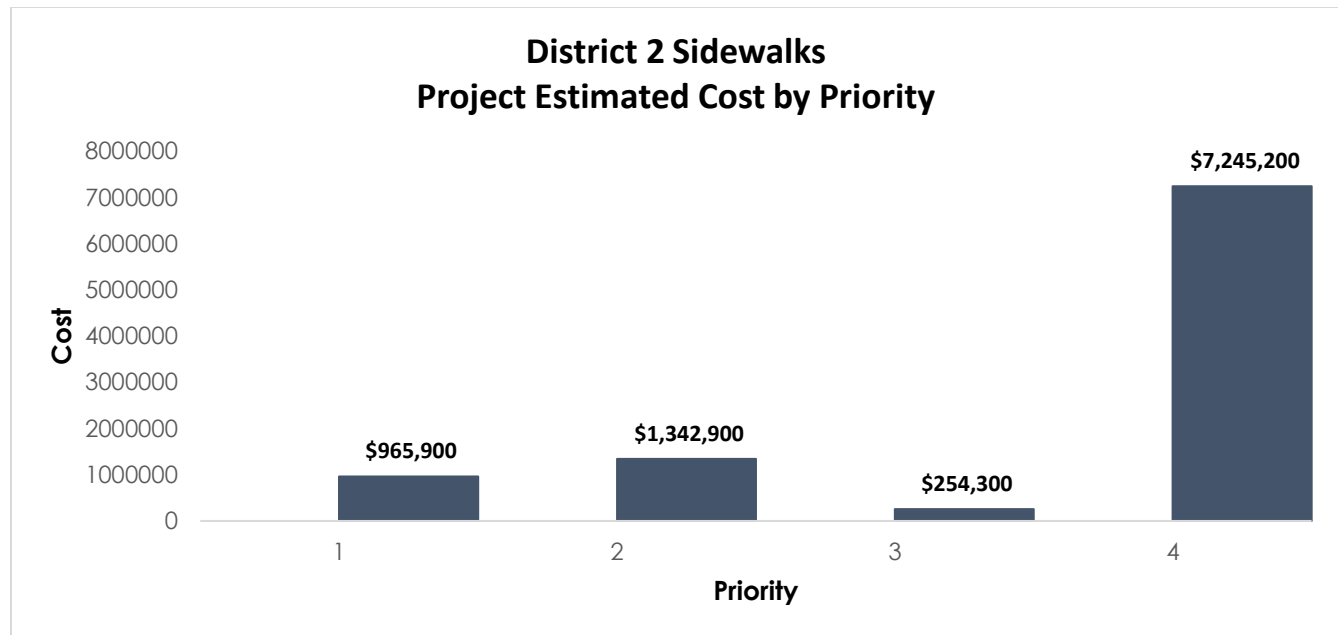




Path of Travel Deficiency Survey Statistics in District 2

Total number of path of travel deficiency items broken out by Priority:

CATEGORY	# OF DEFICIENCIES	% OF DEFICIENCIES	BUDGET
PRIORITY 1	421	20%	\$965,900
PRIORITY 2	514	24%	\$1,342,900
PRIORITY 3	80	4%	\$254,300
PRIORITY 4	1099	52%	\$7,245,200
DISTRICT 2 TOTAL	2114	100%	\$9,808,300

