

**ADA\* Transition Plan Update  
City of San Pablo  
2009**

**Adopted September 8, 2009 by Resolution 2009-085 of the San Pablo City Council**

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\* Americans with Disabilities Act

P:/accessibility/2009TransitionPlan

# Background

Title II of the Americans with Disabilities Act (ADA) protects qualified individuals with disabilities from discrimination on the basis of disability in programs, activities and services provided or operated by all state or local governments. The ADA defines “disability” as (1) a physical or mental impairment that substantially limits one or more major life activities; (2) a record of such an impairment; or (3) being regarded as having such an impairment.

One of the Title II requirements is that every local government provide a “Transition Plan” that outlines the steps it will take to remove physical barriers to program accessibility. The Transition Plan at a minimum should include

- 1) A list of the physical barriers in a public entity's facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities;
- 2) A detailed outline of the methods to be utilized to remove these barriers and make the facilities accessible;
- 3) The schedule for taking the necessary steps to achieve compliance with Title II. If the time period for achieving compliance is longer than one year, the plan should identify the interim steps that will be taken during each year of the transition period;
- 4) The name of the official responsible for the plan's implementation;
- 5) A schedule for providing curb ramps where pedestrians cross streets.

Considering current projects, budgets and priorities, the City of San Pablo’s Transition Plan outlines what it plans to do in the next five years (2009/10 through 2013/14) to improve disabled access throughout the city. In addition to including disabled access as part of significant improvement projects, recent years have seen approximately \$5,000 per year go towards improving City Hall accessibility and \$25,000 per year go towards curb ramp construction. The City of San Pablo will continue to put such resources into disabled access. The above figures were used as estimates in the development of this Transition Plan. The official responsible for implementation of the Transition Plan is the Public Works Director.

The following City Standard Details, available on the City website, apply to the various items discussed in this plan

- Curb ramp
- Driveway
- Tree grate

## Part 1: City Hall

### Getting to City Hall by Public Transportation or Foot.

The ADA requires that all city services, activities, programs, and employment opportunities are accessible to people with disabilities. Getting to City Hall is of the utmost importance, and thus is the first thing considered in San Pablo’s Transition Plan.

The following section considers the intersection adjacent to City Hall and the cross streets within several blocks of City Hall (which encompass nearby bus stops on the AC Transit L, 70, 72, 72R, 76 and 376 lines). Specifically, it deals with San Pablo Ave between its intersections with 23<sup>rd</sup> Ave and San Pablo Dam Road, and Church Lane between its intersections with Villa Drive and El Portal Drive.

Within the specified area, the most universal barrier to access is the steep cross slope where driveways cross sidewalks. Nearly all driveways exceed the required maximum allowable 2% cross slope. In most locations, however, the sidewalk is wide enough to install ADA compliant driveways. While there are curb ramps throughout this section of road, not all have truncated domes, and some have other deficiencies. These should also be fixed. There are also various tripping hazards. Some trees do not have grates, and roots from some trees along San Pablo Ave are lifting up the sidewalk.

Deficiencies along Church Lane were corrected with the Church Lane repaving project (Project No. PW 491) in 2007. The San Pablo Avenue Overlay project (Project No. PW 468) is currently scheduled to start construction in Fall 2009, and includes numerous ADA “fixes”. These projects provide an ideal opportunity to make bus stops and sidewalks along these stretches of road accessible. Current obstacles to travel and what will be done about them are shown in the table below.

<b>Problem</b>	<b>Recommended course of action</b>	<b>Estimated cost</b>	<b>Project included in</b>
Steep cross slopes at driveways along San Pablo Avenue.	Install 42 ADA compliant driveways.	\$200,000	San Pablo Ave Overlay
Locations along San Pablo Ave lack ADA compliant curb ramps.	Install 18 ADA compliant curb ramps.	\$27,000	San Pablo Ave Overlay
Tripping hazards along San Pablo Ave where large trees distort the sidewalk.	Remove 20 trees, replace them, install grates, repave the surrounding area.	\$50,000	San Pablo Ave Overlay
Tripping hazards along San Pablo Ave where areas surrounding tree trunks are lacking grates	Install 20 tree grates.	\$6,000	San Pablo Ave Overlay

