



# City of Arcata

## AMERICANS WITH DISABILITIES ACT TRANSITION PLAN

### TRANSITION PLAN UPDATE

OCTOBER 6, 2023

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# **ACKNOWLEDGEMENTS**

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# TABLE OF CONTENTS

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Acknowledgements	3
City Council	3
City Manager	3
Building & Engineering	
Former Contributors	3
Table of Contents	i
1 EXECUTIVE SUMMARY	1
1.1 INTRODUCTION	1
1.2 PUBLIC PARTICIPATION	1
1.3 INVENTORY EFFORTS	1
1.4 ADA CODES AND STANDARDS	1
1.5 ADA IMPLEMENTATION PLAN	2
1.6 MONITORING AND REPORTING	2
2 INTRODUCTION AND ADMINISTRATIVE INFORMATION	2
2.1 INTRODUCTION (TO THE AMERICANS WITH DISABILITIES ACT OF 1990)	2
2.1.1 TITLE I: EMPLOYMENT	3
2.1.2 TITLE II: PUBLIC ENTITIES	3
2.1.3 TITLE III: PUBLIC ACCOMODATIONS	3
2.1.4 TITLE IV: TELECOMMUNICATIONS	3
2.1.5 TITLE V: MISCELLANEOUS PROVISIONS	3
2.2 CITY OF ARCATA REQUIREMENTS UNDER THE ADA	3
2.3 ADA TRANSITION PLAN REQUIREMENTS	3
2.4 DESCRIPTION OF PROGRAM ACCESSIBILITY	3
3 PUBLIC PARTICIPATION AND INPUT	4
3.1 INTRODUCTION	4
3.2 COMMUNITY PARTICIPATION	4
3.2.1 INTRODUCTION	4
3.2.2 OUTREACH	4
3.2.3 CONSULTATION WITH INDIVIDUALS WITH DISABILITIES	4
3.2.4 OPPORTUNITY FOR PUBLIC COMMENT	5
3.2.5 ACCESSIBLE FORMATS	5
3.2.6 PUBLIC HEARING	5
3.2.7 SUMMARY OF ISSUES RAISED DURING THE PUBLIC COMMENT PERIOD	5

3.2.8	ONGOING REQUIREMENT	5
3.3	ADA TRANSITION PLAN PUBLIC REVIEW AND COMMENT PERIOD	5
3.4	ADA GRIEVANCE PROCEDURES	5
3.4.1	INTRODUCTION	5
3.4.2	GRIEVANCE PROCEDURES AND INSTRUCTIONS	5
3.5	ADA TRANSITION PLAN OVERSIGHT COMMITTEE	6
3.5.1	INTRODUCTION	6
3.5.2	EVALUATION OF CITY FACILITIES	6
3.5.3	PRIVATE DEVELOPMENT IMPROVEMENTS EVALUATION	7
4	INVENTORY METHODOLOGY AND FINDINGS	7
4.1	PURPOSE AND SUMMARY OF INVENTORY EFFORT	7
4.2	INVENTORY METHODOLOGY	7
4.3	SUMMARY OF AREAS SURVEYED AND PRIORITIES	7
4.3.1	HIGH PRIORITY: INTERSECTIONS AND ROAD SEGMENTS	8
4.3.2	MEDIUM PRIORITY: INTERSECTIONS AND ROAD SEGMENTS	8
4.3.3	LOW PRIORITY: INTERSECTIONS AND ROAD SEGMENTS	8
4.4	ADA COLLECTIONS ITEMS	8
4.4.1	CORNERS	8
4.4.2	DRIVEWAYS	8
4.4.3	PARKING	8
4.4.4	PEDESTRIAN SIGNALS	8
4.4.5	PEDESTRIAN CROSSINGS	8
4.4.6	SIDEWALKS	8
4.4.7	OTHER	8
4.5	INVENTORY FINDINGS	8
4.5.1	CORNER STATS	8
4.5.2	DRIVEWAY STATS	8
4.5.3	PARKING STATS	8
4.5.4	PEDESTRIAN SIGNAL STATS	9
4.5.5	PEDESTRIAN CROSSING STATS	9
4.5.6	SIDEWALK STATS	9
4.5.7	OTHER STATS	9
4.6	ADA PUBLIC RIGHT OF WAY DATABASE PREPARATION AND CONTENTS	9
5	ADA CODES AND STANDARDS	9
5.1	INTRODUCTION	9

5.2	ADA ACCESSIBILITY GUIDELINES	9
5.3	CALIFORNIA BUILDING CODE	10
6	IMPLEMENTATION OF ADA IMPROVEMENTS	10
6.1	TYPES OF PROJECTS AND FUNDING SOURCES	10
6.2	DETAILED REPORTS OF PROPOSED WORK	10
7	MONITORING AND STATUS REPORTING	10
7.1	INTRODUCTION	10
7.2	FIELD INSPECTIONS AND MONITORING	11
7.3	COMPUTERIZED TRACKING AND STATUS REPORTING	11
	APPENDIX A: GLOSSARY	12
	APPENDIX B: ADA IMPLEMENTATION PROJECT LIST	14
	APPENDIX C: PUBLIC COMMENTS	25

# 1 EXECUTIVE SUMMARY

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## 1.1 INTRODUCTION

The Americans with Disabilities Act (ADA) of 1990 requires all public agencies to develop an ADA Transition Plan for the installation of various improvements that are intended to make the existing pedestrian facilities within the right-of-way accessible for persons with disabilities, to the maximum extent feasible. The ADA is an equal opportunity law for people with disabilities that authorizes the United States Department of Justice (DOJ) to implement and enforce regulations that govern public agency's services and accommodations. A Transition Plan outlines the manner in which a jurisdiction shall transition toward compliance with the ADA; this compliance shall be achieved by identifying barriers to accessibility, and then developing solutions that facilitate access for all individuals. The main purpose of this document is to develop the City's policies and practices for implementing improvements within the public right-of-way.

## 1.2 PUBLIC PARTICIPATION

The ADA requires all public agencies formulating a Transition Plan to include the public in order to facilitate the creation of a Transition Plan that best represents the public interest. Moreover, specific public participation activities shall be completed for each plan and update. Additionally, these activities shall continue beyond the required dates of submission for ADA Transition plan updates. The list of required participation elements includes the following:

- Outreach
- Consultation with Individuals with Disabilities
- Opportunity for Public Comment
- Accessible Formats
- Public Hearing
- Summary of Issues Raised During Public Comment Period
- Ongoing Requirement

## 1.3 INVENTORY EFFORTS

The City of Arcata conducted a survey in order to document the condition of pedestrian facilities located within the public right-of-way. The survey was performed by City employees that have been trained with respect to accessibility standards. The information collected during the survey consists of visual, dimensional, and gradient data that was used to analyze the state of the existing facilities. This data was used both to design new facilities and to recommend improvements to existing pedestrian facilities so as to bring them into compliance with the ADA.

The inventory effort, which remains ongoing, has focused on more heavily trafficked sidewalks, roadways, and intersections, as well as those serving governmental, public service, and commercial uses. All survey findings are contained in a GIS database titled ADA Status Map. The database is designed so that data may be easily collected using Collector for ArcGIS on both Android and iOS devices. In this fashion the interactive map is available in real time for use by City employees.

## 1.4 ADA CODES AND STANDARDS

Any new construction or alteration in the right-of-way that is covered under Title II of the ADA must be in compliance with the appropriate design standards. The City of Arcata intends to utilize the scoping and technical requirements for accessibility that are contained in the ADA Accessibility Guidelines, put forth by the United States Access Board, and the California Building Code (CBC). These standards shall be applied to all construction within the right-of-way

that is undertaken after the approval of this ADA Transition Plan. If there are any updates by the DOJ to the ADA Standards for Accessible Design, or if there are updates to the CBC, the City of Arcata shall adhere to them and will update this Transition Plan as needed to reflect the most recent versions of the design guidelines.

## **1.5 ADA IMPLEMENTATION PLAN**

In order to implement the ADA Transition Plan efficiently it will be necessary to prioritize the various improvement projects and to give due consideration to funding sources, both short and long term. A set of criteria has been formulated to aid in the prioritization of improvements; this will help to guide the focus of work over time, as the City is gradually brought closer to full compliance with accessible design standards and codes. The City has also considered the funding sources that can best be utilized to aid the City in the implementation of the ADA Transition Plan.

## **1.6 MONITORING AND REPORTING**

The City is currently engaged in an on-going effort to construct various infrastructure improvements at numerous locations within the City limits. This work includes, but is not limited to, sidewalk and street improvements, LID projects, beautification projects, utility infrastructure replacement and rehabilitation, and other improvements situated in the public right-of-way. Additionally, when this ADA Transition Plan is implemented a variety of ADA related improvements shall be constructed throughout the City.