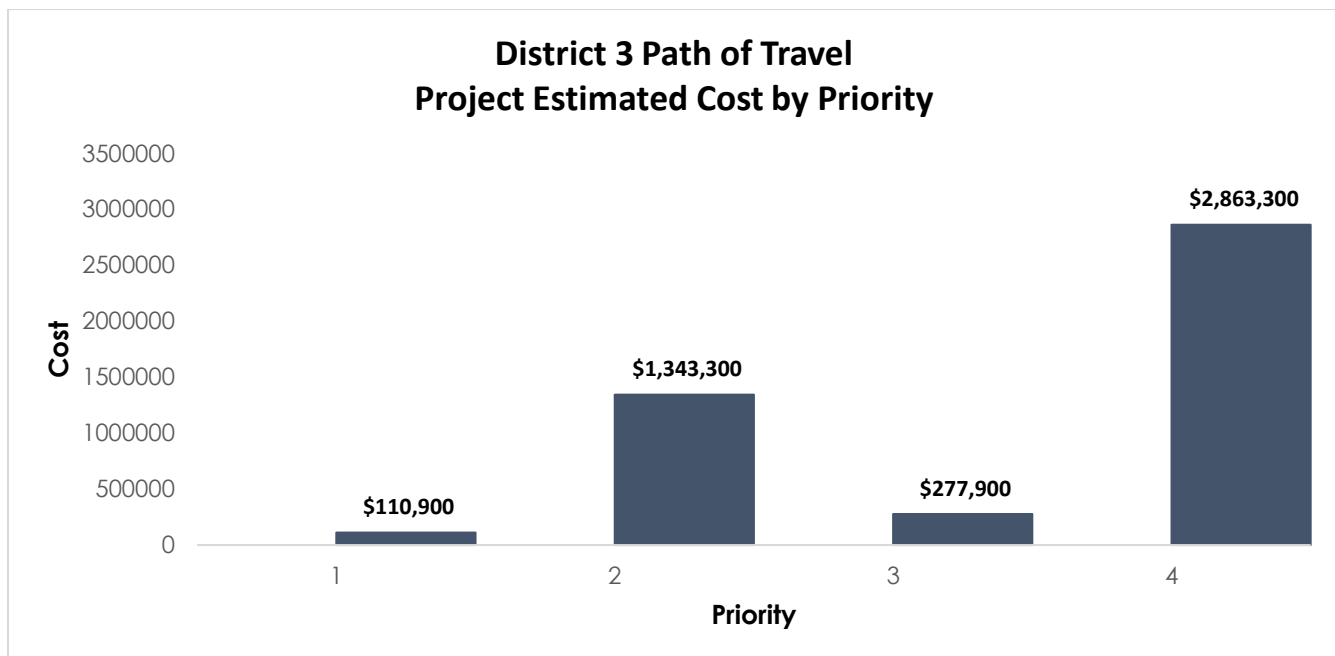




Path of Travel Deficiency Survey Statistics in District 3

Total number of path of travel deficiency items broken out by Priority:

CATEGORY	# OF DEFICIENCIES	% OF DEFICIENCIES	BUDGET
PRIORITY 1	67	9%	\$110,900
PRIORITY 2	197	26%	\$1,343,300
PRIORITY 3	52	7%	\$277,900
PRIORITY 4	429	58%	\$2,863,300
DISTRICT 3 TOTAL	745	100%	\$4,595,400

