CITY OF LONG BEACH

CITY OF LONG BEACH

ADA SELF-EVALUATION & TRANSITION PLAN 2019

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PSOMAS

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Psomas and Cole Design Group performed the ADA Self-Evaluation and Transition Planning, on behalf of the City of Long Beach. The consultants and the City contributed to the content of the ADA Self-Evaluation & Transition Plan. Cole was responsible for the overarching approach, the technology, guiding public outreach, and the design and drafting of the reports.

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1. Executive Summary

Background

The City of Long Beach is a thriving community located in the Los Angeles metropolitan area. It has a population of over 462,257 people and the City takes pride in providing access to its many community members not only through vehicular access, but also through its connected sidewalk network, pedestrian and bike trails, on-street parking facilities, and an extensive transit system. The City ensures equal opportunity for residents and visitors to the City of Long Beach. As a result, the City conducted an updated evaluation of its pedestrian facilities, to include sidewalks and curb ramps, to determine the extent to which individuals with disabilities may be restricted to access to City facilities. This information, with public input, allowed the City to update its ADA Transition Plan and further the City's ongoing commitment to all residents, employers, businesses and visitors for creating an inclusive and accessible place for live, work and play. The City's policies and processes in this arena are influenced by the American's with Disability Act (ADA).

The Americans with Disabilities Act (ADA) became effective in 1991. It is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and places that are open to the public. The purpose of the law is to make sure that people with disabilities have the same rights and opportunities as everyone else. The ADA was passed to prohibit discrimination against people with disabilities. Title II of the ADA requires that public agencies maintain an ADA Self-Evaluation and Transition Plan which details barriers identified and communicates an action plan for improving accessibility.

Report & Project Overview

This report serves as an update to the original City of Long Beach ADA Self-Evaluation and Transition Plan completed in 1994. The current project was led by multi-disciplined consultants with national expertise in ADA compliance review, ADA Self Evaluation and Transition planning, design and construction for public agencies. This Plan has been developed so the City can identify and work toward removing obstacles that limit access by people with disabilities to its programs within pedestrian facilities, as required by the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act.

The regulations of the ADA require the following information be contained within the ADA Transition Plan:

- An inventory of barriers, or a self-evaluation
- A schedule for removing the barriers
- A description of the methods to be used to remove the barriers
- Public involvement
- Identification of the ADA Coordinator and the official responsible for implementing the Plan
- Complaint and grievance policy

As a result, the City conducted an evaluation of its pedestrian facilities to determine the extent to which individuals with disabilities may be restricted to access.

The consultants worked in concert with the City to customize the approach in data collection, prioritization, cost estimating, implementation and data management to improve accessibility over time. The pedestrian facility data was collected using GIS and innovative technology to quickly and thoroughly evaluate barriers to access.

The data was collected and analyzed for conflicts under the required standards and recommended guidelines of the accessibility laws, to include:

- 2010 ADA Standards for Accessible Design
- Public Right-of-Way Accessibility Guidelines, 2011 (PROWAG)
- Title 24 of the California Code of Regulations

Prioritizing the conflicts is an important element of the transition plan. A severity ranking was established based on the level of non-compliance and the impact of the barriers on the traveling public. Knowing what the challenges are and where they are located is only part of the information needed to have a plan. The City established a public outreach strategy, to ensure members of the community, especially those with disabilities, had an opportunity to be involved in the decision making relative to priority locations. Through public information sessions and survey options, the City received input about the locations that are frequently visited and allowed the public to assist in developing the prioritization to these locations.

An activity score was established based on public use. These priorities along with the severity rankings were combined to develop a final ranking score that was used to identify areas of high, medium and low priority. With this knowledge, the City can better plan to address areas with the most egregious problems balanced with the areas of highest use and importance.

Below is a chart that summarizes the ADA Facilities evaluated during the project with a planning level cost estimate to remove the barriers and bring the facilities into compliance with current standards, guidelines and best practices.

ADA Facility	Total
Curb Ramps	***$151,164,926***
Curb Cuts	***$662,560***
Sidewalk Violations	***$471,548,992***
Gaps in Sidewalk Connectivity	***$7,618,800***
Total	**$630,995,278**

It is the intent of the City to address barriers to accessibility over time. Each year, the City will identify specific projects using the prioritized data. Project budgets are contingent upon City Council approval annually, depending on the immediate necessity, degree of complexity, and overall cost. Please see Section 6.4 for the City's implementation approach to improve accessibility.

The City of Long Beach reserves the right to modify barrier removal priorities to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, changes in City programs, on-going evaluations, funding constraints and funding opportunities.

Another important element of a Transition Plan is knowing who to contact if a person has questions about accessing City amenities. The City of Long Beach has assigned staff to carry out the responsibilities of ADA coordination. These individuals are responsible for ensuring that City's programs, services, and activities are accessible to and usable by individuals with disabilities (see Section 6.1). The ADA Notice and Grievance Procedure is included in this report (see Section 7) and may also be found on-line at http://longbeach.gov/CityManager/ADA/.

For more information, please contact the overarching Citywide Accessibility Coordinator for the City of Long Beach:

Heather Van Wijk

Direct Line: 562-570-6257

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2. Introduction

This report summarizes an update to the City of Long Beach's ADA Self-Evaluation and Transition Plan, completed in accordance with the Americans with Disabilities Act (ADA).