The ADA Transition Plan details the methods and practices that shall be used to monitor construction activities and ensure that all new improvements are in compliance with the applicable technical requirements.

# **2 INTRODUCTION AND ADMINISTRATIVE INFORMATION**

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## **2.1 INTRODUCTION (TO THE AMERICANS WITH DISABILITIES ACT OF 1990)**

The Americans with Disabilities Act was enacted on July 16, 1990, and was updated by the ADA Amendments Act of 2008 (which became effective on January 1<sup>st</sup>, 2009); the ADA is intended to provide comprehensive protections to persons with disabilities in the areas of: employment, state and local government services, access to public accommodations, and transportation and telecommunications. The ADA is published in the United States Code and is divided into four sections, namely: Titles I, II, III, IV, and V. Titles I, II, III, and V are codified in Title 42, chapter 26, of the United States Code; Title IV is codified in Title 47, chapter 5, of the United States Code. (Sections 2.1.1 through 2.1.5 briefly summarize the mandates of ADA Titles I-V). The over-arching purposes of the ADA, as are stipulated in §12101(b) of Title 42 of the United State Code, are fourfold:

- (1) To provide a clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities;
- (2) To provide clear, strong, consistent, enforceable standards addressing discrimination against individuals with disabilities;
- (3) To ensure that the Federal Government plays a central role in enforcing the standards [established by the ADA] on behalf of individuals with disabilities.
- (4) To invoke the sweep of congressional authority...in order to address the major areas of discrimination faced day-to-day by people with disabilities.

### **2.1.1 TITLE I: EMPLOYMENT**

Title I mandates that employers, including governmental agencies, shall not discriminate against individuals with disabilities. This shall apply to job application procedures, hiring, advancement and discharge, job training, and other terms, conditions, and privileges of employment.

### **2.1.2 TITLE II: PUBLIC ENTITIES**

Title II prohibits state and local governments from discriminating against persons with disabilities. This regulation covers access to all programs and services that are offered by a public entity. It is this Title that controls the preparation of the City of Arcata ADA Transition Plan. Furthermore, the policies and practices detailed in the ADA Transition Plan are intended to implement the changes to both policy and the physical environment that will bring the City of Arcata into compliance with the non-discrimination polices set forth in Title II.

### **2.1.3 TITLE III: PUBLIC ACCOMODATIONS**

Title III prohibits discrimination for any individual on the basis of disability with regards to the full and equal enjoyment of the goods, services, facilities, or accommodations of any place of public accommodation by any person who owns, leases, or operates a place of public accommodation. It should be noted that the term “public accommodation” is intended to apply to any privately funded and operated facility that serves the public in some capacity.

### **2.1.4 TITLE IV: TELECOMMUNICATIONS**

Title IV of the ADA amended the Communications Act of 1934 by adding section 47 U.S.C. §225. This section requires that any telecommunication company located in the United States shall take steps to provide functionally equivalent services for consumers with disabilities. This Title subsequently led to the creation of what is now known as Telecommunications Relay Services (TRS).

### **2.1.5 TITLE V: MISCELLANEOUS PROVISIONS**

Title V includes various technical provisions, and also specifies that nothing in the ADA can be construed to amend, override, or cancel anything in Section 504 of the Rehabilitation Act of 1973.

## **2.2 CITY OF ARCATA REQUIREMENTS UNDER THE ADA**

All public entities that are subject to Title II of the ADA were required to complete a self-evaluation by January 26, 1993. Additionally, any public entity with 50 or more employees is required to create a Transition Plan that sets forth the steps deemed necessary to bring said entity into compliance with the ADA.

## **2.3 ADA TRANSITION PLAN REQUIREMENTS**

The plan shall, at a minimum:

- Identify physical obstacles in the public entity’s facilities that limit the accessibility of its programs or activities to individuals with disabilities;
- Describe in detail the methods that will be used to make the facilities accessible;
- Specify the schedule for taking the steps necessary to achieve compliance 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 period; and
- Indicate the official responsible for implementation of the plan.

## **2.4 DESCRIPTION OF PROGRAM ACCESSIBILITY**

The ADA Title II Regulations state that, except as otherwise provided in §37.150, no qualified individual with a disability shall, because a public entity’s facilities are inaccessible to or unusable by individuals with disabilities, be



excluded from participation in, or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity (§35.149). While the ADA Title II Regulations do not require a public entity to make all of its facilities and programs accessible to and usable by individuals with disabilities, it is required that said entity shall make changes wherever feasible.

It follows that it is necessary to understand the public programs and activities occurring at existing facilities within the City in order to determine what structural changes may be needed at existing facilities to bring them into compliance with the ADA requirements.

## **3 PUBLIC PARTICIPATION AND INPUT**

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### **3.1 INTRODUCTION**

The ADA requires that specific public participation activities are completed for each Transition Plan. The goal is to make information regarding the ADA Transition Plan available to applicants, participants, residents, and other interested parties. Additionally, the public should be made aware of the protections against discrimination afforded to them by the ADA. Public entities are also required to provide opportunities for both individuals with disabilities and organization representing individuals with disabilities to participate in the formulation of the Transition Plan through comments and recommendations. A copy of the draft ADA Transition Plan shall be made available for public inspection during the formal public review period.

### **3.2 COMMUNITY PARTICIPATION**

#### **3.2.1 INTRODUCTION**

The City of Arcata wishes to encourage the public to participate in the formulation of the Transition Plan as much as is possible. This includes persons with disabilities as well as persons that represent disability service organizations. The outreach efforts are required to include the following forms of outreach and public participation:

Outreach (§37.137 (b)(1))

Consultation with individuals with disabilities (§37.137 (b)(2))

Opportunity for public comment (§37.137 (b)(3))

Accessible formats (§37.137 (b)(3))

Public Hearing (§37.137 (b)(4))

Summary of significant issues raised during the public comment period (§37.193 (f)(2))

Ongoing requirement (§37.137 (c))

#### **3.2.2 OUTREACH**

Each submitting entity shall solicit participation in the development of its plan by the widest range of persons anticipated to use its paratransit service. Each entity shall develop contacts, mailing lists and other appropriate means for notification of opportunities to participate in the development of the paratransit plan (§37.137(b)(1)).

#### **3.2.3 CONSULTATION WITH INDIVIDUALS WITH DISABILITIES**

Each entity shall contact individuals with disabilities and groups representing them in the community. Consultation shall begin at an early stage in the plan development and should involve persons with disabilities in all phases of plan development. All documents and other information concerning the planning procedure and the provision of service

shall be available, upon request, to members of the public, except where disclosure would be an unwarranted invasion of personal privacy (§37.137(b)(2)).

#### **3.2.4 OPPORTUNITY FOR PUBLIC COMMENT**

The submitting entity shall make its plan available for review before the plan is finalized (§37.137(b)(3)).

#### **3.2.5 ACCESSIBLE FORMATS**

In making the plan available for public review, the entity shall ensure that the plan is available upon request in accessible formats (§37.137(b)(3)).

#### **3.2.6 PUBLIC HEARING**

The entity shall sponsor at a minimum one public hearing and shall provide adequate notice of the hearing, including advertisement in appropriate media, such as newspapers of general and special interest circulation and radio announcements (§37.137(b)(4)).

#### **3.2.7 SUMMARY OF ISSUES RAISED DURING THE PUBLIC COMMENT PERIOD**

A summary of significant issues raised during the public comment period, along with a response to significant comments and discussion of how the issues were resolved (§37.139(f)(2)).

#### **3.2.8 ONGOING REQUIREMENT**

The City shall create an ongoing mechanism for the participation of individuals with disabilities in the continued development and assessment of services for persons with disabilities (§37.137(c)). This applies to the development of the initial plan, and may also include requests for undue financial burden waivers and subsequent submissions of the Transition Plan.

### **3.3 ADA TRANSITION PLAN PUBLIC REVIEW AND COMMENT PERIOD**

The City of Arcata, as a public entity with over 50 employees, is required to seek public input on the ADA Transition Plan created by the City. This is an important step in the implementation of the ADA Title II Regulations because this represents a chance for the public to better understand the responsibilities of the City. In order to foster public input there will be a period of public review and participation that will commence with the issuance of this draft ADA Transition Plan.

All public comments received should be incorporated in their entirety into a section of the final version of the ADA Transition Plan. Each of these comments will be reviewed, analyzed, and incorporated into the final version of the Plan to the fullest extent possible.

