December 1, 2008

The Honorable Board of Supervisors
County Administration Building
1221 Oak Street
Oakland, CA 94612

Dear Board Members:

SUBJECT: A Resolution Adopting The Alameda County Americans With Disabilities Act Transition Plan For Public Rights-Of-Way For Unincorporated Areas

RECOMMENDATION:

It is recommended that your Board adopt a resolution adopting the Alameda County Americans with Disabilities Act (ADA) Transition Plan for Public Rights-of-Way for unincorporated areas in Alameda County.

SUMMARY/DISCUSSION:

The ADA Transition Plan has been developed along with the 2006 Alameda County Pedestrian Master Plan for Unincorporated Areas so as to ensure that the County will remove accessibility barriers in a timely manner per federal law.

The ADA Transition Plan is a required document that addresses improvement needs relating to disabled access within the public rights-of-way for unincorporated areas. The document includes all mandated elements including the ADA transition plan purpose, program description, self evaluation, ADA projects list, set priorities, committed viable funding for ADA improvements, and transition plan. The plan identifies over 750 pedestrian projects throughout the unincorporated Alameda County.

The ADA Transition Plan For Public Rights-of-Way will better position Alameda County to prioritize needed access improvement projects, minimize liability, and to access grants and funding for ADA pedestrian improvement projects for communities in unincorporated Alameda County. The end result will produce a more walkable community and promote mobility for all within Alameda County.

“To Serve and Preserve Our Community”
The Public Works Agency has conducted several community meetings over the past months to gather comments on the ADA Transition Plan for Public Rights-of-Way, before submitting the final plan to the Board of Supervisors for approval. Public Works Agency staff presented the ADA Transition Plan for Public Rights-of-Way to the following groups:

- Transportation Planning Committee (Thursday, July 24, 2008)
- Castro Valley Municipal Advisory Council (Monday, September 15, 2008)
- Unincorporated Services Committee (Wednesday, September 24, 2008)
- Rural Roads Committee (Thursday, October 16, 2008)

FINANCING:

There will be no impact on the General Fund. At this time, there is no net County cost.

Yours truly,

[Signature]

Daniel Woldesenbet, Ph.D., P.E.
Director of Public Works

DW/PK/jej

Enclosure

c: Louie Martinez, County Administrator Office
   Audrey A. Beaman, County Counsel

POO-RDES-Board Ltr-ADA-12-9-08 Agenda
Prepared for:
Alameda County
Public Works Agency

Submitted by:
Dowling Associates, Inc.

December 2008
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EXECUTIVE SUMMARY

This Americans with Disabilities (ADA) Transition Plan for Public Rights-of-Way is a legally required document that addresses improvement needs relating to disabled access within the public rights-of-way. Public rights-of-way refer to areas of land where all people or goods have the right to pass or travel. It has been developed along with the 2006 Alameda County Pedestrian Master Plan for Unincorporated Areas so as to ensure that the County will remove accessibility barriers in a timely manner per federal law that is consistent with pedestrian planning in the unincorporated areas of Alameda County.

This Transition Plan addresses sidewalks and curb ramps, giving priority to paths-of-travel that serve facilities covered by the ADA, such as facilities that contain some state and local government offices, transportation, place of public accommodation, and employers. Sidewalks and curb ramps serving other areas should be addressed after these priority facilities and those facilities identified through the complaint process.

ADA Program Components

Responsible Official

Public Works Agency is responsible for implementing the plan by removing the barriers within the public right-of-way.

The Director of Public Works will be responsible for the development and implementation of the County's ADA Transition Plan for Public Rights-of-Way.

Public Review

Opportunities for public input and comments are provided during the public comment item on the agenda of every scheduled public Board of Supervisors meeting.

Hard copies of this ADA Transition Plan would be provided by the Transportation Planning section of the County Public Works Agency and would be available through the mail.
**Grievance Procedure**

Grievance procedures are required to allow for individuals with disabilities a way to complain about non-complying sidewalks or curb ramps. Citizens are encouraged to identify locations where there are barriers or a lack of accessible walkway facilities. The Public Works Agency is responsible for responding to and addressing citizen complaints regarding sidewalks and pedestrian curb ramps.

These procedures will ensure that the County responds to such complaints in a timely and appropriate manner.

**Project Monitoring**

The County staff must monitor the construction activity to ensure that the ADA and pedestrian-related codes are being implemented properly.

While the ADA Transition Plan is required by federal law, the goals identified year-to-year require some flexibility in the choice of particular facilities targeted or of the particular solution for an identified access problem, as long as the pace of barrier removal proceeds as scheduled.