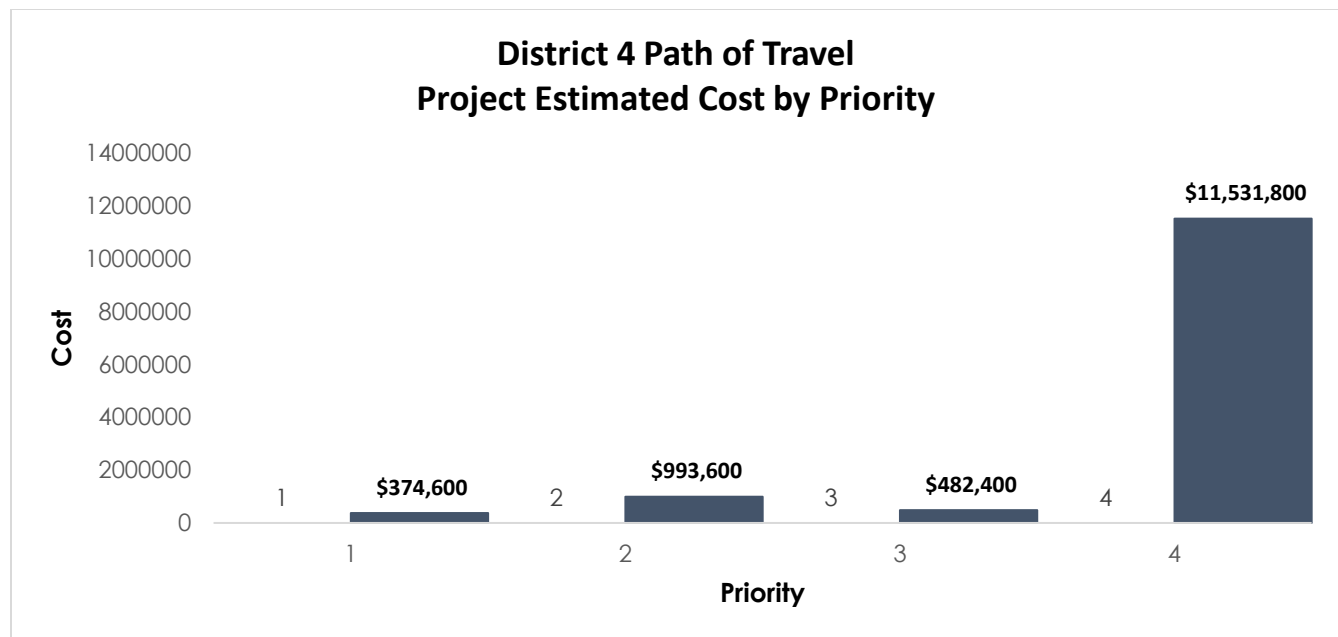




Path of Travel Deficiency Survey Statistics in District 4

Total number of path of travel deficiency items broken out by Priority:

CATEGORY	# OF DEFICIENCIES	% OF DEFICIENCIES	BUDGET
PRIORITY 1	184	6%	\$374,600
PRIORITY 2	352	11%	\$993,600
PRIORITY 3	208	7%	\$482,400
PRIORITY 4	2378	76%	\$11,531,800
DISTRICT 4 TOTAL	3122	100%	\$13,382,400

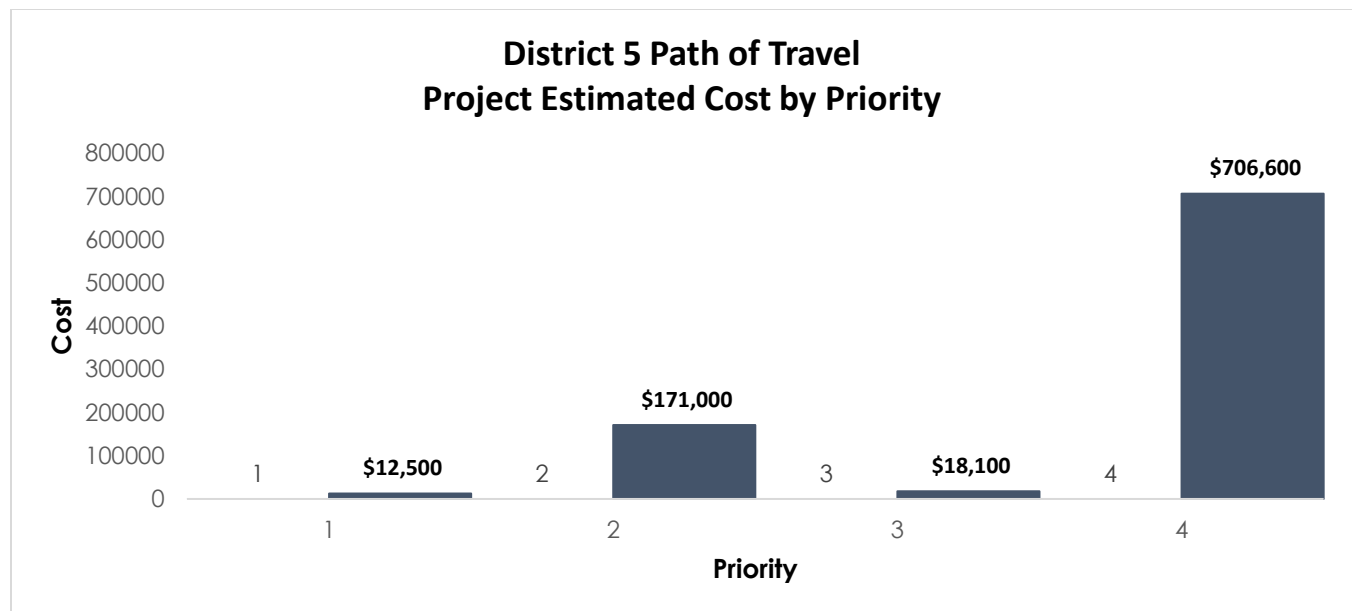




Path of Travel Deficiency Survey Statistics in District 5

Total number of path of travel deficiency items broken out by Priority:

CATEGORY	# OF DEFICIENCIES	% OF DEFICIENCIES	BUDGET
PRIORITY 1	12	3%	\$12,500
PRIORITY 2	97	25%	\$171,000
PRIORITY 3	12	3%	\$18,100
PRIORITY 4	264	69%	\$706,600
DISTRICT 5 TOTAL	385	100%	\$908,200