Requests for hard copies of the ADA Transition Plan and public comments should be directed in writing to City of Arcata Engineering Division, ADA Coordinator, 736 F Street, Arcata, CA 95521. The ADA Transition Plan will be provided in various alternative formats upon written request.

### **3.4 ADA GRIEVANCE PROCEDURES**

#### **3.4.1 INTRODUCTION**

The grievance procedure described herein is intended to meet the requirements of the ADA. It may be used by anyone who wishes to file a grievance that alleges discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of Arcata.

#### **3.4.2 GRIEVANCE PROCEDURES AND INSTRUCTIONS**

The complaint should be in writing and shall contain information about the alleged discrimination, including the name, address, and phone number of the complainant, as well as the location, date, and description of the problem

or incident. Additionally, alternative means of filing complaints, such as personal interviews or tape recordings of the complainant, will be made available upon request.

The complainant should be submitted by the grievant and/or his/her designee as soon as possible, but no later than 60 calendar days after the alleged violation to:

City of Arcata ADA Coordinator, Netra Khatri  
736 F Street  
Arcata, CA 95521

Within 15 calendar days after receipt of the complaint, the City of Arcata ADA Coordinator or his/her designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, the City of Arcata ADA Coordinator or his/her designee shall respond in writing to the complainant and, where appropriate, in an alternative format that is accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City and offer options for substantive resolution of the complaint.

If the response by the City of Arcata ADA Coordinator or his/her designee does not satisfactorily resolve the issue, the complainant and/or his designee may appeal the decision within 15 calendar days after receipt of the response to the City Manager or his/her designee.

Within 15 calendar days after receipt of the appeal, the City of Arcata ADA Coordinator or his/her designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the City Manager or his/her designee shall respond in writing with a final resolution that will be, where appropriate, in an alternative format accessible to the complainant.

All written complaints received by the City of Arcata ADA Coordinator or his/her designee, appeals to the City Manager or his/her designee, and responses from these two offices shall be retained by the City of Arcata for at least three years.

## **3.5 ADA TRANSITION PLAN OVERSIGHT COMMITTEE**

### **3.5.1 INTRODUCTION**

The goal of the ADA Transition Plan Committee shall be to encourage and enforce the work schedule associated with the ADA Transition Plan. Additionally, the Committee should identify and track any unforeseen, additional costs as they are identified. The creation of an ADA Transition Plan Oversight Committee will ensure the effective and timely implementation of the ADA Transition Plan by improving coordination of the various departments and persons involved in the ADA Transition effort. The Committee shall be co-chaired by the City Engineer and the Assistant City Engineer. The relevant persons and parties shall be briefed whenever significant changes are made to the ADA Transition Plan in the future, as updates and modifications to the plan are made so as to further improve the plan.

### **3.5.2 EVALUATION OF CITY FACILITIES**

The Oversight Committee should monitor the status of construction of improvements throughout the City, and shall recommend modifications to existing policies in an effort to more effectively implement the ADA Transition Plan. The Committee should analyze the full range of policies involved in constructing improvements, including the manner in which public requests are handled, various design standards, and technical infeasibility studies. The design standards should be continually evaluated and compared with the latest information from the Public Right-of-Way Advisory Committee of the United States Access Board in order to ensure that the latest access trends are considered during design and construction.

### **3.5.3 PRIVATE DEVELOPMENT IMPROVEMENTS EVALUATION**

The Committee should analyze proposed plans for private developments, both residential and commercial, to determine the impact of those developments on accessibility to streets and sidewalks. A distinction should be made between developments where the developer is responsible for access improvements and those where the City has granted variances to developers concerning access improvements. In cases where the City has allowed variances that impact access for individuals with disabilities it should be determined whether or not the City has maintained the ability to implement access improvements in the future, as time and budgetary constraints allow.

## **4 INVENTORY METHODOLOGY AND FINDINGS**

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### **4.1 PURPOSE AND SUMMARY OF INVENTORY EFFORT**

The City shall provide an inventory and assessment within its ADA Transition Plan. The goals of the self-evaluation are as follows:

- To identify any deficiencies with respect to the physical pedestrian facilities located throughout the City
- To develop an inventory of the improvements necessary to bring the City into compliance with the ADA
- To establish a schedule for, and a means of recording and monitoring, the ongoing implementation of the necessary improvements and corrections

The City recognizes that the complete inventory of existing deficiencies and the implementation of corrections is beyond the capacity of the City to address within the current budget year. Therefore, it is incumbent upon the City to address the deficiencies and the related improvements on an ongoing basis for years to come. The inventory methodology adopted by the City is such that the initial focus of the inventory shall be on items and areas that are of a higher priority, while the ongoing inventory process will continue to collect information on lower priority items and areas as time and budgets allow. In this manner the items and areas considered to be priorities shall be updated as the inventory continues, so that over time the list of priority deficiencies will shrink as the City approaches full compliance with the ADA.

### **4.2 INVENTORY METHODOLOGY**

The field surveying methodology initially employed by the City involved surveyors and inspectors collecting measurements and various data within the City in order to determine the location and the nature of any deficiencies. While this was effective, and many of the deficiencies have already been corrected, the City will be shifting its approach in order to best utilize the currently available tools and technology. Data shall henceforth be collected using GIS based technologies in order to create a digital record of the various facilities located throughout the City. The GIS system will differentiate between those facilities that are considered to be compliant and those that are not. Facilities are to be sorted into either a compliant, or “Green” category, or a noncompliant, or “Red” category. The inventory shall also classify the facilities that are noncompliant as a Level 1, Level 2, or Level 3 priority, where 1 is considered to be the highest priority. The City will correct higher priority items first, with the understanding that the priorities will change over time as items are corrected and new items are inventoried.

### **4.3 SUMMARY OF AREAS SURVEYED AND PRIORITIES**

Efforts were made to inventory the items and areas that were deemed to be of higher priority by City forces, utilizing the methodology described above.

#### **4.3.1 HIGH PRIORITY: INTERSECTIONS AND ROAD SEGMENTS**

#### **4.3.2 MEDIUM PRIORITY: INTERSECTIONS AND ROAD SEGMENTS**

#### **4.3.3 LOW PRIORITY: INTERSECTIONS AND ROAD SEGMENTS**

### **4.4 ADA COLLECTIONS ITEMS**

#### **4.4.1 CORNERS**

Any existing corner was analyzed in order to determine whether or not the corner was compliant. Additionally, if no corner ramp, or curb ramp, was present in a location that would benefit from the installation of a corner or ramp this was noted.

#### **4.4.2 DRIVEWAYS**

Any existing driveway was analyzed in order to determine whether or not the driveway was compliant.

#### **4.4.3 PARKING**

Any existing ADA parking places were analyzed in order to determine whether or not the parking places were compliant. Additionally, if no ADA space was present in a location that would benefit from the installation of an ADA space this was noted.

#### **4.4.4 PEDESTRIAN SIGNALS**

Any existing pedestrian signal was analyzed in order to determine whether or not the signal was compliant. Additionally, if no signal was present in a location that would benefit from the installation of a signal this was noted.

#### **4.4.5 PEDESTRIAN CROSSINGS**

Any existing pedestrian crossing was analyzed in order to determine whether or not the crossing was compliant. Additionally, if no striped crossing was present in a location that would benefit from the installation of a striped crossing this was noted.

#### **4.4.6 SIDEWALKS**

Any existing sidewalk was analyzed in order to determine whether or not the sidewalk was compliant. Additionally, if no sidewalk was present in a location that would benefit from the installation of a sidewalk this was noted.

#### **4.4.7 OTHER**

Any existing facility falling outside the descriptions listed above was analyzed in order to determine whether or not the facility was compliant. Additionally, any location that would be improved through the installation of a facility not listed above was noted.

### **4.5 INVENTORY FINDINGS**

#### **4.5.1 CORNER STATS**

2,640 approximately

#### **4.5.2 DRIVEWAY STATS**

5,000 approximately

#### **4.5.3 PARKING STATS**

- 557 timed or preferential parking zones/spots
- 126 bicycle designated parking spots

#### **4.5.4 PEDESTRIAN SIGNAL STATS**

5 in Caltrans right-of-way

#### **4.5.5 PEDESTRIAN CROSSING STATS**

#### **4.5.6 SIDEWALK STATS**

80 miles approximately

#### **4.5.7 OTHER STATS**

Class I Trails

### **4.6 ADA PUBLIC RIGHT OF WAY DATABASE PREPARATION AND CONTENTS**

All the data that was, and shall be, collected using the GIS software is accessible for future use and analysis. This includes the both the spatial data and the attribute data associated with each of the spatial features. This information is not included in its entirety as a part of the body of text of the City ADA Transition Plan. However, the data collected and stored with the GIS software can be accessed and analyzed by City staff in order to determine how to best make corrections to facilities to meet the requirements of the ADA Transition Plan. Additionally, data collected using the GIS software shall be used to update the Transition Plan Matrix located in Section 8.3.2 of the ADA Transition Plan document. The Transition Plan Matrix is intended to function as an inventory of the past, present, and future changes to City facilities as a part of the ADA Transition Plan requirements. The Matrix was created with simplicity in mind, such that anyone can easily interpret the data corresponding to the inventoried facilities.