As the implementation of individual projects will require further detailed planning and design, budget requests for projects would be submitted each year with review and reprioritization of remaining projects to address overall issues identified in this plan.

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**AMERICANS WITH DISABILITIES ACT TRANSITION PLAN FOR PUBLIC RIGHTS-OF-WAY**

Alameda County Public Works Agency
Self-Evaluation

The ADA requires the preparation of the Self-Evaluation, which includes an inventory of the existing sidewalks and curb ramps in the community. The inventory effort focused on the Pedestrian Activity Corridors in the unincorporated areas of Alameda County that serve facilities covered by the ADA, such as facilities that contain some state and local government offices, transportation, place of public accommodation, and employers.

Modifications needed to meet ADA program accessibility include:

- Sidewalk
- Curb ramps

Of the fifty miles of roadways inventoried, it was found that most (83%) of the Pedestrian Activity Corridors included sidewalks on at least one side of the street. However, the sidewalks were discontinuous and/or in poor condition in many locations.

Of the 850 corners surveyed, many (64%) of the corners on the Pedestrian Activity Corridors did not provide any curb ramps. Where curb ramps were provided, truncated domes were not included, except at the few ramps that were constructed after the ADA guidelines changed to require truncated domes for all curb ramps.

Recommended Transition Plan

Sidewalks

Annual funding of $500,000 is recommended for construction to fill sidewalk gaps over the next 20 years through Measure B funds, federal earmarks, and grants, based on the following criteria:

1. the priority locations on the Pedestrian Activity Corridors;
2. resident requests through the grievance procedure; and
3. Safe Routes to School programs.
Curb Ramps

Annual funding of $100,000 is recommended to install approximately 40 ramps per year using County Pavement Program and Transportation Development Account (TDA) funding, based on the following criteria:

1. the priority locations on the Pedestrian Activity Corridors
2. resident requests through the grievance procedure; and
3. Safe Routes to School programs.

This allocation is in addition to curb ramp installations that are included as part of larger transportation corridor projects.
1. INTRODUCTION

The Americans with Disabilities Act (ADA) of 1990 prohibits discrimination on the basis of disability. For the public right-of-way, Titles II (Public Services) and III (Public Accommodation and Commercial Facilities) are the most applicable. The ADA requires the preparation of a Self-Evaluation and Transition Plan.

Public rights-of-way refer to areas of land where all people or goods have the right to pass or travel. This ADA Plan covers the public rights-of-way in unincorporated areas of Alameda County, including the communities of Ashland, Cherryland, San Lorenzo, Castro Valley, Fairview, Sunol, and East County as well as the “islands” of unincorporated areas that are entirely surrounded by the cities of Dublin, Pleasanton, and Livermore, as shown in Figure 1.

Figure 1: Unincorporated Areas of Alameda County
1.1 Purpose of ADA Transition Plan

The ADA Transition Plan will assist the County in the programming of money by setting priorities for ADA improvements based on citizen requests, access to State and local government office and facilities, access to transportation facilities, access to places of public accommodation, and access to places of employment.

This document was prepared as part of the development of the Pedestrian Master Plan for Unincorporated Areas of Alameda County. The ADA Transition Plan represents one of several supporting documents.

1.2 Report Organization

This document comprises the following:

- ADA Program Requirements
- Self-Evaluation
- Transition Plan
2. ADA PROGRAM

As part of the Pedestrian Master Plan development, an Americans with Disabilities Act (ADA) Transition Plan for the Public Right-of-Way was developed. The ADA Transition Plan is a legally required document, and addresses improvement needs relating to disabled access within the public right-of-way. The ADA Transition Plan has been developed along with the 2006 Alameda County Pedestrian Master Plan for Unincorporated Areas so as to ensure that the County will remove accessibility barriers in a timely manner per federal law that is consistent with pedestrian planning in the unincorporated areas of Alameda County. The federal regulation codes on ADA Transition Plans according to a U.S. Department of Justice ADA Handbook are as follows:

"d) Transition plan.

1) In the event that structural changes to facilities will be undertaken to achieve program accessibility, a public entity that employs 50 or more persons shall develop, within six months of January 26, 1992, a transition plan setting forth the steps necessary to complete such changes. A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments. A copy of the transition plan shall be made available for public inspection.

2) If a public entity has responsibility or authority over streets, roads, or walkways, its transition plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the Act, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas.

3) The plan shall, at a minimum –

1 U.S. Department of Justice, Title II: Nondiscrimination on the Basis of Disability in State and Local Government Services, ADA Handbook, Section 35.150(d), 1994.
i) Identify physical obstacles in the public entity’s facilities that limit the accessibility of its programs or activities to individuals with disabilities;

ii) Describe in detail the methods that will be used to make the facilities accessible;

iii) Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition plan; and

iv) Indicate the official responsible for implementation of the plan.