## **City Hall Parking Lot**

In addition to ensuring that disabled individuals who use sidewalks can access City Hall, it is also necessary to insure that parking facilities at City Hall are accessible. Currently, City Hall has an adequate number of parking spaces for ADA compliance, but improvements are still needed. The following table shows problems in the current parking lot. Currently, the 5 Year Capital Improvement Program includes renovation projects at City Hall. While several of the parking lot problems could be addressed by these projects, the State financial crisis has resulted in a loss of funding for these projects. The City will seek funding for the needed improvements, and they will be included in the 5 Year Capital Improvement Program for future construction.

<b>Problem</b>	<b>Recommended course of action</b>	<b>Estimated Cost</b>	<b>Project included in</b>
“NO PARKING” not written in aisle between handicap parking spaces.	Write “NO PARKING” in aisle	\$100	City staff
Curb ramps in parking lot lack truncated domes, have large lips.	Install six ADA compliant curb ramps.	\$12,000	City Hall Renovation
No space for wheelchair to sit next to two separate benches.	Remove several plants, pave extra space for a wheelchair.	\$300	City Hall Renovation
Low lighting levels at night making wheelchair-bound users more difficult to see and making seeing difficult for persons with impaired vision.	Retrofit lighting fixtures with brighter lights	\$10,000	City Hall Renovation

## City Hall Outdoor Premises

Upon arriving at City Hall, there are various locations a disabled individual may wish to go to. It is necessary to ensure that they can easily get to and from their destinations. Currently, the 5 Year Capital Improvement Program includes renovation projects at City Hall. While several of the problems could be addressed with the renovation project, the State financial crisis has resulted in a loss of funding for the project. The City will seek funding for the needed improvements, and they will be included in the 5 Year Capital Improvement Program for future construction. Below is a table showing problem areas on the City Hall premises. The Transition Plan recommends fixing these problem areas as part of the City Hall Renovation Project. Smaller problems can be fixed by city staff.

<b>Problem</b>	<b>Recommended course of action</b>	<b>Estimated Cost</b>	<b>Project included in</b>
Many stairways have only one, and sometimes no, handrails. Most handrails that are present do not comply with ADA requirements.	Install 20 ground-anchored handrails.	\$10,000	City Hall Renovation
Doorways to Building 2 have >1” lip.	Install mini-ramps.	\$2,000	City Hall Renovation
Five grates on premises (2 adjacent to Building 2, 3 adjacent to Maple Hall) have large grate openings.	Install grates with smaller grate openings.	\$4,000	City Hall Renovation
Ramp to central courtyard is steep.	Place handrails along both sides of ramp.	\$1,000	City Hall Renovation
Fountain between Buildings 2 and 3 is walking hazard.	Place warning curb around it.	\$1,000	City Hall Renovation
Fountain adjacent to Building 3 has poor knee clearance.	Fix or adjust fountain.	\$1,000	City Hall Renovation

Two doormats in front of Maple Hall require anchoring.	Anchor doormats	\$300	City staff
Handicap parking space next to Building 5 has no loading zone.	Rearrange parking spaces.	\$500	City staff
Mats in front of Maple Hall can curl up	Anchor mats		City staff
3" lip, large cross-slope between Alvarado Adobe Museum and Building 1.	Repave area, install handrail if necessary.	\$40,000	City Hall Renovation
No contrasting stripes on all exterior stairs.	Install and maintain contrasting stripes on all 45 stairs.	\$700/year	City staff

## City Hall Buildings

**Maple Hall:** Maple Hall acts as San Pablo's primary community center. It is rented out for community events, used for Bingo, and contains an art gallery. The kitchen was remodeled in 2005 to be ADA-compliant. The current 5 Year Capital Improvements Program includes Maple Hall Upgrades (Project No. MB 027). The following are barriers to accessibility in Maple Hall that should be addressed in this and future upgrades.