## **5 ADA CODES AND STANDARDS**

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### **5.1 INTRODUCTION**

The design standards and technical requirements that the City of Arcata will employ during the implementation of the ADA Transition Plan will conform to the ADA Accessibility Guidelines put forth by the United States Access Board as well as any applicable California Building Code (CBC) provisions. These codes and standards will apply to all new development and construction undertaken, within the City limits, after the adoption of the ADA Transition Plan.

### **5.2 ADA ACCESSIBILITY GUIDELINES**

The United States Access Board is responsible for developing and updating the accessibility design guidelines that are used by both the Department of Justice and the Department of Transportation to set enforceable standards that must be followed by the public. The current standards in place are the revised regulations for Titles II and III of the Americans with Disabilities act that were published by the Department of Justice in the Federal Register on September 15, 2010. These standards are more commonly referred to as the 2010 ADA Standards for Accessible Design and are intended to set minimum requirements for newly designed and constructed, or altered, State and local government facilities, public accommodations, and commercial facilities.

State and local government facilities must follow the requirements of the 2010 ADA Standards, including both the Title II regulations at 28 CFR §37.151 and the 2004 ADA Accessibility Guidelines at 36 CFR part 1191, appendices B and D. In the event of a conflict between the two, the requirements of 28 CFR §37.151 shall prevail. The table below outlines the applicable standards with respect to the date of the construction or alteration.

Table 1: This table details the set of design standards that are applicable based on the date of construction/alteration

<b>Compliance Date for New Construction or Alterations</b>	<b>Applicable Standards</b>
Before September 15 <sup>th</sup> , 2010	1991 Standards or Uniform Federal Accessibility Standards (UFAS)
On or after September 15 <sup>th</sup> , 2010, and before March 15 <sup>th</sup> , 2012	1991 Standards, UFAS, or 2010 Standards
On or after March 15 <sup>th</sup> , 2012	2010 Standards

### **5.3 CALIFORNIA BUILDING CODE**

The California Building Standards Commission is charged by the State of California with the responsibility to administer the process of approving and adopting building standards for publication in the California Building Standards Code (Title 24 of the California Code of Regulations). These building codes serve as the basis for the design and construction of buildings in California. The current California Building Code edition is the 2022 California Building Standard Code (California Code of Regulations, Title 24) that was published July 1<sup>st</sup>, 2022, with an effective date of January 1<sup>st</sup>, 2023.

## **6 IMPLEMENTATION OF ADA IMPROVEMENTS**

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### **6.1 TYPES OF PROJECTS AND FUNDING SOURCES**

The City intends to use funding programs and sources that already exist, whenever possible, to implement the projects that are necessary to meet the goals outlined in the ADA Transition Plan. Some of these ADA improvement projects will be considered stand-alone projects, while others may be considered to be a minor component of a larger project, and thus the funding sources will vary on a case-by-case basis.

### **6.2 DETAILED REPORTS OF PROPOSED WORK**

The long term implementation objectives of the ADA Transition Plan should account for each of the various types of improvements that are required, including curb ramps, accessible pedestrian signals, sidewalk installation, barrier removal, crosswalks, and any additional work necessary to meet the applicable ADA Codes and Standards. The Transition Plan Matrix, shown in Appendix B, details the proposed improvements that are intended to move the City towards full compliance with the ADA. It should be noted that the Matrix is dynamic in nature, as it shall be updated regularly; in the future, the Matrix shall be updated both to reflect instances when noncompliant facilities are discovered, and to record improvements that have brought noncompliant facilities into compliance with the ADA requirements.

## **7 MONITORING AND STATUS REPORTING**

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### **7.1 INTRODUCTION**

The City of Arcata is currently engaged in a number of projects that concern improvements made in the public right-of-way. These projects include street overlays, sidewalk repairs, utility repair and upgrade projects, and various other projects. Moreover, once the final ADA Transition Plan is approved there will be additional construction throughout the City as soon as the accessibility improvements are begun.

It is important to ensure that any new construction meets the appropriate codes and standards, so the monitoring of construction activities and the final status of any new improvements is one of the cornerstones of implementing a successful ADA Transition Plan.

## **7.2 FIELD INSPECTIONS AND MONITORING**

The field inspections of all newly constructed facilities shall be performed by individuals who have been trained with an emphasis on the design standards and guidelines that are to be utilized by the City. The inspections will ensure that new facilities are compliant with the relevant codes and standards.

## **7.3 COMPUTERIZED TRACKING AND STATUS REPORTING**

After each inspection of a newly constructed facility the City GIS system will be updated so that the status of the facility shown in the system will be current. The GIS system will function as a record keeping system, while also making it easy to see at a glance where improvements are still needed.



## APPENDIX A: GLOSSARY

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**Accessible.**

Describes a site, building, facility, or portion thereof that complies with the ADA Accessibility Guidelines. (ADAAG 3.5)

**Accessible Route.**

A continuous unobstructed path connecting all accessible elements and spaces of a building or facility. Interior accessible routes may include corridors, floors, ramps, elevators, lifts, and clear floor space at fixtures. Exterior accessible routes may include parking access aisles, curb ramps, crosswalks at vehicular ways, walks, ramps, and lifts. (ADAAG 3.5)

**Accessible Space.**

Space that complies with the ADAAG. (ADAAG 3.5)

**Alteration.**

An alteration is a change to a building or facility that affects or could affect the usability of the building or facility or part thereof. Alterations include, but are not limited to, remodeling, renovation, rehabilitation, reconstruction, historic restoration, resurfacing of circulation paths or vehicular ways, changes or rearrangement of the structural parts or elements, and changes or rearrangement in the plan configuration of walls and full-height partitions. (ADAAG 3.5)

Further, each facility or part of a facility altered by, on behalf of, or for the use of, a public entity in a manner that affects or could affect the usability of the facility or part of the facility shall, to the maximum extent feasible, be altered in such manner that the altered portion of the facility is readily accessible to and usable by individuals with disabilities, if the alteration was commenced after January 26, 1992. (28 CFR §35.151(b))

**Circulation Path.**

An exterior or interior way of passage from one place to another for pedestrians, including, but not limited to, walks, hallways, courtyards, stairways, and stair landings. (ADAAG 3.5)

**Designated agency.**

The Federal agency designated to oversee compliance activities for particular components of State and local governments. (28 CFR §35.104)

**Detectable Warning.**

A standardized surface feature built in or applied to walking surfaces or other elements to warn visually impaired people of hazards on a circulation path. (ADAAG 3.5)

**Discrimination.**

Denying a handicapped person, or persons the opportunity to participate in or benefit from any program or activity. (28 CFR §35.149)

**Facility.**

All or any portion of buildings, structures, site improvements, complexes, equipment, roads, walks, passageways, parking lots, or other real or personal property located on a site. (28 CFR §35.104; ADAAG 3.5)

**Maximum Extent Feasible.**

In alteration projects, an ADA-required accessibility improvement must be installed to the maximum extent feasible; that is, to the maximum extent technically, or physically, feasible. (ADAAG 4.1.6(1)(j))

**Public Entity.**

- (1) Any State or local government;
- (2) Any department, agency, special purpose district, or other instrumentality of a State or States or local government. (42 U.S.C. §12131)

**Public Facility.**

A facility or portion of a facility constructed by, on behalf of, or for the use of a public entity subject to title II of the ADA and 28 CFR Part 35 or 49 CFR §§ 37.41, 37.43. (28 CFR §35.104)

**Public Use.**

Describes interior or exterior rooms or spaces that are made available to the general public. Public use may be provided at a building or facility that is privately or publicly owned. (ADAAG 3.5)

**Undue Burden.**

In determining whether financial and administrative burdens are undue in making decisions program-wide in the transition plan, a public agency must consider all of that public agency's resources available for use in the funding and operation of the service, program, or activity. (29 CFR Part 35, App. A, discussion of §35.150)