4) If a public entity has already complied with the transition plan requirement of a Federal agency regulation implementing section 504 of the Rehabilitation Act of 1973, then the requirements of this paragraph (d) shall apply only to those policies and practices that were not included in the previous transition plan.”

2.1 ADA Transition Plan Requirements

This Transition Plan addresses sidewalks and curb ramps, giving priority to paths-of-travel that serve facilities covered by the ADA, such as facilities that contain some state and local government offices, transportation, place of public accommodation, and employers. Sidewalks and curb ramps serving other areas should be addressed after the priority facilities.

2.2 Responsible Official

Public Works Agency is responsible for implementing the plan by removing the barriers within the public right-of-way.

The Director of Public Works will be responsible for the development and implementation of the County's ADA Transition Plan for Public Rights-of-Way.
2.3 Public Review

Opportunities for public input and comments are provided during the public comment item on the agenda of every scheduled public Board of Supervisors meeting.

In addition, the County should include review of ADA and disability issues as a part of their Bicycle and Pedestrian Advisory Committee. The committee would be comprised of individuals with disabilities representing diverse needs and medical conditions. Roles of the committee can include assisting in prioritizing which curb ramps will be selected for improvement during the next fiscal year, reviews of County projects in the rights-of-way, and attendance at regular community meetings to allow for public input and comment.

Hard copies of this ADA Transition Plan would be provided by the County Public Works Agency and would be available through the mail.

2.4 Grievance Procedure

Grievance procedures are required to allow for individuals with disabilities a way to complain about non-complying sidewalks or curb ramps. Citizens are encouraged to identify locations where there are barriers or a lack of accessible walkway facilities. The Public Works Agency is responsible for responding to and addressing citizen complaints regarding sidewalks and pedestrian curb ramps.

For non-compliant sidewalks and curb ramps in the unincorporated areas of Alameda County, there are three ways to file a complaint.

- Emails may be sent to the Office of Policy and Program Development (OPPD) for the Public Works Agency (PWA) at info@acpwa.org;
- PWA may be reached by phone at (510) 670-5480; or
- In person or by mail at the Alameda County Public Works Agency, 399 Elmhurst Street, Hayward, California 94544-1395.

This information is available on the Alameda County PWA website at http://www.co.alameda.ca.us/pwa/contact_us.shtml.

Typically, when a citizen files a complaint, it is ultimately given to the Supervising Civil Engineer to address. The
location of the barrier is noted and solutions to address it are incorporated into the next capital project along the roadway. Depending on the barrier's location and budgetary constraints, improvements take between one to two years to implement.

These procedures will ensure that the County responds to such complaints in a timely and appropriate manner.

### 2.5 Project Monitoring

The project monitoring along with the grievance or complaint procedures is a fundamental component of an ADA Transition Plan. The County staff must monitor the construction activity to ensure that the ADA and pedestrian-related codes are being implemented properly.

While the ADA Transition Plan is required by federal law, the goals identified year-to-year require some flexibility in the choice of particular facilities targeted or of the particular solution for an identified access problem, as long as the pace of barrier removal proceeds as scheduled. Conditions that warrant flexibility include:

- Inadequate capital or staffing for a particular project
- Availability of funding
- Leveraging opportunities with funding sources
- Changes in facility use or program location
- Community or Board of Supervisors reprioritization
- Major changes in facility condition
- Changes in code or other applicable laws.

As the implementation of individual projects will require further detailed planning and design, budget requests for projects would be submitted each year with review and reprioritization of remaining projects to address overall issues identified in this plan.
3. SELF-EVALUATION

The ADA requires the preparation of the Self-Evaluation, which includes an inventory of the existing barriers in the community. The Self-Evaluation was conducted as part of the development of the 2006 Alameda County Pedestrian Master Plan for Unincorporated Areas. The inventory effort focused on the Pedestrian Activity Corridors that serve public facilities. However, this did not include all pedestrian facilities within the unincorporated areas. Sidewalks and intersections within the public rights-of-way on Pedestrian Activity Corridors that do not meet Title II requirements were evaluated. The inventory covered sidewalks and curb ramps at intersections. Figure 1 shows the process of determining and identifying deficiencies on Pedestrian Activity Corridors.