- Sixteen round doorknobs should be replaced by levers.
- Drinking fountain in lobby is too high above floor and should be lowered.
- Stairways have poor and/or noncompliant handrails that should be upgraded.
- Most stairs lack contrasting stripes.
- Several fire alarms are too high and should be lowered to 48" from floor.
- Several electrical outlets are too low, and should be raised to at least 15" from floor
- Elevator lacks hand rails.
- Paper towels and soap dispensers in bathrooms are too high, and should be lowered to 40" from floor.
- Urinal on main floor is too high and should be lowered.
- Toilets on main floor are too low.
- Bathrooms have exposed pipes below sinks. Insulation should be installed.
- Bathrooms and heater rooms are lacking appropriate signage.
- Upstairs bathrooms are very small.
- Stairs have 10" horizontal run, should be 11".

**Building 1:** Building 1 is a one story building that houses the offices of the City Clerk, City Manager, City Council, and the department of Human Resources. Barriers to accessibility in Building 1 are listed below.

- Six round doorknobs should be replaced by levers.
- Toilet seat covers in bathroom are too high, should be lowered.
- Insufficient strike-side clearance for bathroom door.

**Building 2:** The downstairs of Building 2 houses the City Treasurer, Finance Department, and Council Chambers. The upstairs houses the City Attorney's office and

the West Contra Costa Transportation Advisory Committee (WCCTAC). Barriers to accessibility in Building 2 are listed below.

- Thirty-three doorknobs should be replaced by levers.
- Several mats on premises (one at entrance to Council Chambers, one in copy room) can curl up, should be anchored.
- The dais in the Council Chambers is not wheelchair accessible.
- Drinking fountains near entrance to Council Chambers are too low.
- Front desk to finance office is 41” high, should be lowered to 34”.
- All six bathroom sinks in building have un-insulated pipes.
- Sinks in both downstairs bathrooms near Council Chambers have non-levered hardware.
- Paper towel and soap dispensers in all downstairs bathrooms are too high.
- Downstairs bathrooms are lacking appropriate signage.
- Insufficient strike-side clearance at several doors.
- Stairs have 10” horizontal run, should be 11”.
- Fire door on back stairway has insufficient strike-side clearance.
- Upstairs bathrooms are too small.
- Upstairs is not wheelchair accessible.

**Building 3:** Building 3 is a two-story building that houses Community Development and the Development Services Division. Barriers to accessibility in Building 3 are listed below.

- Twenty-one doorknobs are round, should be replaced by levers.
- All bathrooms lack appropriate signage.
- All bathroom sinks lack levered faucets.
- Pipes beneath all bathroom sinks are lacking insulation.
- Paper towels and soap dispensers are too high.
- Bathrooms are too small, have insufficient turning radius.
- Second floor not wheelchair accessible.

**Building 5:** The downstairs of Building 5 houses Code Enforcement and Recreation. The upstairs houses the West Contra Costa Public Education Fund, the West Contra Costa Integrated Waste Management Authority (WCCIWMA), and other tenants. Barriers to accessibility in Building 5 are listed below.

- Twenty-three doorknobs should be replaced by levers.
- Paper towels in downstairs bathrooms are too high.
- Various problems with door clearances throughout building.
- Second floor bathrooms are far too small.
- Stairways have insufficient rail extensions.
- Stairs lack contrasting stripe.
- Door in main stairway blocks access.
- Second floor not wheelchair accessible.

**Priorities and strategy:** The City of San Pablo has a limited budget and cannot fix every barrier to accessibility at City Hall. For example, ensuring second floor access

(installing elevators) in many cases is far out of reach of the City's budget. Likewise, problems such as insufficient door clearances require significant structural change to a building. As a result, the city finds it more important at the current time to focus on ways to make general programs accessible rather than entire buildings. Nevertheless, the city will actively pursue grants for building renovations in compliance with the ADA, placing highest priority on Building 2.

Most important is access to public spaces. The following is a list of top priorities at City Hall, in descending order of importance

1. Public access from sidewalk or parking lot.
2. Front desk to each building is accessible.
3. At least one bathroom on premises is fully accessible and hopefully one in each building that has public bathrooms. This means
  - a. One of each sex in Maple Hall
  - b. One of each sex in Building 2
  - c. Downstairs bathrooms in Building 5
4. Doorknobs throughout premises are replaced.