## APPENDIX B: ADA IMPLEMENTATION PROJECT LIST

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<b>TRANSITION PLAN MATRIX KEY</b>	
<b>Reference (see table below) =</b>	A coded number or letter sequence that identifies the location/item in both this and other documents
<b>Facility Name =</b>	Description of the location of the item
<b>Description =</b>	Type of item (eg, accessible parking, ramp, sidewalk)
<b>Barrier =</b>	A brief description of the barrier/item
<b>ADAAG Reference =</b>	The ADAAG guideline that applies to the item
<b>Recommended Correction =</b>	The solution designed/selected for the item
<b>Priority =</b>	Overall priority when considering Frequency, safety, citizen complaints, etc.
<b>Frequency (General) =</b>	Frequency of use by the general public
<b>Frequency (AFA) =</b>	Frequency of use by individuals with disabilities
<b>Estimated Cost =</b>	Predicted cost to the City for the item
<b>Finalized Correction =</b>	The final (as-built) solution designed/selected for the item
<b>Date to be Corrected =</b>	Scheduled date of completion of work with respect to the item
<b>Completed =</b>	Status of item (Y/N)
<b>Criteria Priority Scores:</b>	1 = High priority item/problem
	2 = Medium priority item/problem
	3 = Low priority item/problem

Transition Plan Matrix								
Facility Name/Location	Deficiency		Recommended Correction	Criteria		Finalized Actions		
	Description	Barrier		Priority	Estimated Cost	Finalized Correction	Date to be Corrected	Completed
Valley West Park	Parking & Play Area	Noncompliant	Compliant Parking & Playground Facilities	N/A	\$15K	Compliant Parking & Playground Facilities	1993	Y
7th & G Street (SE Corner)	Parking Lot	Noncompliant	Compliant Parking Lot	N/A	\$500	Compliant Parking Lot	1994	Y
8th & F Street (NW Corner)	Parking Lot	Noncompliant	Compliant Parking Lot	N/A	\$1,500	Compliant Parking Lot	1994	Y
9th & G Street (NE Corner)	Parking Lot	Noncompliant	Compliant Parking Lot	N/A	\$1,250	Compliant Parking Lot	1994	Y
City Hall (736 F Street)	Building	Noncompliant	Compliant Building Facilities	N/A	\$8,800	Compliant Building Facilities	1994	Y
Library (500 7th Street)	Building	Noncompliant	Compliant Building Facilities	N/A	\$1,500	Compliant Building Facilities	1995	Y
Ball Park	Stadium & Parking	Noncompliant	Compliant Parking Lot & Building Facilities	N/A	\$13K	Compliant Parking Lot & Building Facilities	1995	Y
Marsh Interpretive Center	Access Trail	Noncompliant	Compliant Trail from Parking Area to Viewpoint	N/A	\$6K-\$7K	Compliant Trail from Parking Area to Viewpoint	1995	Y
Klopp Lake	Access Trail	Noncompliant	Compliant Parking & Accessible Trail	N/A	\$6K-\$7K	Compliant Parking & Accessible Trail	1995	Y
Campbell Creek	Access Trail	Noncompliant	Compliant Trail Near 14th & Union Streets	N/A	\$6K-\$7K	Compliant Trail Near 14th & Union Streets	1995	Y
Judo Hut	Building	Noncompliant	Compliant Building Facilities	N/A	\$10K		1996	Y
Larson Park	Parking, Tennis Courts & Picnic Area	Noncompliant	Compliant Parking, Tennis Courts & Picnic Facilities	N/A	\$6,580	Compliant Parking, Tennis Courts & Picnic Facilities	1996	Y

Community Center (14th & D Streets)	Building	Noncompliant	Compliant Building Facilities	N/A	\$13K		1997	Y
Redwood Park	Ramps, Basketball Court & Play Area	Noncompliant	Compliant Ramps & Playground Facilities	N/A	\$29k	Compliant Ramps & Playground Facilities	1997	Y
Redwood Lounge	Building	Noncompliant	Compliant Building Facilities	N/A	\$1,275	Compliant Building Facilities	1998	Y
Redwood Lodge	Building	Noncompliant	Compliant Building Facilities	N/A	\$18K	Compliant Building Facilities	1998	Y
Community Park & Sports Complex	Walkways, Bleachers & Fields	Noncompliant	Compliant Walkways, Bleachers & Field Facilities	N/A	\$45K	Compliant Walkways, Bleachers & Field Facilities	1998	Y
18th & H Streets (NW Corner)	Corner ramp	Ramp noncompliant, no crosswalk	Ramp w/Curb Extension and crosswalk	N/A	\$1,500	Ramp w/Curb Extension and crosswalk	2003	Y
18th & H Streets (NE Corner)	Corner ramp	Ramp noncompliant, no crosswalk	Ramp w/Curb Extension and crosswalk	N/A	\$1,500	Ramp w/Curb Extension and crosswalk	2003	Y
18th & H Streets (SW Corner)	Corner ramp	Ramp noncompliant, no crosswalk	Ramp w/Curb Extension and crosswalk	N/A	\$1,500	Ramp w/Curb Extension and crosswalk	2003	Y
18th & H Streets (SE Corner)	Corner ramp	Ramp noncompliant, no crosswalk	Ramp w/Curb Extension and crosswalk	N/A	\$1,500	Ramp w/Curb Extension and crosswalk	2003	Y
G & H Streets (NW Portion of intersection)	Midblock Ramp	No ramp, no crosswalk	ADA Ramp w/Pedestrian Extension	N/A	\$1,500	ADA Ramp w/Pedestrian Extension	2006	Y
G & H Streets (NE Corner)	Corner ramp	No ramp, no crosswalk	ADA Ramp w/Curb Extension	N/A	\$1,500	ADA Ramp w/Curb Extension	2006	Y
G & H Streets (SE Corner)	Corner ramp	No ramp, no crosswalk	ADA Ramp w/Curb Extension	N/A	\$1,500	ADA Ramp w/Curb Extension	2006	Y
16th & L Streets (NE Portion of intersection)	Ramp	No ramp / Ramp noncompliant	ADA Ramp	N/A	\$1,500	ADA Ramp	2010	Y
16th & L Streets (SE Corner)	Corner ramp	No ramp / Ramp noncompliant	ADA Ramp	N/A	\$1,500	ADA Ramp	2010	Y

14th & K Streets (NE Corner)	Corner	Sidewalk deficiency at corner	Replace (E) Sidewalk as necessary	N/A	\$1,500		2010	Y
14th & J Streets (NW Corner)	Corner ramp	Ramp w/no domes	ADA Ramp	N/A	\$1,500		2010	Y
14th & J Streets (NE Corner)	Corner ramp	Ramp w/no domes	ADA Ramp	N/A	\$1,500		2010	Y
14th & J Streets (SE Corner)	Corner ramp	Ramp w/no domes	ADA Ramp	N/A	\$1,500		2010	Y
14th & I Streets (NW Corner)	Corner ramp	Ramp noncompliant	ADA Ramp	N/A	\$1,500		2010	Y
14th & I Streets (NE Corner)	Corner ramp	Ramp noncompliant	ADA Ramp	N/A	\$1,500		2010	Y
14th & I Streets (SW Corner)	Corner ramp	Ramp noncompliant	ADA Ramp	N/A	\$1,500		2010	Y
14th & I Streets (SE Corner)	Corner ramp	Ramp noncompliant	ADA Ramp	N/A	\$1,500		2010	Y
14th & H Streets (NW Corner)	Corner ramp	Ramp noncompliant	ADA Ramp	N/A	\$1,500		2010	Y
17th & H Streets (NW Corner)	Corner ramp	Ramp noncompliant	Ramp w/Curb Extension	N/A	\$1,500	Ramp w/Curb Extension	2012	Y
17th & H Streets (NE Corner)	Corner ramp	Ramp noncompliant	Ramp w/Curb Extension	N/A	\$1,500	Ramp w/Curb Extension	2012	Y
17th & H Streets (SW Corner)	Corner ramp	Ramp noncompliant	Ramp w/Curb Extension	N/A	\$1,500	Ramp w/Curb Extension	2012	Y
17th & H Streets (SE Corner)	Corner ramp	Ramp noncompliant	Ramp w/Curb Extension	N/A	\$1,500	Ramp w/Curb Extension	2012	Y
16th St., South side, between J & L Streets	Sidewalk	Sidewalk deficiency (3 locations)	Replace (E) Sidewalk as necessary	N/A	\$1,500	Replace (E) Sidewalk as necessary	2012	Y
16th St., North side, between J & L Streets	Driveways	Failed commercial Driveway (3 locations)	Replace w/new Commercial Driveway	N/A	\$1,500	Replace w/new Commercial Driveway	2012	Y
16th St., North side, between J & L Streets	Sidewalk	Trip Hazard (2 locations)	Replace/Repair (E) Sidewalk as necessary	N/A	\$1,500	Replace/Repair (E) Sidewalk as necessary	2012	Y