**Figure 2: Self-Evaluation Process**

Pedestrian Activity Corridors were identified, as specified in the ADA, as walkways serving government facilities, transportation, place of public accommodation, and places of employment. Specifically, the criteria are shown in the below list alphabetically:

- Bus lines and transportation hubs;
- Community centers;
- Fire stations;
- Highways, collectors and arterials;
- Hospitals, health clinics and health centers (public and private);
- Libraries;
- Major retail sites;
- Major employment sites;
- Parks;
- Police stations
- Public housing and homeless shelters;
• Schools – public and private; and
• Senior centers and senior care facilities.

The specific corridors are shown in Figure 3.
Figure 3: Pedestrian Activity Corridors

San Lorenzo, Ashland, Cherrvland, Castro Valley, and Fairview

Mount Eden

East County

Sunol
As detailed in the Alameda County Pedestrian Master Plan for Unincorporated Areas, adopted July 2006, a detailed inventory of pedestrian facilities was conducted along Pedestrian Activity Corridors. A database containing the inventory was established in 2004 and is updated on an on-going basis.

Modifications needed to meet ADA program accessibility include:

- Sidewalk
- Curb ramps

Of the fifty miles of roadways inventoried (one hundred miles counting both sides of roadway), it was found that most (83%) of the Pedestrian Activity Corridors included sidewalks on at least one side of the street. However, the sidewalks were discontinuous and/or in poor condition in many locations.

Of the 850 corners surveyed, many (64%) of the corners on the Pedestrian Activity Corridors did not provide any curb ramps. Where curb ramps were provided, truncated domes were not included, except at the few ramps that were constructed after the ADA guidelines changed to require truncated domes for all curb ramps.

This inventory did not cover all public rights-of-way within the unincorporated areas, but focused on identifying locations on the Pedestrian Activity Corridors where sidewalks were discontinuous and curb ramps were missing. Future inventory efforts could both expand the level of detailed data collected and extend to other roadways that are not identified as part of the Pedestrian Activity Corridors.

It is important to note that this inventory of public rights-of-way facilities under Alameda County’s jurisdiction is not comprehensive. Roadways that were not identified as Pedestrian Activity Corridors were not inventoried or evaluated. In some areas of these unincorporated communities, particularly Castro Valley, Fairview, Sunol, and East County, it would be extremely difficult to render the public right-of-way fully accessible due to topological barriers or other site constraints. For example, many pathways in parks located in the hills involving steep sites with steps or stairways were not contemplated in this Transition Plan as a priority.
location as barrier removal would be impracticable and unduly burdensome.\(^2\)

During this process, the public outreach provided an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate by submitting comments either via the public input survey or public presentations throughout the development of the Pedestrian Master Plan.

For at least three (3) years following this self-evaluation, the County will maintain on file and make available for public inspection a list of interested persons consulted, a description of the areas examined and any problems identified, and a description of any modifications made.

\(^2\) This is not to say that these areas will not have its accessibility improved, but rather that they are not prioritized as part of the Pedestrian Activity Corridors. ADA regulations state that the public entity has the burden of proving that achieving compliance would result in undue financial and administrative hardships. The regulations also state that “the public entity shall take any other action that would not result in such an alteration or such burdens but would nevertheless ensure that individuals with disabilities receive the benefits or services provided by the public entity:”

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Alameda County Public Works Agency

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4. TRANSITION PLAN

The required elements of the Transition Plan are:

- List of physical barriers
- Detailed outline of the methods to be used to remove the barriers
- Schedule for removal of barriers to achieve compliance with Title II

4.1 Barriers in Rights-of-Way

The Self-Evaluation found barriers in public rights-of-way on the Pedestrian Activity Corridors that included the following:

- Discontinuous sidewalks
- Lack of curb ramps

The Self-Evaluation provided a database of about 700 roadway segments and almost 600 intersection locations for curb ramps and crosswalks. As mentioned earlier, this inventory is not comprehensive, as it was focused on the Pedestrian Activity Corridors. There remain sizeable public rights-of-way facilities under Alameda County's jurisdiction that were not inventoried.

**Discontinuous Sidewalks**

The field inventory of sidewalks identified the locations along the major Pedestrian Activity Corridors in unincorporated areas where sidewalks are missing. The inventory covered a total of 707 roadway segments with over 100 miles of sidewalks on the Pedestrian Activity Corridors shown in Figure 3. A total of about 7 miles, or about 37,000 feet, of sidewalk gaps were identified by the inventory of the Pedestrian Activity Corridors. The length of discontinuous sidewalks on these corridors is shown in Table 2 by community area. These numbers do not include segments where no sidewalks were present along the entire roadway segment, which represented about 17% of the roadway segments inventoried.
Table 2: Length of Discontinuous Sidewalks