Noting these priorities, the Transition Plan recommends the following be performed by 2014:

What	Estimated Cost	Target Date of Completion
Lower front desk in Building 2.	\$3000	2012
Lower paper towel and soap dispensers in ground floor bathrooms.	\$2000	2012
Install appropriate signage to bathrooms.	\$500	2012
Insulate pipes below sinks in ground floor bathrooms.	\$200	2012
Install levered hardware on bathroom sinks.	\$1000	2012
Adjust height of non-compliant drinking fountains.	\$2000	2013
Replace doorknobs with levers in Building 2	\$3500	2013
Replace doorknobs with levers in Building 5	\$3500	2013
Replace doorknobs with levers in Building 3	\$2500	2013

## Part 2: Other City Facilities

**Davis Park:** Davis Park currently acts as the only major park in San Pablo. Included in Davis Park are such things as a baseball field, basketball court, several playgrounds and a picnic area. Improvements to Davis Park are to be performed within the next several years, and the City of San Pablo intends to include in this project items pertaining to ADA compliance. This project should address the following issues.

- “NO PARKING” not written in loading zones.
- Van accessible space has no “Van accessible” sign.
- Two trees on sidewalk by entrance require grates.
- Benches next to south playground are not wheelchair accessible.
- South playground is not wheelchair accessible.
- Hill near baseball diamond has excessive slope, requires rail.
- Steps to first base side bleachers require rail.
- Steps to dugouts require rail.

**Police Station:** Barriers to accessibility at the San Pablo Police Department are listed below:

- “NO PARKING” not written in handicap loading zones.
- No van accessible parking space.
- One more handicap parking space needed.
- Locks on gates have no levered hardware.
- No truncated domes on loading ramp at handicap parking space.
- Payphones in lobby are too high and lack volume control.
- Clearance issues on various doors.
- Both stairways have open risers and lack handrail extensions.
- No grab bars on jail cell toilets.
- Accessible lockers are poorly placed.
- Seat covers and paper towels in upstairs bathroom are too high.
- Soap dish in women’s shower is too high.

**Church Lane Senior Center:** Barriers to accessibility at the Church Lane Senior Center are listed below.

- One handicap accessible parking space forces user to go directly behind cars. Signage should be removed.
- Landing at the top of the ramp from accessible parking spaces is blocked by a bench. Bench should be moved.
- No truncated domes to cross driveway.
- Bench by back side of the building has no adjacent space for a wheelchair.
- Wheelchair lift to stage does not operate, should be fixed.
- Fire alarm in kitchen is too high, should be lowered to 48” from floor
- Light-switch in women’s bathroom is too high, should be lowered to 40” from floor.

**Davis Park Multi-Use Building:** Barriers to accessibility in the Davis Park Multi-Use room are listed below:

- Stove controls are not in front.
- Soap dispensers in both bathrooms are too high.
- Rails to stage are inadequate.
- One doorknob should be replaced by a lever.
- Wheelchair lift to stage is acting as storage, should be cleared out.

**Davis Park Senior Center:** Barriers to accessibility in the Davis Park Senior Center are listed below:

- Stove controls are not in front.
- Sliding doors to kitchen are not accessible for mobility impaired.
- Kitchen sink needs levered hardware.
- Sinks in both bathrooms need levered hardware.
- Both bathrooms have uninsulated pipes.
- Soap and paper towel dispensers are too high.
- Insufficient door clearance to bathrooms.

**Head Start Building:** Barriers to accessibility in the Head Start building are listed below. Since the building is currently being used for storage, it takes relatively low priority.

- Bathroom is too small.
- Pipe in bathroom should be insulated.
- Drinking fountain is not ADA compliant.
- Five doorknobs should be replaced by levers.
- Fire alarm is too high.

**City Corporation Yard:** The City Corporation Yard houses the city maintenance staff, offices and equipment. Barriers to accessibility at the corporation yard are listed below.

- No disabled parking.
- Eleven doorknobs should be replaced by levers.
- Stairs to sign room need rails.
- No wheelchair access to sign room.
- Insufficient strike-side clearance to locker room.
- Lockers have 4.5' in front of them, should be 5'.
- Bathroom and urinal room are both too small for a wheelchair to enter.