16th St., North side, between J & L Streets	Sidewalk/curb	Curb damage over drain	Replace/Repair (E) Curb as necessary	N/A	\$1,500	Replace/Repair (E) Curb as necessary	2012	Y
16th & J Streets (NW Corner)	Corner ramp	Ramp noncompliant	ADA Ramp	N/A	\$1,500	ADA Ramp	2012	Y
16th & J Streets (NE Corner)	Corner ramp	Ramp noncompliant	ADA Ramp	N/A	\$1,500	ADA Ramp	2012	Y
16th & J Streets (SW Corner)	Corner ramp	Ramp noncompliant	ADA Ramp	N/A	\$1,500	ADA Ramp	2012	Y
16th & J Streets (SE Corner)	Corner ramp	Ramp noncompliant	ADA Ramp	N/A	\$1,500	ADA Ramp	2012	Y
16th St., North side, between I & J Streets	Sidewalk	Sidewalk deficiency (3 locations)	Replace (E) Sidewalk as necessary	N/A	\$1,500	Replace (E) Sidewalk as necessary	2012	Y
16th St., South side, between I & J Streets	Sidewalk	Sidewalk deficiency (1 location)	Replace (E) Sidewalk as necessary	N/A	\$1,500	Replace (E) Sidewalk as necessary	2012	Y
16th & I Streets (NW Corner)	Corner ramp	Ramp incompilant	ADA Ramp	N/A	\$1,500	ADA Ramp	2013	Y
16th & I Streets (NE Corner)	Corner ramp	Ramp incompilant	ADA Ramp	N/A	\$1,500	ADA Ramp	2013	Y
16th & I Streets (SW Corner)	Corner ramp	Ramp incompilant	ADA Ramp	N/A	\$1,500	ADA Ramp	2013	Y
16th & I Streets (SE Corner)	Corner ramp	Ramp incompilant	ADA Ramp	N/A	\$1,500	ADA Ramp	2013	Y
16th St., South side, between H & I Streets	Sidewalk	Sidewalk deficiency (1 location)	Replace (E) Sidewalk as necessary	N/A	\$1,500	Replace (E) Sidewalk as necessary	2013	Y
16th & H Streets (NW Corner)	Corner ramp	Ramp incompilant	ADA Ramp	N/A	\$1,500	ADA Ramp	2013	Y
16th & H Streets (SW Corner)	Corner ramp	Ramp incompilant	ADA Ramp	N/A	\$1,500	ADA Ramp	2013	Y
16th & H Streets (SE Corner)	Corner ramp	Ramp incompilant	ADA Ramp	N/A	\$1,500	ADA Ramp	2013	Y
J St., West side, between 15th & 16th Streets	Sidewalk	Sidewalk deficiency (1 location)	Replace (E) Sidewalk as necessary	N/A	\$1,500	Replace (E) Sidewalk as necessary	2015	Y
J St., West side, between 15th & 16th Streets	Sidewalk	Sidewalk deficiency (1 location)	Replace (E) Coldpatch as necessary	N/A	\$1,500	Replace (E) Sidewalk as necessary	2015	Y

Greenview Park	Parking and Play Area	Noncompliant	ADA Rebuild	1		ADA Rebuild	2017	Y
Giuntoli Lane & Carlson Park Drive (NE Corner)	Corner ramp	Ramp noncompliant	ADA Ramp, Median & Crosswalk	1	\$10,000		2019	Y
Giuntoli Lane & Carlson Park Drive (S side of intersection)	Sidewalk	No ramp	ADA Ramp	1	\$5,000		2019	Y
11th & D Streets (NW corner)	Corner ramp	Ramp noncompliant	ADA Ramp & Crosswalk	1	\$6,000		2019	Y
11th & D Streets (SW corner)	Corner ramp	Ramp noncompliant	ADA Ramp & Crosswalk	1	\$4,000		2019	Y
11th & M Streets (W side of intersection)	Sidewalk	No ramp	Midblock ramp & Crosswalk	1	\$4,000		2019	Y
9th & K Streets (NW corner)	Corner Ramp	Ramp noncompliant	ADA Corner & Curb Extension	1	\$4,000		2019	Y
9th & K Streets (SW corner)	Corner Ramp	Ramp noncompliant	ADA Corner & Curb Extension	1	\$4,000		2019	Y
8th & K Streets (NW corner)	Corner Ramp	Ramp noncompliant	ADA Corner & Curb Extension	1	\$4,000		2019	Y
8th & K Streets (SW corner)	Corner Ramp	Ramp noncompliant	ADA Corner & Curb Extension	1	\$4,000		2019	Y
5th & E Streets (NW corner)	Corner Ramp	Ramp noncompliant	ADA Corner & Curb Extension	1	\$4,000		2019	Y
5th & E Streets (SW corner)	Corner Ramp	Ramp noncompliant	ADA Corner & Curb Extension	1	\$4,000		2019	Y
6th & K Streets (NW corner)	Corner Ramp	No Ramp	ADA Ramp	1	\$4,000		2020	Y
6th & K Streets (SW corner)	Corner Ramp	Ramp noncompliant	ADA Ramp	1	\$4,000		2020	Y
6th & F Streets (NW corner)	Corner Ramp	No Ramp	ADA Ramp	1	\$4,000		2020	Y
6th & F Streets (SW corner)	Corner Ramp	No Ramp	ADA Ramp	1	\$4,000		2020	Y
6th & I Streets (NE corner)	Corner Ramp	No Ramp	ADA Ramp	1	\$4,000		2020	Y
6th & I Streets (SE corner)	Corner Ramp	No Ramp	ADA Ramp	1	\$4,000		2020	Y



5th & F Streets (SW corner)	Corner Ramp	No Ramp	ADA Ramp	1	\$4,000		2020	Y
5th & G Streets (NW corner)	Corner Ramp	No Ramp	ADA Ramp	1	\$4,000		2020	Y
5th & G Streets (SW corner)	Corner Ramp	No Ramp	ADA Ramp	1	\$4,000		2020	Y
5th & I Streets (NE corner)	Corner Ramp	No Ramp	ADA Ramp	1	\$4,000		2020	Y
Lincoln Ave & Wilson Street (NW Corner)	Corner Ramp	No Ramp	ADA Ramp				2020	Y
Lincoln Ave & Wilson Street (SW Corner)	Corner Ramp	No Ramp	ADA Ramp				2020	Y
12 <sup>th</sup> & G Streets (NW Corner)	Corner Ramp	Non-compliant	ADA Ramp				2021	Y
12 <sup>th</sup> & G Streets (NE) Corner	Corner Ramp	Non-compliant	ADA Ramp				2021	Y
12 <sup>th</sup> & G Streets (SW Corner)	Corner Ramp	Non-compliant	ADA Ramp				2021	Y
12 <sup>th</sup> & G Streets (SE Corner)	Corner Ramp	Non-compliant	ADA Ramp				2021	Y
13 <sup>th</sup> & G Streets (NW Corner)	Corner Ramp	Non-compliant	ADA Ramp				2021	Y
13 <sup>th</sup> & G Streets (NE Corner)	Corner Ramp	Non-compliant	ADA Ramp				2021	Y
13 <sup>th</sup> & G Streets (SW Corner)	Corner Ramp	Non-compliant	ADA Ramp				2021	Y
13 <sup>th</sup> & G Streets (SE Corner)	Corner Ramp	Non-compliant	ADA Ramp				2021	Y
15th & G Streets (NW Corner)	Corner ramp	Ramp w/no domes	ADA Ramp	2	\$1,500		2021	Y
15th & G Streets (NE Corner)	Corner ramp	Ramp w/no domes	ADA Ramp	2	\$1,500		2021	Y
15th & G Streets (SW Corner)	Corner ramp	Ramp w/no domes	ADA Ramp	2	\$1,500		2021	Y
15th & G Streets (SE Corner)	Corner ramp	Ramp w/no domes	ADA Ramp	2	\$1,500		2021	Y