It includes the following information:

- ADA Coordinator contact information
- Standards and process to evaluate accessibility and non-discrimination efforts
- Responsible parties to address accessibility and accessibility complaints
- Prioritization methods
- Public involvement activities
- Inventory of barriers to services including physical assets at intersections and sidewalks
- Recommendations to improve accessibility
- Transition plan detailing the cost and priorities to implement accessibility improvement recommendations

Long Beach conducted an updated ADA Self-Evaluation from 2017 through 2019. This report details the process, the findings and the City's action steps for accessibility improvements. This updated ADA Self-Evaluation and Transition Plan report affirms the City's ongoing commitment to remove barriers over time, pending City Council approval, and provides inclusive access to Long Beach's citizenry.

2.1 Federal Accessibility Requirements

A Self-Evaluation and Transition Plan of scheduled changes is required by the following:

Section 504 of the Rehabilitation Act of 1973 (Section 504)

This regulation applies to organizations receiving federal funds. Programs and services are to be available, without discrimination, to people with disabilities. Various other federal and state entities require the transition plan as a condition of receiving federal funds, including the U.S. Department of Transportation.

The Americans with Disabilities Act (ADA)

The ADA became law on July 26, 1990. The ADA covers a public entity's employment, programs, activities, services, communications, and facilities. The ADA adopted the prohibitions of discrimination established under Section 504. Updates to the ADA include the ADA Amendments Act of 2008 (ADAAA) and the 2010 ADA Standards for Accessible Design (2010 ADA). Other standards used in determining accessibility for sidewalks, crosswalks and more, include the proposed 2011 Public Right-of-Way Accessibility Guidelines (PROWAG). While the guidelines are not yet law, they are accepted as the best guidance for public rights-of-way application by federal agencies. Compliance with these updates have been included in the Self-Evaluation process.

Background of the Federal Accessibility Requirements

The development of a Self-Evaluation is a requirement of the federal regulations implementing the Rehabilitation Act of 1973, which require that all organizations receiving federal funds make their programs available without discrimination toward people with disabilities. The Act, which has become known as the "civil rights act" of persons with disabilities, states that:

No otherwise qualified handicapped individual in the United States shall, solely by reason of handicap, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance (Section 504).

Subsequently, Congress passed the Americans with Disabilities Act (ADA) on July 26, 1990. Title II of the ADA covers programs, activities, and services of state and local public entities. The Department of Justice's (DOJ) Title II regulations adopt the general prohibitions of discrimination established under Section 504 of The Rehabilitation Act and incorporate specific prohibitions of discrimination for the ADA. Title II provides protections to individuals with disabilities that are at least equal to those provided by the nondiscrimination provisions of Title V of The Rehabilitation Act.

The Americans with Disabilities Act (ADA) is a comprehensive civil rights law for persons with disabilities in both employment and the provision of goods and services. This civil rights law mandates equal opportunity for individuals with disabilities. The ADA prohibits discrimination in access to jobs, public accommodations, government services, public transportation and telecommunications. The ADA states that its purpose is to provide a "clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities." Congress emphasized that the ADA seeks to dispel stereotypes and assumptions about disabilities. The law is to assure equality of opportunity, full participation, independent living, and economic self-sufficiency for people with disabilities.

Since the original signing of the Americans with Disabilities Act, significant modifications and amendments have been made to the ADA statutes and the federal regulations implementing the ADA.

Specifically, under the ADA, public agencies may not, either directly or through contractual arrangements, do any of the following:

- Deny qualified persons with disabilities the opportunity to participate as members of advisory boards and commissions.
- Deny qualified persons with disabilities the opportunity to participate in services, programs, or activities that are not separate or different from those offered to others, even if the City offers permissibly separate or different activities.
- In determining the location of facilities, make selections that have the effect of excluding or discriminating against persons with disabilities.

2.2 ADA Self-Evaluation and Transition Plan Requirements

The City of Long Beach is committed to inclusion, non-discrimination, barrier removal and access.

This transition plan update is focused on inventory and evaluation of sidewalks and curb ramps, and the requirements include:

- Identify physical and other barriers that may limit access to programs and services;
- Propose potential compliance solutions;
- Determine estimated cost and the responsible party to implement solutions;
- Develop an implementation approach over time.

Additionally, the ADA requires the City of Long Beach to:

- Designate an ADA Coordinator responsible for overseeing compliance;
- Develop a complaint, or 'ADA grievance procedure'[1] ;
- Maintain the Self-Evaluation and Transition Plan for public inspection for three years.

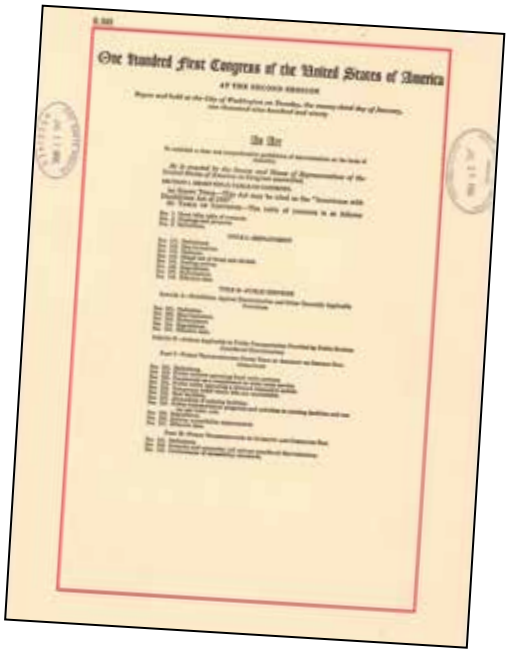
[1] **Long Beach's ADA Grievance Procedure** is detailed in Section 7.