**Wanlass Park:** This park is currently under construction and slated for completion in 2010. It will contain ADA-compliant access, parking, walkways, restrooms, Environmental Education Center, and play structures.

**Historic Buildings and Museums:** The City of San Pablo operates several historic buildings that serve to remind us of what life in San Pablo was like before the Bay Area became a bustling metropolis. These are the Texeira House, Bunk House, Blume House, and the Alvarado Adobe museum. Due to their historic significance, removal of many

barriers to ADA compliance at these buildings may be infeasible, and others are a low priority anyway. Nevertheless, they are listed below in case renovations take place in the future.

- Texeira House has no wheelchair accessible entrance.
- Lawn in front of Texeira House blocks path near gate.
- Bathroom in Texeira House lacks grab bars and levered sink hardware.
- Pipes below Texeira House bathroom should be insulated.
- Ramp and steps to Bunk House both have poor rails.
- Blume House lacks rail on steps.

As with City Hall buildings, the City of San Pablo does not expect to fix every one of these problems within the next five years. It will, however, pursue grants to renovate these buildings. In the meantime, the following steps are recommended for the next five years:

Project	Cost	Target completion date
Parking lot improvements, such as writing “NO PARKING”, adjusting spaces, removing or installing signs.	\$2,000	2012
Adjust height of paper towel dispensers, soap dispensers, and seat cover dispensers	\$1,500	2014
Insulate pipes below bathroom sinks.	\$500	2014
Install lever hardware on sinks.	\$1,000	2014

### Part 3: Sidewalk Accessibility and Curb Ramps

In the recent *Barden vs. City of Sacramento* case, the Ninth Circuit Court of Appeals ruled that maintenance of a public sidewalk system is considered a program, service, or activity covered by Title II of the Americans with Disabilities Act. In addition, the City of San Pablo feels it is important that disabled individuals can get around with minimal barriers to accessibility and safety. The past few years have seen the installation of curb ramps, truncated domes, and guide strips to make the city safer for pedestrians with disabilities. In addition to constructing curb ramps and guide strips, the City uses approximately \$45,000 each year to repair broken sidewalks that pose tripping hazards for all San Pablo pedestrians, and is diligent about installing audible signals for pedestrians at traffic signals. The City will continue these policies, as well as follow the plan outlined below. In addition, the City will notify utilities that it is their responsibility to fix or remove pedestrian hazards.

As part of its ADA Transition Plan, the City of San Pablo inspected pedestrian accessibility for disabled individuals. While the primary focus of this survey was on curb ramps, other issues such as missing sidewalks and dangerous bent crosswalks were also examined.

Each site that was determined to require a curb ramp was given one of four rankings. These rankings are:

- “Compliant” – Complies fully with current ADA regulations

“Good” – Minor problems (such as lack of truncated domes), but generally accessible.

“Poor” – Major problems that could pose an obstacle to sidewalk access.

Frequently encountered problems were things such as lack of any warning surface or directional indication (neither appropriate grooves nor truncated domes), inadequate landing, and steep cross slope.

“None” – Locations that require a curb ramp but lack one.

Using this ranking system at 997 locations, the results were as follows:

21 ramps (2%) were rated “Compliant.”<sup>†</sup>

377 ramps (38%) were rated “Good.”

327 ramps (33%) were rated “Poor.”

272 locations (27%) were lacking ramps entirely.

### **Priorities**

Going from most important to least important, the priorities for determining the order in which ramps and sidewalks are to be fixed or installed are ranked as follows:

1. Ensuring that all public services are accessible is the primary focus of the Americans with Disabilities Act, and a necessary function of any civic institution. As a result, locations near public institutions such as schools, Vale Hospital, Contra Costa College, Davis Park, the Senior Center, the Library, the Police Department, and, City Hall, were given top priority.
2. The City of San Pablo is host to several facilities that serve disabled individuals. Most notably, the Living Skills Center for the Visually Impaired at any time hosts 14 blind or visually impaired individuals and teaches them various skills useful for everyday life. After completing a one-year program, many graduates of the Living Skills Center continue to live in San Pablo. The City thus places a high priority on ensuring accessibility and safety along pathways between the Living Skills Center and other institutions such as Contra Costa College, nearby shopping centers, and City Hall. In addition, the City is also home to several senior housing facilities. Areas near such facilities were also given high priority.
3. The City of San Pablo contains some hilly regions. These hills produce large slopes, which can be hazardous for wheelchair users. The City assumes that such slopes discourage wheelchairs from using these sidewalks, and that flattening the hills is a highly infeasible option. As a result, the City has decided to focus primarily on building curb ramps in flat regions.
4. Building ramps at corners where there currently are no ramps is to take priority over fixing non-compliant ramps.
5. Arterial streets and areas of high foot traffic, especially streets that serve bus lines, are to be prioritized over low traffic areas.