<table>
<thead>
<tr>
<th>Community</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ashland</td>
<td>0.44</td>
</tr>
<tr>
<td>Castro Valley</td>
<td>3.63</td>
</tr>
<tr>
<td>Cherryland</td>
<td>0.22</td>
</tr>
<tr>
<td>East County</td>
<td>0.06</td>
</tr>
<tr>
<td>Fairmont Complex</td>
<td>0.07</td>
</tr>
<tr>
<td>Fairview</td>
<td>1.94</td>
</tr>
<tr>
<td>Hillcrest Knolls</td>
<td>0.10</td>
</tr>
<tr>
<td>Mt Eden</td>
<td>0.42</td>
</tr>
<tr>
<td>San Lorenzo</td>
<td>0.03</td>
</tr>
<tr>
<td>Sunol</td>
<td>0.03</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>6.94</strong></td>
</tr>
</tbody>
</table>


These numbers do not include sidewalks not covered by the inventory, but may be part of the Pedestrian Activity Corridors. Sidewalks are lacking in the older residential neighborhoods as well as in the suburban and rural areas, where the walkways are limited due to the topography or nature of the adjacent land uses. In these areas, sidewalks are a secondary priority under the ADA.

Table 3 summarizes the number of roadway segments surveyed on the Pedestrian Activity Corridors that have partial sidewalks and/or no sidewalks. They are delineated by the number of segments where sidewalks are lacking or discontinuous on one side or on both sides of the roadway. A detailed list of roadway segments with no sidewalks and discontinuous sidewalks is contained in the appendices.

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Footnote:

3 The inventory of the Pedestrian Activity Corridors did not include areas of Ashland and Cherryland that were already covered as part of a previous sidewalk gap inventory conducted by the County. These gaps were identified as part of the Eden Area Plan.
Table 3: Roadway Segments with Discontinuous and/or Missing Sidewalks

<table>
<thead>
<tr>
<th>Community</th>
<th>Both sides of roadway (1)</th>
<th>One side of roadway (2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ashland</td>
<td>6</td>
<td>10</td>
</tr>
<tr>
<td>Castro Valley</td>
<td>90</td>
<td>59</td>
</tr>
<tr>
<td>Cherryland</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>East County</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>Fairmont Complex</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>Fairview</td>
<td>94</td>
<td>11</td>
</tr>
<tr>
<td>Hillcrest Knolls</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Mt Eden</td>
<td>22</td>
<td>17</td>
</tr>
<tr>
<td>San Lorenzo</td>
<td>11</td>
<td>5</td>
</tr>
<tr>
<td>Sunol</td>
<td>15</td>
<td>3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>253</strong></td>
<td><strong>121</strong></td>
</tr>
</tbody>
</table>

(1) Roadway segments that lack sidewalks and/or have discontinuous sidewalks on both sides of the roadway.
(2) Roadway segments that lack sidewalks and/or have discontinuous sidewalks on one side of the roadway.


Curb Ramps

A field inventory of curb ramps was conducted in 2004 as part of the development of the Pedestrian Master Plan. It identifies the locations along the major Pedestrian Activity Corridors in unincorporated areas where curb ramps are missing. A total of 903 curb ramps were identified at 856 corners on the Pedestrian Activity Corridors at that time. While constructed to standards at the time, some curb ramps are not in compliance with the current ADA guidelines, particularly the truncated domes and flares. This number does not include corners not surveyed. Curb ramps are lacking in the older residential neighborhoods as well as in the suburban and rural areas, where the walkways are limited due to the topography or nature of the adjacent land uses. In these areas, curb ramps are a secondary priority under the ADA.

From 2005 through 2007, the Public Works Agency installed curb ramps at 76 intersections, 8 of which were at intersections.
along the Pedestrian Activity Corridors. These curb ramp installations were updated in the 2004 inventory database.

Table 4 summarizes the number of intersections lacking curb ramps on the Pedestrian Activity Corridors on at least one corner. They are delineated by the number of intersections where there are barriers (raised corners with a lack of pedestrian ramps or with non-ADA compliant ramps) and by the number intersections that have no raised corners (where curb ramps are not needed). A detailed list of intersections lacking curb ramps is contained in the appendices.