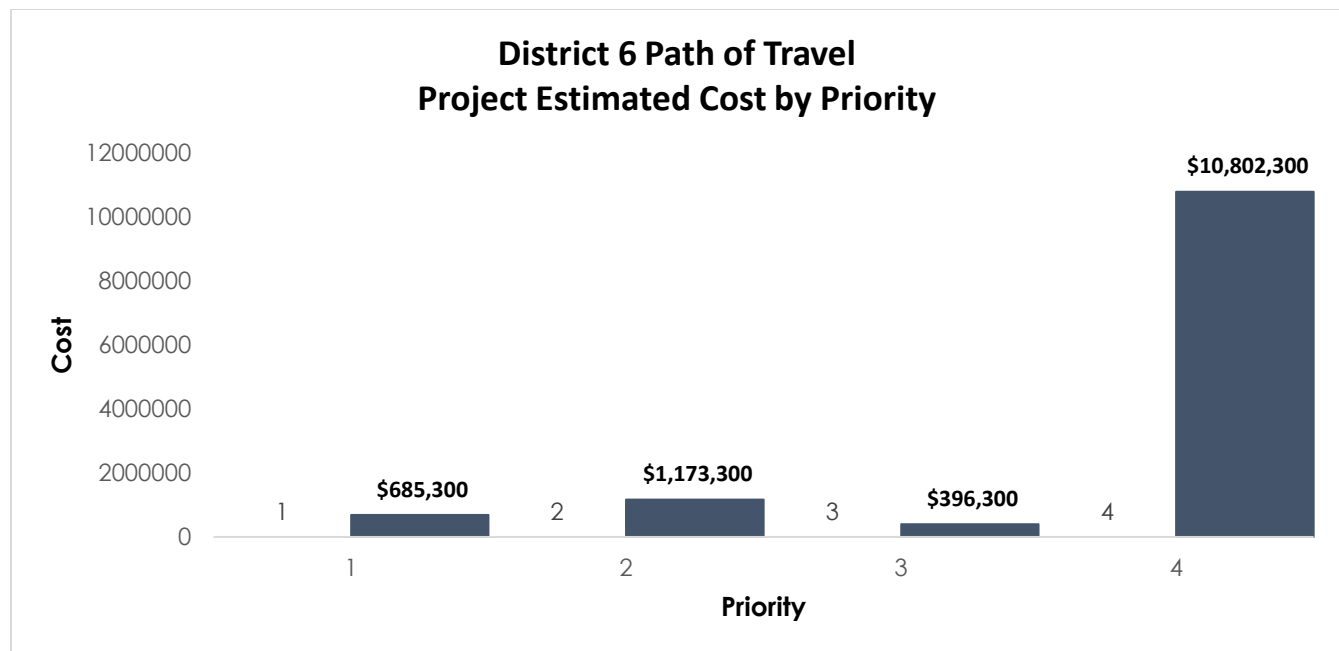




Path of Travel Deficiency Survey Statistics in District 6

Total number of path of travel deficiency items broken out by Priority:

CATEGORY	# OF DEFICIENCIES	% OF DEFICIENCIES	BUDGET
PRIORITY 1	253	7%	\$685,300
PRIORITY 2	517	15%	\$1,173,300
PRIORITY 3	149	4%	\$396,300
PRIORITY 4	2601	74%	\$10,802,300
DISTRICT 6 TOTAL	3520	100%	\$13,057,200