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<sup>†</sup> Due to constantly changing regulations, the only compliant ramps are those built this year

## Areas of concern

**San Pablo Avenue near City Hall:** Near City Hall, pedestrian access along San Pablo Avenue is good, although there are some problems when it comes to handicap accessibility. Due to the proximity to City Hall, these problems come under special scrutiny. Such problems include lack of truncated domes at curb ramps, trees with missing grates, excessive cross slopes at driveways, and trip hazards where trees are lifting the sidewalk. These issues will be addressed in an upcoming paving project for San Pablo Avenue between San Pablo Dam Road and 23<sup>rd</sup> Street, which also includes driveway modifications, curb ramp upgrades, and sidewalk repair . The removal of approximately 20 trees lifting the sidewalk has already been completed (Project No. PW 340) and sidewalk repairs and installation of new trees and ADA-compliant tree grates is included in the paving project (Project No. PW 468); 18 Curb ramps and 42 driveways will be replaced and made compliant, and 20 treewells will have grates installed. This project is currently in San Pablo's Five Year Capital Improvements Program and will utilize available federal transportation funding.

**Various locations near the Living Skills Center for the Visually Impaired:** Ensuring safety and accessibility for the residents of the Living Skills Center is a high priority for the City of San Pablo. Examining past requests from the Living Skills Center, likely paths of travel for its residents (between the center and Contra Costa College, City Hall, and nearby shopping centers), and feasibility, the Transition Plan recommends the following actions:

- Replace 10 curb ramps at locations between the Living Skills Center and Contra Costa College: Two At the intersection of Road 20 and Mission Bell Drive, four at the intersection of San Pablo Avenue and Road 20, and four at the intersection of San Pablo Avenue and El Portal Drive. (Curb ramp replacements at San Pablo Avenue and Laurie Lane were completed in 2008 by a developer under the terms of their permit with the City.)
- Install six truncated domes at otherwise compliant curb ramps: three at the entrance to the Abella development and three at the intersection of Mission Bell Drive and El Portal Drive.
- Add truncated domes to the three pedestrian islands at the intersection of San Pablo Avenue and El Portal Drive.
- Install guide strips at three locations: Crossing San Pablo Avenue at Laurie Lane, to and between the pedestrian islands at the San Pablo Avenue/El Portal Drive intersection.

**Folsom Ave:** Folsom Avenue serves the City Corporation Yard and Davis Park (which contains various facilities, including a Senior Center). There are four locations along Folsom Street, however, that lack curb ramps. The Transition Plan recommends installing curb ramps at each of these four locations.

**11th Street North of Broadway:** North of Broadway Avenue, 11<sup>th</sup> Avenue acts as a collector street and serves the 71 and 376 bus lines, but many corners lack curb ramps

entirely. The Transition Plan recommends the construction of 15 curb ramps on 11<sup>th</sup> Street at and North of Broadway at the locations where there currently are none.

**Rivers Street:** Rivers street is a collector street that lacks curb ramps at many locations. The Transition Plan recommends constructing 23 curb ramps at locations where there currently are none.

**San Pablo Avenue North of Rivers Street:** North of its intersection with Rivers Street, San Pablo Avenue ceases to have sidewalks on either side. The upcoming San Pablo Avenue Sidewalk Construction project (Project No. PW 331) will install sidewalk on the east side of San Pablo Avenue between Rivers Street and Lancaster Drive.