Table 4: Intersections Lacking Curb Ramps on Pedestrian Activity Corridors

<table>
<thead>
<tr>
<th>Community</th>
<th>Intersections with barriers (1)</th>
<th>Intersections with no raised corners (2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ashland</td>
<td>3</td>
<td>23</td>
</tr>
<tr>
<td>Castro Valley</td>
<td>4</td>
<td>130</td>
</tr>
<tr>
<td>Cherryland</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>East County</td>
<td>1</td>
<td>20</td>
</tr>
<tr>
<td>Fairmont Complex</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>Fairview</td>
<td>0</td>
<td>88</td>
</tr>
<tr>
<td>Hillcrest Knolls</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>Mt Eden</td>
<td>3</td>
<td>21</td>
</tr>
<tr>
<td>San Lorenzo</td>
<td>3</td>
<td>28</td>
</tr>
<tr>
<td>Sunol</td>
<td>0</td>
<td>14</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>17</strong></td>
<td><strong>338</strong></td>
</tr>
</tbody>
</table>

(1) Intersections with raised corners that lack ramps or the ramps are not ADA compliant
(2) Intersections where there are no raised corners, and thus ramps are not needed.


4.2 Methods for Barrier Removal

**Existing Efforts**

Alameda County’s Public Works Agency (PWA) and the Community Development Agency (CDA) are primarily...
responsible for ADA access issues. The current programs that address barrier removal, including the installation of sidewalks and curb ramps, are as follows:

- Pavement Rehabilitation Program
- Sidewalk Construction Program
- Sidewalk Repair Program
- County Services Area (CSA) Shell (Sidewalk)
- Public Works Agency Projects
- Redevelopment Agency Projects

These programs are discussed in detail below.

**PAVEMENT REHABILITATION PROGRAM**

This program, which is administered by the Public Works Agency, identifies various locations throughout the unincorporated areas of Alameda County in need of roadway repair. The work consists of pedestrian ramp installation, roadway base repairs and asphalt overlay and slurry seal applications to the roadway surface. These projects are funded at $2 million per year and roadway segments are selected on an annual basis.  

**SIDEWALK CONSTRUCTION PROGRAM**

A list of twenty roadway segments in need of sidewalks was identified in 2003 and prioritized according to their proximity to schools, collision history, pedestrian generators, feasibility, existing rights-of-way, and gap closures. Measure B is a twenty-year, half-cent sales tax revenue program, reauthorized by voters in November 2000 and administered by the Alameda County Transportation Improvement Authority (ACTIA). Measure B funding is set to expire in March 2022. This program applies only to unincorporated communities in the western portion of the County (Ashland, Castro Valley, Cherryland, Fairview, and San Lorenzo). A list of these prioritized roadways and a summary status of each project is contained in Table 5.  

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4 Information provided at April 28, 2008 at kick-off meeting by James Y. Chu, Supervising Civil Engineer for the Public Works Agency and from the Alameda County PWA website accessed on May 5, 2008 at [http://www.acgov.org/pwa/community_update_project_list_projects_under_construction.shtml#pavement](http://www.acgov.org/pwa/community_update_project_list_projects_under_construction.shtml#pavement)

SIDEWALK REPAIR PROGRAM

Property owners of single-family residences in the unincorporated areas of western Alameda County may be eligible to get partially reimbursed for sidewalk repairs adjacent to their properties. Alameda County Public Works Agency receives $100,000 annually from Measure B funds, a sales tax revenue program administered by the Alameda County Transportation Improvement Authority (ACTIA). These Measure B program funds are offered on a “first come, first serve” basis while they are available. The County will reimburse 50% of the sidewalk repair cost per property, or a maximum of $750, whichever is less. The $100,000 is divided up annually as $20,000 for each community (Ashland, Castro Valley, Cherryland, Fairview, and San Lorenzo). Unused monies are rolled over into Sidewalk Construction Program for Planning Area 2. Prior to the approval of this resolution, residents were responsible for 100% of the costs of sidewalk repairs. Eligible property owners who are interested in participating in this program are directed to contact the Public Works Agency at 510-670-5500 to request a sidewalk inspection.  

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6 July 21, 2003 Letter from Public Works Agency to the Board of Supervisors for the August 5, 2003 Agenda and from the Alameda County PWA website accessed on May 5, 2008 at http://www.acgov.org/pwa/measureb.shtml#lewelling
## Table 5: Prioritized Roadway for the Sidewalk Construction Program