5.4 ADA Path of Travel Implementation Schedule

YEAR	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5	DISTRICT 6	TOTAL
2020	\$16,400	\$188,700	\$40,400	\$-	\$7,600	\$497,500	\$750,600
2021	\$88,200	\$459,700	\$25,200	\$182,900	\$-	\$31,800	\$787,800
2022	\$351,300	\$317,500	\$15,500	\$143,000	\$900	\$-	\$828,200
2023	\$209,800	\$61,900	\$173,600	\$93,000	\$25,600	\$309,900	\$873,800
2024	\$120,500	\$156,200	\$268,400	\$78,800	\$64,000	\$225,900	\$913,800
2025	\$162,600	\$179,700	\$337,700	\$115,200	\$46,900	\$148,100	\$990,200
2026	\$197,400	\$313,300	\$167,600	\$161,000	\$5,600	\$171,200	\$1,016,100
2027	\$258,200	\$252,000	\$170,200	\$223,600	\$10,800	\$150,400	\$1,065,200
2028	\$309,300	\$204,800	\$220,700	\$165,000	\$12,600	\$198,100	\$1,110,500
2029	\$320,100	\$255,600	\$47,100	\$278,800	\$13,000	\$250,100	\$1,164,700
2030	\$287,500	\$146,900	\$236,100	\$326,100	\$12,900	\$212,600	\$1,222,100
2031	\$73,400	\$408,800	\$334,600	\$83,200	\$4,400	\$385,800	\$1,290,200
2032	\$-	\$587,000	\$797,400	\$-	\$-	\$-	\$1,384,400
2033	\$-	\$-	\$256,400	\$-	\$-	\$1,169,000	\$1,425,400
2034	\$40,900	\$-	\$-	\$-	\$264,700	\$1,183,800	\$1,489,400
2035	\$-	\$-	\$-	\$-	\$-	\$1,559,300	\$1,559,300
2036	\$588,200	\$-	\$14,200	\$848,800	\$-	\$186,400	\$1,637,600
2037	\$-	\$-	\$-	\$1,251,800	\$-	\$467,900	\$1,719,700
2038	\$-	\$717,500	\$-	\$725,700	\$155,200	\$207,300	\$1,805,700
2039	\$-	\$495,200	\$393,300	\$1,009,700	\$-	\$-	\$1,898,200
2040	\$216,700	\$1,129,900	\$228,400	\$249,300	\$-	\$182,500	\$2,006,800
2041	\$-	\$1,698,300	\$77,300	\$-	\$-	\$317,700	\$2,093,300
2042	\$798,700	\$150,100	\$57,200	\$574,100	\$-	\$645,900	\$2,226,000
2043	\$777,200	\$301,300	\$-	\$1,233,200	\$10,200	\$-	\$2,321,900
2044	\$604,400	\$275,800	\$-	\$1,453,900	\$85,700	\$-	\$2,419,800
2045	\$464,600	\$554,400	\$201,700	\$1,347,200	\$20,200	\$-	\$2,588,100
2046	\$340,200	\$658,400	\$51,800	\$1,317,900	\$90,700	\$209,500	\$2,668,500
2047	\$302,300	\$295,300	\$137,900	\$71,000	\$29,000	\$1,994,900	\$2,830,400
2048	\$830,100	\$-	\$224,900	\$770,200	\$9,000	\$1,133,800	\$2,968,000
2049	\$362,600	\$-	\$117,800	\$679,000	\$39,200	\$1,217,800	\$2,416,400
Total	\$7,720,600	\$9,808,300	\$4,595,400	\$13,382,400	\$908,200	\$13,057,200	\$49,472,100

Note: Costs included in these tables do not include community member request. Additionally, any completed, ongoing, or scheduled Capital Improvement Projects (CIP) taken into account in this draft.



6. PUBLIC RIGHT OF WAY FUNDING

6.1 Funding

This Plan includes a prioritized list of approximately 1800 potential curb ramp installations/modifications, which have been reviewed by the City of Pomona. As part of a typical compliant Transition Plan, the barrier removal must be funded and undertaken as well. The Plan will use to the maximum extent possible, existing and prospective funding programs and sources. The Plan recommends specific goals for the construction of accessibility improvements. While specifying locations and the scope of work, the Plan also is intends to serve as a conceptual plan whereby the extent and goals of future projects will be evaluated prior to preparing detailed cost estimates.

Current approach for funding these accessibility improvements are as follows

- incorporating into existing and/or on-going capital improvement projects
- creating special projects that specifically address access requirements
- requiring upgrades through land development projects
- incorporating into on-going City maintenance programs

6.2 On-Going Capital Improvement Programs

The City of Pomona Capital Implementation Program (CIP) is envisioned as one that will use, to the maximum extent possible, existing and prospective funding programs and sources. The current funding sources for ADA improvements include Measure M, Prop C for the curb ramps and CDBG funds for public right-of-way eligible areas. ADA improvements will continue to be funded by a variety of funding sources either as stand-alone projects or as a minor component of a transportation improvement project. These programs and sources include the following:

Funding Programs

Measure M Fund – A measure approved by more than 71% of the voters at the November 8, 2016 general election. The objective of Measure M is to improve transportation, transit services, and traffic congestion in the region. Funding for Measure M is received through one-half of one percent (.5%) of the sales tax for purchases within Los Angeles County. The rate of this tax shall increase to one percent (1%) sales tax on July 1, 2039. The City's allocation from this tax is based on population shares from the projected population, as derived from annual estimates, made by the California State Department of Finance.