**I-80 / San Pablo Dam Road Interchange, San Pablo Dam Road, and Amador Street:** The freeway interchange at I-80 and San Pablo Dam Road is planned for replacement. The new construction will address numerous current accessibility issues, including: lack of sidewalks on San Pablo Dam Road approaching the bridge, inadequate sidewalk width on the bridge, non-compliant curb ramps, lack of safe bicycle access, lack of sidewalks on Amador Street approaching San Pablo Dam Road, hazardous crossing of Amador Street from the pedestrian freeway overcrossing.

**San Pablo Dam Road between San Pablo Avenue and I-80:** The I-80 Integrated Corridor Mobility Project includes upgrades of traffic signals to include audible and vibrotactile countdown pedestrian signals.

**El Portal Drive between I-80 and Church Lane:** There is currently no sidewalk along this section of El Portal Drive, yet people walk on the dirt shoulder, which is not handicapped-accessible. A new sidewalk is being constructed here, which will be ADA-compliant.

**Lake Street:** Lake Street acts as a residential street west of San Pablo Avenue and exhibits a high concentration of missing curb ramps. Along the street, eleven locations lack ramps. Unfortunately, Lake Street is not as high a priority as other projects, but this high concentration of missing ramps will be noted and ramps will be constructed as funding allows.

**Policies:** The City of San Pablo includes the construction of ADA compliant curb ramps and driveways in road resurfacing projects for which funds allow. In residential areas, this will mean constructing curb ramps at locations where there currently are none. In commercial areas and areas of high pedestrian traffic, old curb ramps will be replaced by compliant ramps, and where right of way allows, driveways will be modified to meet ADA compliance. In addition, the City will continue its policy of prioritizing the construction of curb ramps when requested by San Pablo residents, continue to repair broken sidewalks, and remain diligent at installing audible signals at traffic lights.

## Projects already included in the 5 Year Capital Improvement Program and budgeted in FY 2009/10

Various roadway reconstruction and sidewalk construction projects are included in the 5 Year Capital Improvement Program and budgeted in FY 2009/10. As stated above, these projects will include components relevant to handicap access; ADA related components and their associated costs are shown in the table below. In addition, the City has included several “placeholder” projects to accommodate both unforeseen necessary ADA related improvements and repairs, and to allow for funding of annual progress toward ADA-compliance goals as defined above.

Project	What included	Expected completion date	Estimated Cost of Compliance
ADA Upgrades – Municipal Buildings (MB 043)	Various items as described above	2010	\$37,890
Broadway Traffic Calming and Resurfacing (PW 333)	One curb ramp	2010	\$3,000
Wanlass Park (PW 405)	New park area with pathways and buildings	2010	\$300,000
Rumrill Boulevard Bridge Replacement (PW 442)	Install one curb ramp, replace 4 other curb ramps.	2010	\$15,000
El Portal Gateway (PW 455)	New sidewalk & curb ramps	Phase 1 – 2010 Phases 2 and 3 - 2014	\$200,000
San Pablo Avenue Overlay (PW 468)	ADA compliant driveways and curb ramps, tree grates.	2009	\$150,000
Old Town Curb Ramps (PW 477)	Curb ramps as needed/requested by the public	2010 to 2014	\$5,000 per year
I-80 / San Pablo Dam Road Interchange (PW 483)	Sidewalks, curb ramps, bicycle lanes on bridge; sidewalk along San Pablo Dam Road; new intersection at Amador Street; replacement pedestrian overcrossing.	2012 to 2016	\$2,000,000
I-80 Integrated Corridor Mobility Project (PW 544)	Traffic signal upgrades (audible, vibro-tactile, countdown pedestrian signals)	2012	\$100,000 est. (Alameda Congestion Management Authority project)
ADA Upgrades and Curb Ramps (PW 549)	Traffic signal upgrades, curb ramps, and other upgrades ramps as needed/requested by the public	2010 to 2014	\$20,000 per year
Pedestrian Safety / Sidewalk Repairs (PW 550)	Sidewalk repairs ramps as needed/requested by the public	2010 to 2014	\$50,000 per year
San Pablo Ave sidewalk construction (Rivers St. to Lancaster St)	Sidewalk along San Pablo Avenue between Rivers Street and Lancaster street.	2014	\$300,000