16th & G Streets (NW Corner)	Corner ramp	Ramp non-compliant	ADA Ramp	2	\$1,500		2021	Y
16th & G Streets (NE Corner)	Corner ramp	Ramp non-compliant	ADA Ramp	2	\$1,500		2021	Y
16th & G Streets (SW Corner)	Corner ramp	Ramp non-compliant	ADA Ramp	2	\$1,500		2021	Y
16th & G Streets (SE Corner)	Corner ramp	Ramp non-compliant	ADA Ramp	2	\$1,500		2021	Y
17 <sup>th</sup> & G Streets (SW Corner)	Corner Ramp	Non-compliant	ADA Ramp				2021	Y
17 <sup>th</sup> & G Streets (SE Corner)	Corner Ramp	Non-compliant	ADA Ramp				2021	Y
11 <sup>th</sup> & O Streets (NW Corner)	Corner Ramp	No Ramp	ADA Ramp				2022	Y
11 <sup>th</sup> & O Streets (NE Corner)	Corner Ramp	No Ramp	ADA Ramp				2022	Y
11 <sup>th</sup> & P Streets (NW Corner)	Corner Ramp	No Ramp	ADA Ramp				2022	Y
11 <sup>th</sup> & P Streets (NE Corner)	Corner Ramp	No Ramp	ADA Ramp				2022	Y
12 <sup>th</sup> & Union Streets (SW Corner)	Corner Ramp	No Ramp	ADA Ramp				2022	Y
13 <sup>th</sup> & J Streets (NW Corner)	Corner Ramp	No Ramp	ADA Ramp				2022	Y
13 <sup>th</sup> & J Streets (NE Corner)	Corner Ramp	No Ramp	ADA Ramp				2022	Y
13 <sup>th</sup> & J Streets (SE Corner)	Corner Ramp	No Ramp	ADA Ramp				2022	Y
13 <sup>th</sup> & J Streets (SW Corner)	Corner Ramp	No Ramp	ADA Ramp				2022	Y

7 <sup>th</sup> & F Streets (NW Corner)	Corner Ramp	Ramp Incompliant	ADA Ramp				2022	Y
7 <sup>th</sup> & F Streets (NE Corner)	Corner Ramp	Ramp Incompliant	ADA Ramp				2022	Y
7 <sup>th</sup> & F Streets (SE Corner)	Corner Ramp	Bulb Out for traffic calming	ADA Ramp with Bulb Out				2022	Y
7 <sup>th</sup> and F Streets (SW Corner)	Corner Ramp	Bulb Out for traffic calming	ADA Ramp with Bulb Out				2022	Y
7 <sup>th</sup> & J Streets (SE Corner)	Corner Ramp	Non-compliant	ADA Ramp				2022	Y
7 <sup>th</sup> & J Streets (SW Corner)	Corner Ramp	Non-compliant	ADA Ramp				2022	Y
7 <sup>th</sup> & I Streets	Corner Ramp	Non-compliant	ADA Ramp				2022	Y
Center & A Streets (NE Corner)	Corner Ramp	No Ramp	ADA Ramp				2022	Y
Center & A Streets (SE Corner)	Corner Ramp	No Ramp	ADA Ramp				2022	Y
11 <sup>th</sup> & A Streets (SE Corner)	Corner Ramp	No Ramp	ADA Ramp		\$5,000		2022	Y
12 <sup>th</sup> & Spring Streets (NW Corner)	Corner Ramp	No Ramp	ADA ramp with bulb out		\$10,000		2022	Y
12 <sup>th</sup> & Spring Streets (NE Corner)	Corner Ramp	No Ramp	ADA Ramp with bulb out		\$10,000		2022	Y
13 <sup>th</sup> & B Streets (NW Corner)	Corner Ramp	No Ramp	ADA Ramp		\$5,000		2022	Y
13 <sup>th</sup> & B Streets (NE Corner)	Corner Ramp	No Ramp	ADA Ramp		\$5,000		2022	Y

13 <sup>th</sup> & B Streets (SE Corner)	Corner Ramp	No Ramp	ADA Ramp		\$5,000		2022	Y
13 <sup>th</sup> & B Streets (SW Corner)	Corner Ramp	No Ramp	ADA Ramp		\$5,000		2022	Y
13 <sup>th</sup> & Union Streets (NE Corner)	Corner Ramp	No Ramp	ADA Ramp		\$5,000		2022	Y
13 <sup>th</sup> & Union Streets (NW Corner)	Corner Ramp	No Ramp	ADA Ramp		\$5,000		2022	Y
14 <sup>th</sup> & Union streets (SE Corner)	Corner Ramp	No Ramp	ADA Ramp		\$5,000		2022	Y
14 <sup>th</sup> & Union Streets (SW Corner)	Corner Ramp	No Ramp	ADA Ramp		\$5,000		2022	Y
15th St., South side, between H & I Streets	Sidewalk	Sidewalk deficiency (2 locations)	Replace concrete	3	\$500		2023	N
15th & H Streets (NW Corner)	Corner ramp	Ramp w/no domes	ADA Ramp	2	\$1,500		2023	Y
15th & H Streets (NE Corner)	Corner ramp	Ramp w/no domes	ADA Ramp	2	\$1,500		2023	Y
15th & H Streets (SW Corner)	Corner ramp	Ramp w/no domes	ADA Ramp	2	\$1,500		2023	Y
15th & H Streets (SE Corner)	Corner ramp	Ramp w/no domes	ADA Ramp	2	\$1,500		2023	Y
7 <sup>th</sup> & H Streets (NW Corner)	Corner Ramp	Ramp no domes	ADA Ramp		\$1,500		2023	N
7 <sup>th</sup> & H Streets (NE Corner)	Corner Ramp	Ramp no domes	ADA Ramp		\$1,500		2023	N
7 <sup>th</sup> & H Streets (SE Corner)	Corner Ramp	Ramp no domes	ADA Ramp		\$1,500		2023	N
7 <sup>th</sup> & H Streets (SW Corner)	Corner Ramp	Ramp no domes	ADA Ramp		\$1,500		2023	N

16th & L Streets (SW Corner)	Corner ramp	Ramp noncompliant	ADA Ramp	2	\$5,500		2023	<b>N</b>
16th & H Streets (NE Corner)	Corner ramp	Ramp incompilant	ADA Ramp	2	\$5,500		2023	<b>Y</b>
15th & I Streets (NW Corner)	Corner ramp	Ramp w/no domes	ADA Ramp	2	\$5,500		2023	<b>N</b>
15th & I Streets (NE Corner)	Corner ramp	No ramp	ADA Ramp	1	\$5,500		2023	<b>N</b>
15th & I Streets (SW Corner)	Corner ramp	No ramp	ADA Ramp	1	\$5,500		2023	<b>N</b>
15th & I Streets (SE Corner)	Corner ramp	No ramp	ADA Ramp	1	\$5,500		2023	<b>N</b>
15th & J Streets (NE Corner)	Corner ramp	Ramp is only 1-Way	ADA Ramp	2	\$5,500		2023	<b>N</b>
15th & J Streets (SE Corner)	Corner ramp	Ramp is only 1-Way	ADA Ramp	2	\$5,500		2023	<b>N</b>
14th & J Streets (SW Corner)	Corner ramp	No ramp	ADA Ramp	1	\$6,000		2024	<b>N</b>
15th St., South side, between I & J Streets	Sidewalk	Sidewalk deficiency (4 locations)	Replace (E) Sidewalk and Speedcrete as necessary	3	\$1,500		2024	<b>N</b>
15th St., South side, between I & J Streets	Sidewalk	Sidewalk deficiency (1 location)	Replace (E) Coldpatch or Grind as necessary	3	\$600		2024	<b>N</b>
15th St., North side, between I & J Streets	Sidewalk	Hole in Sidewalk (1 location)	Patch hole	3	\$600		2024	<b>N</b>
15th St., North side, between I & J Streets	Sidewalk	Sidewalk deficiency (1 location)	Grind as necessary	3	\$600		2024	<b>N</b>
15th St., North side, between I & J Streets	Sidewalk	Trip hazard (1 location)	Replace/Repair Concrete around (E) Cleanout	3	\$600		2024	<b>N</b>
15th St., North side, between H & I Streets	Water Meter	Sunken meter	Reset/Repair (E) Meter	3	\$600		2024	<b>N</b>
15th St., North side, between H & I Streets	Cold patch	Sidewalk deficiency (1 location)	Replace (E) cold patch with PCC	3	\$600		2024	<b>N</b>
K St., East side, between 14th & 15th Streets	Driveway	Substandard DWAY (1 location)	Replace w/new DWAY	3	\$2,000		2024	<b>N</b>