2.3 Discrimination and Accessibility

Title II of the ADA and its related federal EEOC, DOJ and DOT regulations link the concepts of discrimination and access which include physical access and program access.

Physical access requires a facility be free of barriers preventing participation. Barriers are any obstacles that prevent or restrict access to the use of a facility, as identified in ADA Title II, Section 35.149[2].

Program access is defined by ADA Title II, Section 35.150(a)[3]. It may include physical accessibility, but also covers policies, practices, and procedures. Program access requires that individuals with disabilities be provided an equally effective opportunity to participate in or benefit from programs and services. Program access may be achieved by either structural or non-structural methods. Non-structural methods include acquisition or redesign of equipment, assignment of auxiliary aids and assistance, or provision of services at alternate sites.


One Hundred First Congress of the United States of America

In general, both may be utilized to ensure program access, but there are some exceptions where existing facilities are involved. ADA Title II, Section 35.150:

- Does not require a public agency to make each existing facility accessible
- Does not require anything that impacts the historic significance of historic property
- Does not require a public agency to fundamentally alter services, programs, or activities
- Does not require a public agency to make certain alterations when doing so would create hazardous conditions
- Does not require a public agency to incur undue financial and administrative burden

[2] **ADA Title II Section 35.149** provides that "Except as otherwise provided in § 35.150, no qualified individual with a disability shall, because a public entity's facilities are inaccessible 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 subject to discrimination by any public entity."

[3] **ADA Title II, Section 35.150(a)** provides: "A public entity shall operate each service, program, or activity so that the service, program, or activity, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities."

2.4 Undue Burden

While it is rare the City of Long Beach may not be able to provide program access, there are some instances where it is permissible under the ADA. Access to each service, program, or activity is to be "viewed in its entirety." Program access does not require each facility be made physically accessible, in all instances. However, physical accessibility is a requirement for all new facilities intended to provide City programs. The City is not required to incur undue financial or administrative burden. [4]

The decision that compliance would result in an undue burden must be made by the head of the public entity or his/her designee. Representing the City of Long Beach, the City Manager or his designee has the authority to identify an undue burden. The decision is to be accompanied by a written statement of reasons for reaching that conclusion.

[4] **Undue Burden:** The determination that an undue burden would result from actions must be based on an evaluation of all resources available for use in the matter. Long Beach must then consider options for providing access to the program that do not incur undue burden. The determination of "Undue Burden" may not be a permanent determination and should be continuously reviewed.

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3. City of Long Beach's Self-Evaluation Scope

3.1 Scope of the Self-Evaluation

The scope of the Self-Evaluation included a review of pedestrian facilities.

The Self-Evaluation of existing City sidewalks and curb ramps were performed to identify potential barriers that might reduce their use by people who have disabilities. The information collected better informed decision makers on how to plan and budget for improvements through the City's ADA Transition Plan.

In 2017 & 2018, Psomas, along with Cole Design Group, performed a thorough ADA Self-Evaluation of the sidewalks, curb ramps and other pedestrian paths of travel within the responsibility of the City. An ADA Self-Evaluation involves collecting data and analyzing it for ADA compliance per various federal and state standards.

3.2 Data Collected

The project scope included the following pedestrian facilities:

a. Sidewalks

b. Curb Ramps

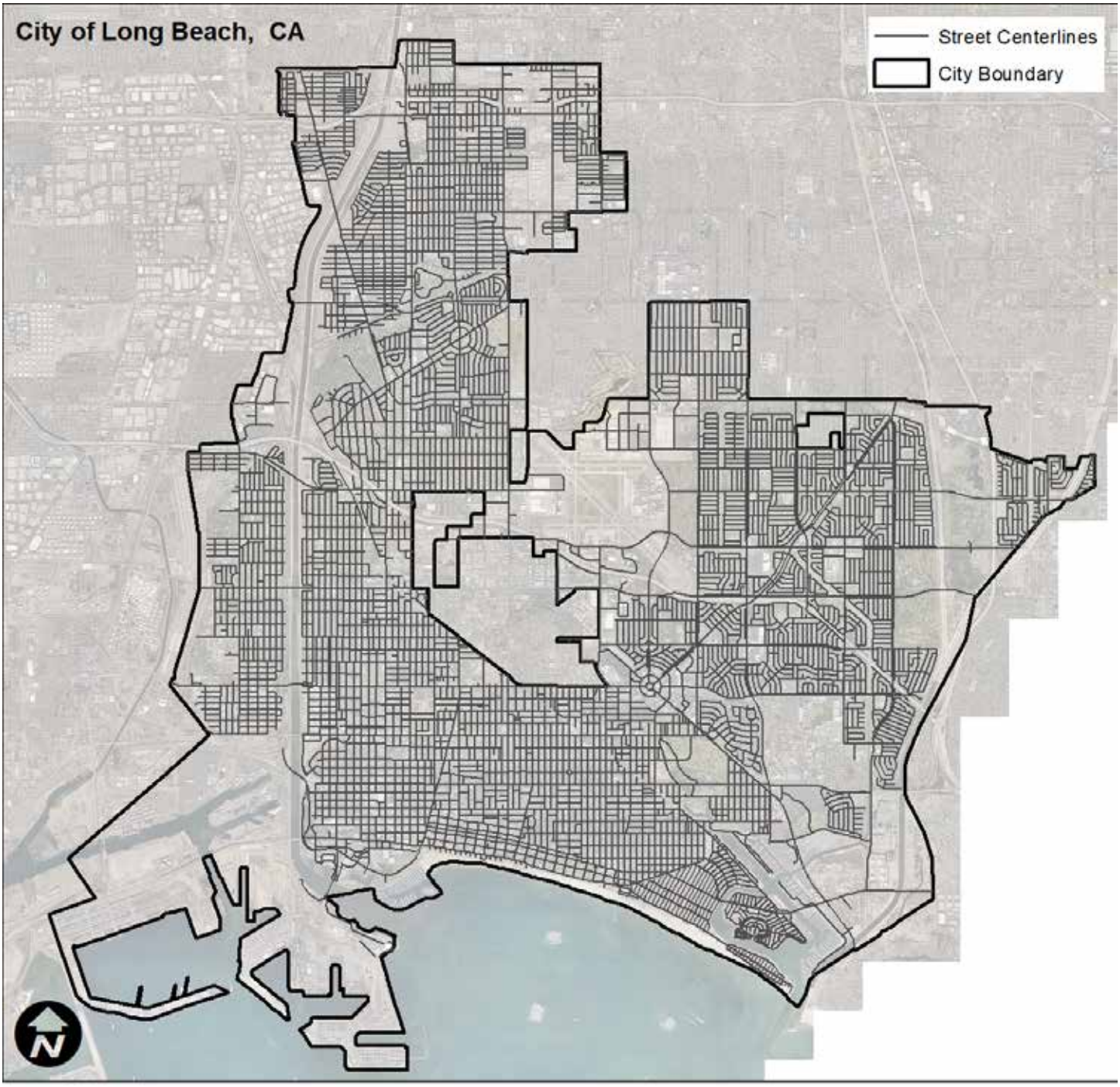


Exhibit A: Boundary Map of the Sites

Information Collected on Sidewalk:

- Cross slopes
- Run slopes
- Driveway cross slopes
- Gaps in sidewalk connectivity
- Heaves in concrete
- Obstructions (utility poles, light poles, vegetation, movable obstructions, etc.)

Information Collected on Curb Ramps:

- Types of curb ramps
- Curb ramp elements
  - Cross slope
  - Gutter slope
  - Gutter lip
  - Detectable Warning
  - Run slope
  - Landings
  - Obstructions
  - Flares

The inventory included a total of 1,214.7 miles of sidewalk and 12,091 curb ramp locations. An overview of the analysis of the data collected for sidewalks and curb ramps is found later in this report.

Data collected from this assessment enables City staff to:

1. Determine if sidewalks and curb ramps comply with the federal and state standards for ADA compliance
2. Identify portions of sidewalks or curb ramps requiring modifications
3. Quantify the extent of the work required
4. Assign planning level budget factors
5. Include the data in the City's Geographic Information Systems (GIS) database

The City of Long Beach's approach to this project, described in 'Methodology' assisted the City in determining the barrier rankings of non-standard pedestrian facilities documented in the self-evaluation inventory report to identify corrective measures. The City sought public input prior to ranking the various sidewalk segments and curb ramp locations in order to determine the highest priorities for barrier removal and remediation. Recognizing that the City of Long Beach cannot, and is not required to, immediately make all sidewalks and curb ramps fully accessible, and the City will need to replace or install many pedestrian facilities over time, public input was vital to the decision-making process. Once prioritization was completed, the City generated an implementation approach to align with the highest priorities first. This updated ADA Transition Plan for pedestrian facilities communicates an action plan for making access modifications, over time.

3.3 Public Outreach

A thorough public outreach approach was developed by consultants in conjunction with City staff, to ensure that members of the community living with disabilities would have an opportunity to be informed and provide feedback to the City of Long Beach. The public hearing events were promoted publicly through various City communication vehicles.

OUTREACH STRATEGIES INCLUDED

Public Outreach Hearings: Two Public Hearings were held on March 12-13, 2019 (see image below). Full accommodations were made available, upon request.

Public Outreach Session: An additional public outreach session was held on Wednesday, March 13th @ 9:00 am, at the Long Beach Senior Center. The same presentation and materials were made available to the Senior Citizen Commission.

Recorded Viewing: One live session, held in City Council Chambers, was recorded to allow for public viewing at a later time. This recorded viewing opportunity was available throughout the public comment period to allow for better participation in the process and for those unable to attend a live event.

PUBLIC INFORMATION DETAILS

Public Outreach Hearings were held in the City Council Chamber and at the Michelle Obama Library to provide accommodation for varied schedules. One additional public outreach presentation was held with the Senior Citizen Commission. City of Long Beach staff and consultants presented results and information from the ADA Self-Evaluation process. Public participation was inclusive, and attendees were invited, in open forum, to ask questions and provide input regarding prioritization of areas that need attention for improved accessibility. Comments specific to accessibility matters pertaining to pedestrian facilities were encouraged. Citizens attending the sessions were asked to complete the public survey available during the open house sessions or electronically.

Summary of Findings Report documented the preliminary results and information of general findings from the ADA Self-Evaluation. This report describes the overall scope of the project, the methodology used to assess pedestrian facilities and an overview of the findings. This report was available for participants during the public outreach sessions and also made available electronically for those unable to attend.

Electronic publicity of the Public Outreach Hearings and Community Survey were made available online to ensure all citizens had an opportunity to understand the City's findings and to gain valuable feedback from the disability community and citizenry at large. A video of the live public outreach hearing held in City Council Chambers was available for viewing for those who could not attend open sessions.