Proposition C Fund – A voter-enacted (1980) ½ cent sales tax for transit related to freeway, State highway, and public mass transit improvements. The funds may be used on new or improved facilities that reduce congestion such as carpool lanes, transit ways, signal coordination improvements on



arterial streets used by transit, grade separation, incident management programs, arterial widening, interchanges, ridesharing, and bond debt service.

Developer Fees – (In-Lieu; Park & Recreation; Roads/Highways; Traffic Signal; Public Safety Improvements and Art Funds) – Fees generated by development applications to offset the effect of development to include parks, roads, traffic and public safety. Fees are based on the Cost of the project at the time of building permit application.

Financing Districts – The City of Pomona has considered developing financing districts for funding ADA but currently has not pursued this course.

Federal and State Funding Program – projects funded by the various state and federal grant funding programs. Additional funding sources may be found at the following location:

<https://www.fhwa.dot.gov/hep/guidance/bkepedtble.cfm>

ATP	Active Transportation Grant Program
CDBG	Community Development Block Grant
SR2S	Safe Routes to School Program
STPL	Surface Transportation Program

6.3 On-Going Maintenance Programs

The City does not have a specific sidewalk maintenance program, but the City does have an annual contract with GM Sager in the amount of approximately \$400,000, available for as-needed concrete related services which can be used for accessibility improvements.

6.4 Specific Funding Programs and Projects

These programs are operated by or coordinated with the City on an on-going, annual basis. The extent of funding levels may be fixed or may vary yearly. Specific to the City of Pomona, the City has established a funding allocation of \$345,000 per year for prioritized curb ramps in the Primary Transition Plan. Budgets in the Secondary Transition Plan are based on a fixed fee with an escalation factor of 5% per year. The overall scope of work based on priorities and its financial impact has been established and exact number of specified improvements have been set as project requirements as noted in Section 4 and 5 of this report. Additional ADA work, such as new construction and additional curb ramps beyond the minimum program access requirements will continue beyond the 29-year timeframe identified in the Primary Transition Plan.

Specific ADA Projects

The following projects were funded through FY 19-20. The list does not include all City projects, but those that provide for a significant degree of funding for necessary accessibility improvements. Other projects also may be included in the detailed project list that follows in Appendix C – Completed CIP



Projects, and Appendix N for current FY 19-20 CIP document identifying all projects affecting improving accessibility compliance throughout the City.

Other CIP Projects

The City of Pomona's October 2015 Transition Plan for Public Right of way lists tables for "Specific Action Plan" – CIP projects that represent funding or partial funding. These projects address ADA curb ramps and other path of travel barriers to accessibility. A review of these projects has been conducted and Appendix C contains the listing of completed projects.

CIP projects associated with this Transition plan will be addressed annually. Transition plan funding to be funded and approved by City Council with the annual CIP funding approval.



APPENDIX A: ACCESSIBILITY COMPLIANCE ASSESSMENT REPORT



This Page Intentionally Left Blank



APPENDIX B: LIST OF PRIORITY LOCATIONS



This Page Intentionally Left Blank



APPENDIX C: COMPLETED CIP PROJECTS / LIST OF SPECIFIC ACCESSIBILITY PROJECTS



This Page Intentionally Left Blank



APPENDIX D: OCTOBER 2015 TRANSITION PLAN



This Page Intentionally Left Blank



APPENDIX E: UPDATED CITY OF POMONA STANDARD PLANS



This Page Intentionally Left Blank



APPENDIX F: GRIEVANCE PROCEDURE



This Page Intentionally Left Blank



APPENDIX G: REASONABLE ACCOMODATION FORM



This Page Intentionally Left Blank



APPENDIX H: COST ESTIMATION



This Page Intentionally Left Blank



APPENDIX I: SUPPLEMENTAL DATA



This Page Intentionally Left Blank



APPENDIX J: GIS MAPS



This Page Intentionally Left Blank



APPENDIX K - PUBLIC OUTREACH QUESTIONNAIRE



This Page Intentionally Left Blank



APPENDIX L – PRIMARY TRANSITION PLAN DATA



This Page Intentionally Left Blank



APPENDIX M – SECONDARY TRANSITION PLAN DATA



This Page Intentionally Left Blank



APPENDIX N – CURRENT CIP



This Page Intentionally Left Blank