<table>
<thead>
<tr>
<th>#</th>
<th>Roadway</th>
<th>Limits</th>
<th>Community</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Meekland Avenue (2)</td>
<td>E Lewelling to County Line</td>
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</tr>
<tr>
<td>2</td>
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<td>Perkins to A Street</td>
<td>San Lorenzo/Royal Sunset</td>
</tr>
<tr>
<td>3</td>
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<td>Western to Meekland</td>
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</tr>
<tr>
<td>4</td>
<td>Mabel Avenue</td>
<td>Redwood to Santa Maria</td>
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<tr>
<td>5</td>
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<td>6</td>
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<td>Kelly to D Street</td>
<td>Fairview</td>
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<td>7</td>
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<td>Lorena to Wilson</td>
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</tr>
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<td>14</td>
<td>Christensen Lane (4)</td>
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<tr>
<td>15</td>
<td>San Miguel Avenue (4)</td>
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<td>Castro Valley</td>
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<tr>
<td>16</td>
<td>Stanton Avenue (3)</td>
<td>Somerset to Sheffield</td>
<td>Castro Valley</td>
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<tr>
<td>17</td>
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<td>Center to Redwood</td>
<td>Castro Valley</td>
</tr>
<tr>
<td>18</td>
<td>Proctor Road</td>
<td>Walnut to Camino Alta Mira</td>
<td>Castro Valley</td>
</tr>
<tr>
<td>19</td>
<td>Anita Avenue</td>
<td>Castro Valley Blvd to Somerset</td>
<td>Castro Valley</td>
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<tr>
<td>20</td>
<td>Marshall Street (4)</td>
<td>Omega to Veronica</td>
<td>Castro Valley</td>
</tr>
</tbody>
</table>

(1) Project installation is complete  
(2) Project installation is partially complete  
(3) Design for partial extent complete, ready for installation  
(4) Design phase

### COUNTY SERVICE AREA (CSA) SHELL (SIDEWALKS)

A CSA is a type of Special District in which residents of a community may vote to be charged additional property taxes in exchange for extended public works services not provided by the local government. Alameda County has established the framework for this CSA by creating a countywide CSA "shell"
or “umbrella”. In doing so, the County has created the ability for unincorporated communities or even local neighborhood streets to form their own community or neighborhood zone within the CSA. The Sidewalk CSA Shell was approved by Alameda County Board of Supervisors in 2006.

In order for a special district to be established, at least 67% of property owners who will receive the service will need to vote in favor of the formation of the neighborhood zone. This program provides a way for property owners to collectively install sidewalks with curb ramps on their roadway. Currently, the CSA is limited to sidewalk construction and repair.

Eligible property owners who are interested in forming a local CSA are directed to contact the Public Works Agency at 510-670-5500 to request information.7

PUBLIC WORKS AGENCY PROJECTS

Sidewalk and curb ramps are installed and updated as part of any streetscape project headed by PWA. Phase I of the Lewelling Boulevard Streetscape Project will include sidewalk and pedestrian curb ramp installations, as well as roadway widening, raised landscaped median islands, designated left-turn lanes at selected intersections, bicycle lanes, curbs, gutters, and the undergrounding of existing utilities. Phase I contains Lewelling Boulevard from Hesperian Boulevard to Meekland Avenue. Phase II, which is currently unfunded, contains Lewelling Boulevard from Meekland Avenue to Mission Boulevard/ East 14th Street/ State Route 185.8

REDEVELOPMENT AGENCY PROJECTS

The Redevelopment Agency is a division of the Housing and Community Development Agency. Its purpose is to focus on rehabilitating developed areas in the unincorporated areas. Many redevelopment projects incorporate pedestrian improvements, such as sidewalk installation or widening, the installation of curb ramps and bulb-outs at intersections, upgrading transit waiting areas and encouraging pedestrian-oriented development. The Redevelopment Agency currently...

8 The Alameda County PWA website accessed on May 5, 2008 at http://www.acgov.org/pwa/measureb.shtml#lewelling
has two projects, detailed below, that will remove barriers to pedestrian access.

San Lorenzo Town Center

The project is located primarily along Hesperian Boulevard and would replace many of the existing structures and awkward circulation pattern with a new commercial core consisting of residential and retail uses. It would improve pedestrian connections from the town center to Hesperian Boulevard and provide a new public plaza. The project is currently unfunded and seeking private developer interest.  

Cherryland Sidewalks

Cherryland Sidewalks is a current project to install sidewalks and curb ramps on roadways in the community. The neighborhood transitioned from an agricultural area to one of the densest residential neighborhoods in the County without incorporating sidewalk installations. The Alameda County Redevelopment Agency, Public Works Agency, Redevelopment Citizens Advisory Committee and the Cherryland Association are working together to improve the pedestrian environment by constructing curb, gutter, sidewalk and landscape improvements on the community's highest priority streets. These streets have been determined by studying many factors including school proximity, residential density, collision history, and community support. Phase I of the project has already been implemented. The next phases are as follows:

- Phase 2 – Hampton Road between Meekland Avenue and East 14th Street/ Mission Boulevard/ State Route 185.
- Phase 3 – Meekland Avenue between Hampton Road and Sunset Boulevard.