Public Comment Period was open through March 22, 2019 for citizens to review the Summary of Findings Report and provide any insights or feedback via the survey regarding areas of priority throughout the City. This effort allowed the City to gain valuable feedback from interested citizens as the City prepared to prioritize needs for barrier removal.

4. Self-Evaluation - Approach

A comprehensive inventory of barriers was conducted. The following describes the approach.

4.1 Evaluation Methodology

The method of conducting the self-evaluation for the City of Long Beach is dictated by the accessibility laws which are all the state and federal laws and regulations requiring or promoting equal or improved access for people with disabilities. These laws include:

- The Americans with Disabilities Act of 1990
- The Rehabilitation Act of 1973, specifically Section 504
- California Government Code
- California Health & Safety Code
- California Building Standards Code

The sidewalks and curb ramps were analyzed to determine compliance with the following standards and guidelines of the accessibility laws:

- 2010 ADA Standards for Accessible Design
- Public Right-of-Way Accessibility Guidelines, 2011 (PROWAG)
- Title 24 of the California Code of Regulations

The United States Access Board provides standards and guidance documents for the design and alteration of accessible pedestrian facilities. These guidelines, are known as 2010 ADA Standards and the proposed Public Rights-of-Way Access Guidelines (PROWAG). PROWAG guidelines have not yet been adopted as an enforceable Standard, but are recognized by the Federal Highway Administration (FHWA) as guidance and best practice for pedestrian facilities within the public right-of-way. The FHWA and the US Department of Justice have also issued a joint memorandum that provides guidance on the effect of street alterations on the installation of curb ramps, and requires curb ramps upgrades when a street undergoes defined resurfacing activities. A combination of the standards and guidelines noted above are used for compliance evaluation to ensure compliance with adopted & enforceable Standards and recognized best practices. These documents also provide guidance to define the methods used to make facilities accessible.

4.2 Approach to Sidewalk and Curb Ramp Inventory Collection

The traditional accessibility inventory process in the public right-of-way can be labor intensive while still offering inexact information. Many public entities rely on collection methods that provide limited information or assess barriers intermittently. This does not offer precise data or allow for accurate cost estimates for barrier removal. City of Long Beach indicated an interest in utilizing a technology that would quickly and accurately document the type, severity, and location of sidewalk and curb ramp barriers within the scope boundary. The City contracted with Psomas and Cole Design Group to utilize an exclusive technology called the ULIP-ADA to allow for an efficient and effective process to complete the City's assessment for pedestrian infrastructure within the public right-of-way.

The technology was originally developed through a pilot program funded by the Federal Highway Administration. The Ultra-Light Inertial Profiler (ULIP) is mounted on a Segway. The device's displacement laser, three accelerometers, optical trigger, distance measurement instrument, and gyroscope are designed to measure the sidewalk surface at a rate of 10,000

records per second. Together, these devices capture highly accurate information about cross and running slope and small surface variations. A mounted computer offers an interactive display during data collection. The technical precision offered by this technology was identified as a best practice in ADA Compliance at Transportation Agencies: A Review of Practices (NCHRP 20-07 Task 249), a National Cooperative Highway Research Program study.

Field Data Specialists also collected the required information for the curb ramps throughout the defined project area. Field Specialists entered data directly into the data collectors, based on inspection and measurements of the existing features ensuring that all relevant characteristics were recorded, photos and video were properly linked, and accurate location data was logged into the database, described in the next section.

Throughout the collection process, data collection, data validation, and linking to location and digital photo files happens automatically as the Field Data Specialists enter data and move from point to point. The Field Data Specialists then access the data entry, validation forms and aerial orthophoto images along with right-of-way, utility, topographic, or other feature data sets that were preloaded and appeared on the data collectors for easy reference in the field. Digital photos were automatically logged for location and linked to the database, based on synchronized time and date stamps.

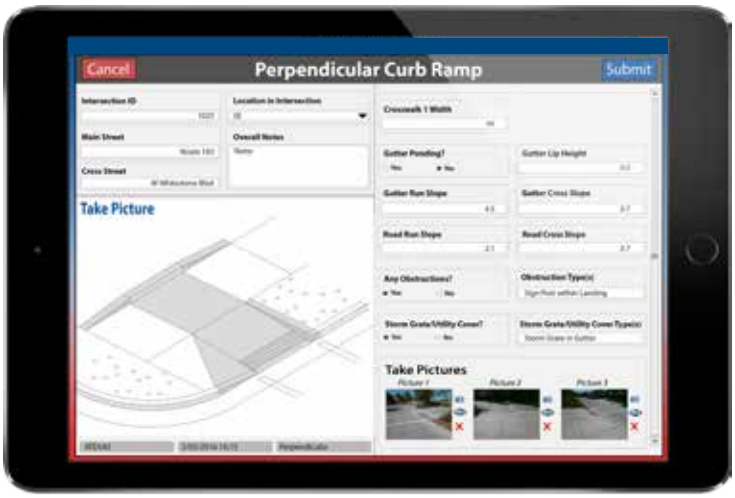
4.3 Geographic Information System (GIS) Database Analysis

The Consultant team created and utilized a geodatabase using the ESRI ArcGIS system. The customized fields for Geodatabase include location, directions, size, features and obstruction size. Data structure was pre-programmed for data collection, as described above. Data was then logged into a project database and analyzed for compliance.