14th St., North side, between J & K Streets	Sidewalk	Sidewalk / Gutter deficiency (1 location)	Replace (E) cold patch with PCC	3	\$600		2024	N
J St., West side, between 14th & 15th Streets	Sidewalk	Sidewalk deficiency (1 location)	Replace/Grind (E) sidewalk as necessary	3	\$600		2024	N
J St., West side, between 14th & 15th Streets	Driveway	No longer used	Replace (E) sidewalk & curb as necessary	3	\$2,000		2025	N
J St., East side, between 14th & 15th Streets	Sidewalk/curb	Broken curb	Replace (E) sidewalk & curb as necessary	3	\$2,000		2025	N
14th St., North side, between I & J Streets	Water meter lid	Water meter lid broken/missing	New water meter lid	3	\$600		2025	N
14th St., North side, between I & J Streets	Sidewalk	Sidewalk deficiency (1 location)	Replace/repair (E) Sidewalk as necessary	3	\$700		2025	N
14th St., South side, between I & J Streets	Sidewalk	Sidewalk deficiency (1 location)	Replace concrete	3	\$700		2025	N
14th St., South side, between I & J Streets	Driveway	Sidewalk deficiency (1 location)	Replace drop curb that is no longer in use	3	\$2,500		2026	N
14th St., South side, between I & J Streets	Sidewalk/ Utility Pole	Sidewalk deficiency (1 location)	Replace concrete around utility pole	3	\$700		2026	N
14th St., North side, between H & I Streets	Water meter lid	Water meter lid tripping hazard	New/reset water meter lid	3	\$700		2026	N
14th St., North side, between H & I Streets	Sidewalk	Sidewalk deficiency (1 location)	Replace/repair (E) Sidewalk as necessary	3	\$700		2026	N
14th St., South side, between H & I Streets	Sidewalk	Sidewalk deficiency (1 location)	Replace/repair (E) Sidewalk as necessary	3	\$700		2026	N
14th St., South side, between H & I Streets	Sidewalk	Sidewalk deficiency (1 location)	Replace/Grind (E) sidewalk as necessary	3	\$700		2026	N
14th & H Streets (NE Corner)	Corner ramp	Ramp in compliant	ADA Ramp	2	\$7,000		2027	N

14th & H Streets (SW Corner)	Corner ramp	Ramp noncompliant	ADA Ramp	2	\$7,000		2027	N
14th & H Streets (SE Corner)	Corner ramp	Ramp noncompliant	ADA Ramp	2	\$7,000		2027	N
14th St., North side, between G & H Streets	Driveway	Sidewalk deficiency (2 locations)	Replace (E) Sidewalk as necessary	3	\$3,000		2027	N
14th St., North side, between G & H Streets	Sidewalk	Sidewalk deficiency (1 location)	Replace/repair (E) Sidewalk around water meter	3	\$800		2027	N
Humboldt County Library, Arcata Branch (500 7 <sup>th</sup> Street)	See Appendix D for Humboldt County Assessment	Various	See Appendix D for Humboldt County Assessment	1-3	Varies		2028	N
City of Arcata (Various)	See Appendix E for Humboldt County Assessment	Various	See Appendix E for Humboldt County Assessment	1-3	Varies		2028	N

### Minor Concrete Work Matrix

Location	Size	Cost	Expected Date of Completion	Completed
472 F st.	3/4"x5'	\$500	2022	N
CVS F st.	3/4"x2'	\$500	2022	N
CVS F st.	1/2"x1 1/2'	\$500	2022	N
910 F st.	1/2"x4'	\$500	2022	N
992 F st.	1/2"x4' <b>2x</b>	\$500	2022	N
1016 F st.	1 1/2"x5'	\$500	2022	N
685 F st.	1/2"x2'	\$500	2022	N
685 F st.	3/4"x4'	\$500	2022	N
685 F st.	3/4"x5'	\$500	2022	N
665 F st.	3/4"x2'	\$500	2022	N
507 F st.	3/4"x5'	\$500	2023	N
400 G st.	1"x5'	\$500	2023	N
400 G st.	3/4"x3'	\$500	2023	N

1090 G st.	3/4"x3'	\$500	2023	N
613 H st.	1/2"x3'	\$500	2023	N
690 Parking Lot H st.	3/4"x5'	\$500	2023	N
691 Parking Lot H st.	3/4"x3'	\$500	2023	N
1085 I st.	3/4"x3'	\$500	2023	N
Co-Op I st.	3/4"x3'	\$500	2023	N
Co-Op I st.	3/4"x5'	\$500	2023	N
Co-Op I st.	3/4"x3'	\$500	2024	N
905 6th st. on I st.	3/4"x4'	\$500	2024	N
545 I st.	1/2"x5'	\$500	2024	N
497I st.	1/2"x6'	\$500	2024	N
889 6th and I st.	3/4"x3'	\$500	2024	N
534 1/2 J st.	3/4"x5'	\$500	2024	N
635 J st.	3/4"x6'	\$500	2024	N
668 J st.	1"x4'	\$500	2024	N
1022 10th on J st.	3/4"x4'	\$500	2024	N
507 A 5th st.	1/2"x5'	\$500	2024	N
621 5th st.	1/2"x2'	\$500	2025	N
754 5th st.	3/4"x2'	\$500	2025	N
Apartments 5th st.	1/2"x3'	\$500	2025	N
On 800 5th st.	1/2"x2'	\$500	2025	N
On 800 5th st.	3/4"x2'	\$500	2025	N
1073 5th st.	1/2"x3'	\$500	2025	N
Ind. Electric 5th st.	1"x2'	\$500	2025	N
Ind. Electric 5th st.	3/4"x2'	\$500	2025	N
491 H and 5th st.	3/4"x1'	\$500	2025	N
650 6th st.	3/4"x1'	\$500	2025	N
650 6th st.	1.5"x5'	\$500	2026	N
650 6th st.	2"x4'	\$500	2026	N
PGE 6th st.	3/4"x2' 3/4"x3'	\$500	2026	N
689 7th st.	3/4"x3'	\$500	2026	N



895 7th st.	1/2"x2'	\$500	2026	N
Pro Floor 7th + H st.	1/2"x2'	\$500	2026	N
685 B 7th st.	1/2"x4'	\$500	2026	N
761 7th st.	3/4"x1'	\$500	2026	N
761 7th st.	3/4"x6'	\$500	2026	N
813 8th + K st.	1/2"x1'	\$500	2026	N
Arcata Liquors 9th st.	1/2"x3'	\$500	2027	N
927 9th st.	3/4"x5'	\$500	2027	N
888 9th + K st.	3/4"x4'	\$500	2027	N
889 9th + K st.	3/4"x4'	\$500	2027	N
Mad River Chiropractic 11th + H st.	1/2"x2'	\$500	2027	N
948 11th st.	1"x2'	\$500	2027	N
860 12th st.	1"x4'	\$500	2027	N
1225 12th st.	3/4"x2'	\$500	2027	N
1057 12th st.	1/2"x2'	\$500	2027	N
1087 12th st.	1"x1'	\$500	2027	N
1285 13th and I st.	3/4"x6'	\$500	2028	N
916 13th st.	1"x2'	\$500	2028	N
1039 14th st.	6"	\$500	2028	N
1425 14th st.	3/4"x4'	\$500	2028	N
634 16th st.	1 1/2"x1'	\$500	2028	N
16th st. Highschool West End	1/2"x1'	\$500	2028	N
831 16th st	1"x3'	\$500	2028	N
1492 15th st.	1/2"x2'	\$500	2028	N
951 15th st.	1/2"x2' 1/2"x3'	\$500	2028	N
951 15th st.	1 1/2"x4'	\$500	2028	N
1504 15th st.	1"x4'	\$500	2029	N
1504 15th st.	3/4"x3'	\$500	2029	N
1504 15th st.	1"x6'	\$500	2029	N
1504 15th st.	3/4"x6'	\$500	2029	N

15th and F st.	1"x2'	\$500	2029	N
1721 J st.	3/4"x6'	\$500	2029	N
1735 J st.	3/4"x2'	\$500	2029	N
1696 17th and I st.	1/2"x1'	\$500	2029	N
Subway 17th st.	1"x4'	\$500	2029	N
1693 J st.	1/2"x1'	\$500	2029	N
1651 J st.	1/2"x1'	\$500	2030	N
1515 J st.	3/4"x1'	\$500	2030	N
998 J st.	3/4"x6'	\$500	2030	N
1160 J st.	1"x3'	\$500	2030	N
1160 J st.	1/2"x1'	\$500	2030	N
1160 J st.	1"x6'	\$500	2030	N
1570 J st.	1"x6'	\$500	2030	N
1225 F st.	3/4"x2'	\$500	2030	N
1116 K st.	1"x1'	\$500	2030	N

## **APPENDIX C: PUBLIC COMMENTS**

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