Discontinuous Sidewalks

Sidewalks would be designed to meet the design standards described in the current Alameda County Design Standards.

Adding all the missing sidewalks and filling all sidewalk gaps at one time would create an undue financial hardship on the
County’s budget. Because of the quantity and cost ($65 per linear foot for a 5-foot wide sidewalk) involved, it is recommended that priority sidewalk construction be completed over the next 20 years, based on the following criteria:

1. the priority locations on the Pedestrian Activity Corridors;
2. resident requests through the grievance procedure; and
3. Safe Routes to School programs.

Annual funding of $500,000 is recommended to pay for sidewalk construction to fill sidewalk gaps over the next 20 years through Measure B funds, federal earmarks, and grants.

**Curb Ramps**

Curb ramps would be designed to meet the design standards described in the current Alameda County Design Standards. This would include the slope and cross-slope of the ramp as well as the flares and the truncated domes per the latest ADA guidelines.

Adding all the missing curb ramps and upgrading all the non-compliant curb ramps at one time would create an undue financial hardship on the County’s budget. Because of the quantity and cost ($2,500 per diagonal ramp on average) involved, it is recommended that priority curb ramp construction be completed over the next 10 years, based on the following criteria:

1. the priority locations on the Pedestrian Activity Corridors
2. resident requests through the grievance procedure; and
3. Safe Routes to School programs.

Annual funding of $100,000 is recommended to pay for approximately 40 ramps per year using County Pavement Program and Transportation Development Account (TDA) funding. This is in addition to curb ramps that are included as part of larger transportation corridor projects, including resurfacing and streetscape improvements.

### 4.3 Schedule for Barrier Removal

The schedule for installing curb ramps must be included in the Transition Plan, with priority given to walkways that serve entities covered by the ADA. For Alameda County, this plan...
focuses on the Pedestrian Activity Corridors (as identified in Figure 2) that serve public facilities, including government offices and facilities, transportation, public accommodations and employers. As described above, a total of 17 intersections on the Pedestrian Activity Corridors were identified as lacking curb ramps. These top priority intersections with missing curb ramps are listed in Table 6. In addition, information obtained through the grievance procedure will continue to provide requested locations where accessible sidewalks and curb ramps are needed.

In order to provide access effectively, efficiently, and economically, the County may vary from the targeted facilities in a given year to take advantage of available resources and opportunities, while keeping the goal of completion of all projects as planned.
<table>
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<tr>
<th>Street 1 Name</th>
<th>Street 2 Name</th>
<th>Community</th>
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<th>Northwest</th>
<th>Southwest</th>
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<td>CULL CANYON RD</td>
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</tr>
<tr>
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<td>Vineyard Ave</td>
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<td>Winton Ave</td>
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<td>Ramp</td>
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These appendices contain detailed locations for each barrier surveyed on the Pedestrian Activity Corridors, which were updated to include barrier removals done in 2005, 2006, and 2007. Tables are sorted by community and include the following:

Table A-1: Intersection Barriers on Pedestrian Activity Corridors - Lack of Curb Ramps, Lack of Corners, and Non-ADA Compliant Curb Ramps

Some terminology used in this table that need clarification are explained as follows:

- **Int_ID** refers to the intersection node number as it relates to Alameda County's GIS (Geographic Information Systems) database.
- **#N/A** is listed at intersections where there are no raised corners, and thus no curb ramps. Generally, it appears where there is a lack of pedestrian facilities (i.e., sidewalks, etc.) on all corners.
- **No Corner** is listed at intersections where there are no raised corners, and thus no curb ramps. Generally, it appears where there are pedestrian facilities (i.e., sidewalks, etc.) on the other corners at the same intersection.
- **Barrier** is listed at intersections where there are raised corners, but no curb ramps.
- **Ramp** is listed at intersections where there are raised corners with curb ramps.

Refer to the comments section as to whether existing curb ramps are ADA compliant.

Table A-2: Roadway Barriers on Pedestrian Activity Corridors - Lack of Sidewalks and Partial Sidewalks

Some terminology used in this table that need clarification are explained as follows:
o **Seg_ID** refers to the roadway segment number as it relates to Alameda County's GIS (Geographic Information Systems) database. A segment is typically a roadway between two cross streets or a cross street and its terminus.

o **Barrier** is listed for roadway segments where there is a discontinuous (partial) sidewalk.

o **No Sidewalk** is listed for roadway segments where there is no sidewalk.

o **ADA Compliant** is listed for roadway segments where there is a complete (100%) sidewalk.

o **Ramp** is listed at intersections where there are raised corners with curb ramps.

Refer to the comments section for additional information.