City of Long Beach's sidewalk and curb ramps data provides staff geographic data with:

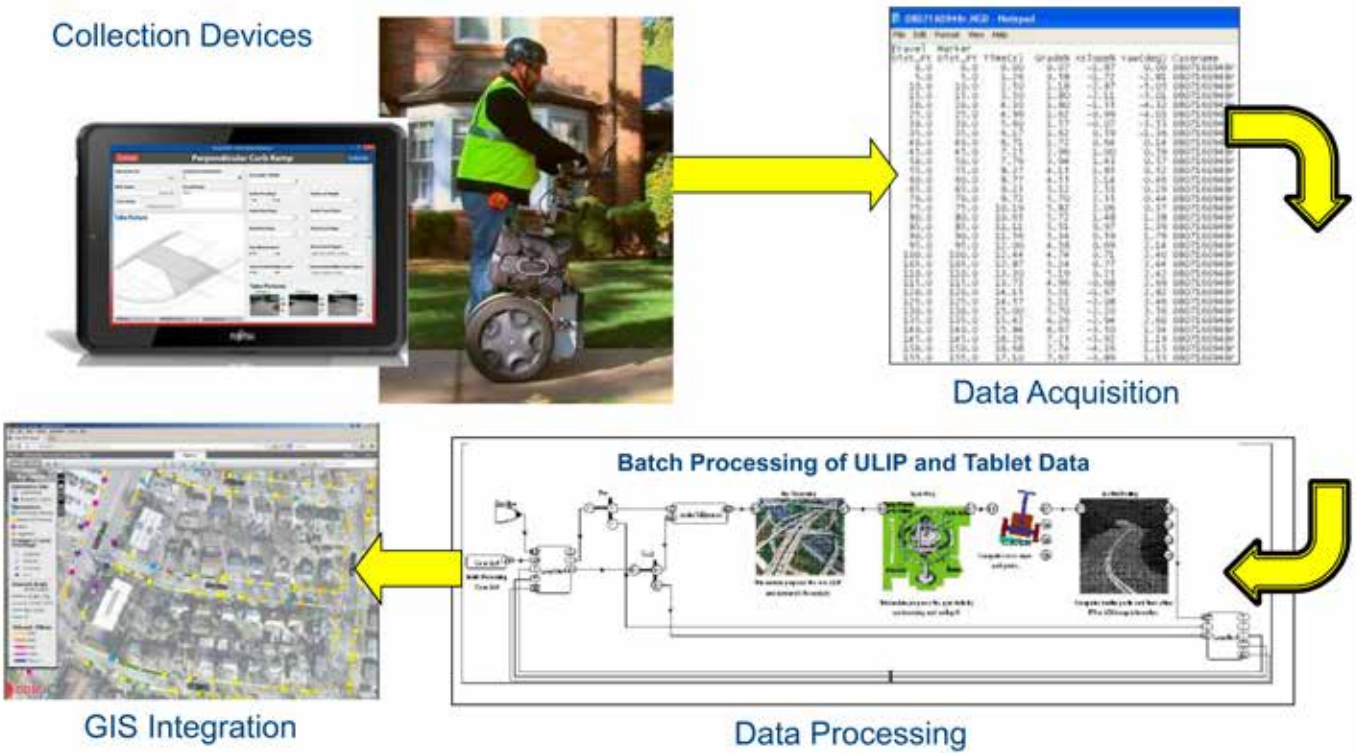
- Positional accuracy, the digital representation of a barrier conforms to the actual location found in the field;
- Attribute accuracy, the digital representation of a barrier is represented in a manner that best represents actual conditions found in the field (% running slope, % cross-slope, inches of vertical separation, etc.).

Guidance for public right-of-way facilities in defining the method with which to assess the data was found in Designing Sidewalks and Trails for Access (FHWA, 1999). This report advises that grade and cross-slope "should be measured over 2 ft. intervals, the approximate length of a wheelchair wheelbase, or a single walking pace."



Adherence to FHWA's interpretation of features in the data set provided quality assurance in the attribute accuracy of the resulting database.

Once the field data collection and validity checks were performed, the raw data was processed so it could be stored in the City's centralized GIS database for analysis and reporting. GIS played a pivotal role in the project from data acquisition (organizing the millions of data points generated during the study) to creating an ArcPad user interface for asset management and compliance monitoring. Additional available data point attributes can be used for compliance tracking. Compliance reporting capabilities are available to deploy and to track progress.



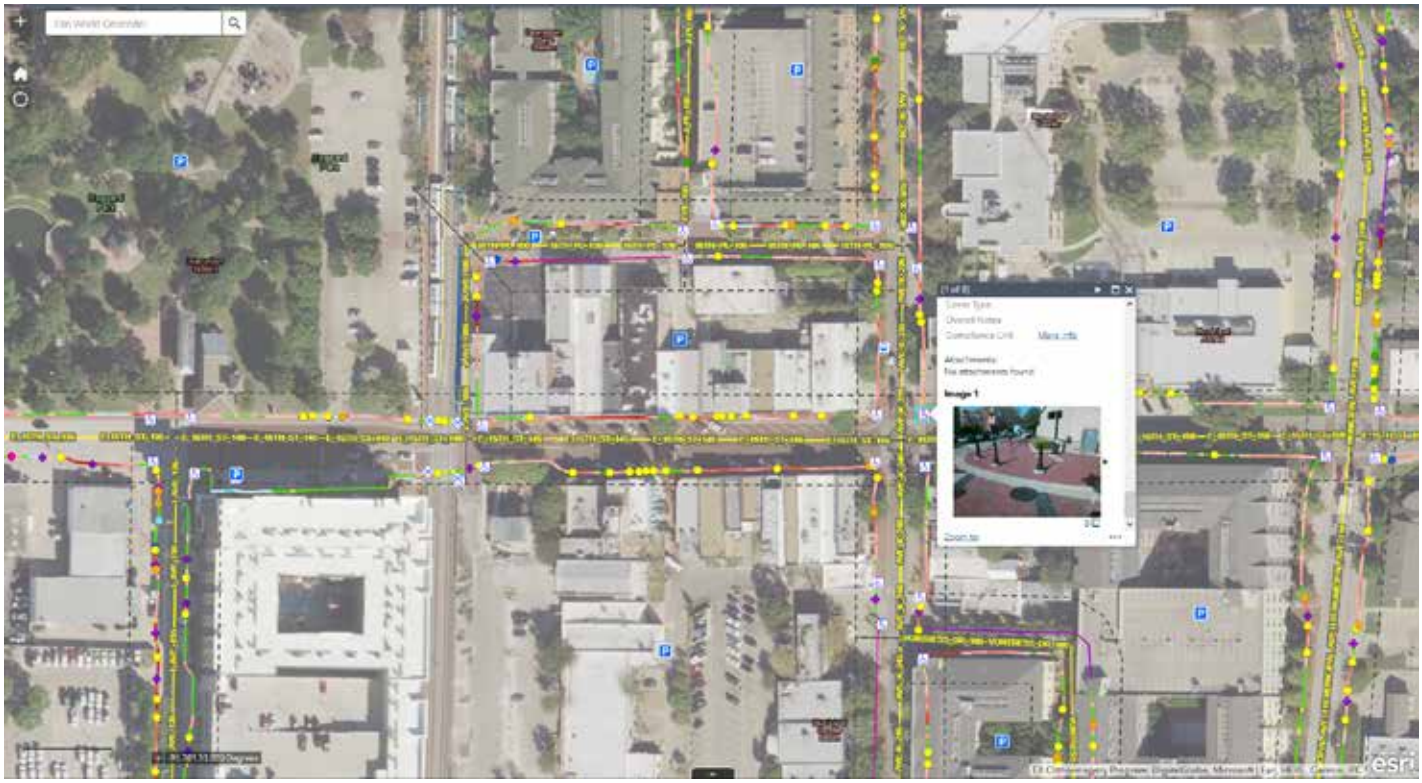
4.4 Survey Reports & GIS Integration

The team created survey and cost reports for each ramp and sidewalk corridor.

The team surveyed the compliance status of each location to identify:

- List of locations that do not comply with current standards
- Recommended actions per location to resolve non-compliance
- Prioritized recommendations for removing barriers using criteria from the consultant team and city staff, taking in consideration public comments
- Cost report that assigns conceptual budget estimates
- Photo log or Video log summary for each location

Data was integrated into Long Beach's GIS mapping system, to allow for analysis and resolution planning of locations that are out of compliance. This makes the process of reviewing compliance issues from a desktop possible, and aids with project planning, cost analysis, and prioritization of data.



4.5 Prioritization Factors

Pedestrian Access to the Public Rights-of-Way

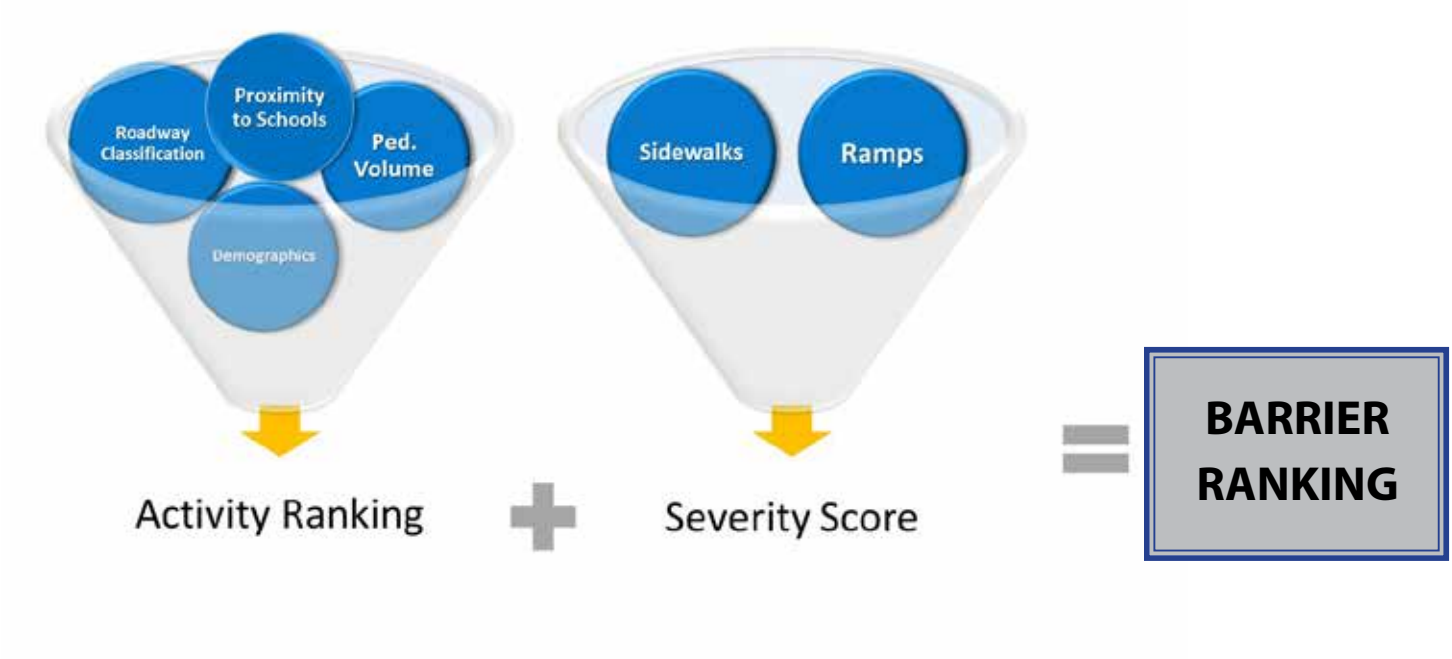
- Priorities for removing barriers are indicated as: "High, Medium, or Low."
- Ranking of the following criteria is completed before a final priority is determined:

Proximity to Community Resources: Department of Justice guidelines highlight pedestrian facilities near community resources as a priority.

Disability Community Feedback: Priority was also given to the Public Outreach feedback where certain locations of pedestrian facilities were prioritized as high ranking by members of the disability community.

Severity: Ranking of "High, Medium, or Low" degrees of non-compliance, safety, and usability, such as:

1. Steepness of curb ramps
2. Lack of curb ramp
3. Sidewalk with excessive cross slope
4. Missing Detectable Warning Systems (DWS)
5. Obstructions & protrusions
6. Ramp Width
7. Sidewalk Width
8. Missing portions of sidewalks and paths



5. Summary of Findings & Recommendations

5.1 Introduction

The Summary of Findings provides a high-level overview of the City's sidewalks and curb ramps analysis. Please see Section 3 for information regarding the scope included; please see Section 4 for details on the methodology used to complete the assessments for ADA compliance. All of the data collected has detailed compliance reports. Due to the magnitude of the reports and data, the Summary of Findings provides an overview of the results evaluated. More detailed reports are available upon request.

The City of Long Beach sidewalk and curb ramp assessment generated a significant amount of information regarding the accessibility within the defined boundaries. A total of 1,214.7 miles of sidewalk and 12,091 curb ramps were evaluated.

The following tables represent a summary of observations regarding the information gathered.

5.2 Sidewalk Inventory Data

The sidewalk corridors were evaluated for:

- run slope
- cross slopes
- obstructions
- joint heaving
- driveway crossings
- driveway cross slope
- gaps in connectivity
- missing sidewalk

Observations showed that although many sidewalks are in compliance with the accessibility standards and guidelines, there are some common issues that are outlined throughout the report. For each of these elements assessed, findings are summarized in tables on the following pages.

a. Sidewalk Obstructions

Obstruction Type	Count
Uneven Heaving	3,724
Vegetation Overhead	3,014
Vegetation Side	2,816
Light Pole	1,370
Tree	847
Sign	543
Power Pole	500
Other	200
Transit	180
Fire Hydrant	119
Traffic Signal	105
Electrical Box	92
Mailbox	22
Parking Meter	20
Water Meter/Vault	20
Misc. Utility	8
RR Crossing	4
Commercial	1
Total	13,585

Sidewalk Obstruction

Sidewalk Obstruction - Vegetation Overhead

Common Issues:

- Uneven heaving in the sidewalk concrete comprises the majority of obstruction counts.
- Vegetation growing overhead or on the sidewalk represent the next two highest factors in barriers to the sidewalk.
- These top three factors are more easily addressed than some of the other obstructions identified.
- Light Poles and Power Poles represent 1870 locations combined, and these types of obstructions are costly to relocate and/or require challenging design solutions. In some cases, obstruction removal may be the responsibility of other agencies (such as CalTrans, a utility company, etc.) and these must be coordinated in order to remediate effectively.

b. Sidewalk Changes in Levels (Heaves)

% Slope	Count
¼ – ½″	53,855
½″ – ¾″	13,539
¾″ – 1″	5,574
1″ – 3″	4,679
3″ +	37
Total	77,684

Change in Level at Sidewalk Joint

Common Issues:

- Changes in level, or heaves, are common issues found in sidewalks for every community.
- Heaves are caused by many factors, to include tree root growth, and changing soil conditions over time.
- Uneven heaving in the sidewalk concrete is the majority of obstruction counts, as previously reported.
- Heaves of a certain dimension can often be addressed by cutting or grinding sidewalks.
- Only 6% of heaves are 1″ or higher.
- Over 69% of the heaves measured fall between ¼″ and ½″, which often represent an opportunity for remediation without replacing an entire sidewalk segment. While not compliant, these are also found to be less severe.

c. Sidewalk Heaving Clusters

Count	Square Feet
5,185	149,149

Common Issues:

- Heaving Clusters are multiple measurements of vertical displacement in close proximity, consistent with broken/cracked panels, spalling or other surface roughness.
- Heaving clusters are distinguished from panel joint heaves, where remediation can be grinding.
- Remediation of this type of accessibility issue is typically sidewalk replacement.

d. Sidewalk Cross Slope

% Slope	Miles	Status
0-2.00	602.9	Compliant
2.01-3.00	357.1	ADA Concerns
3.01-4.00	153.5	ADA Concerns
4.01-5.00	50.7	ADA Concerns
5.01-6.00	18.9	ADA Concerns
6.01-7.00	9.6	ADA Concerns
7.01-8.00	6.3	ADA Concerns
8.01-9.00	4.5	ADA Concerns
9.01-10.00	3.5	ADA Concerns
10.01-12.00	4.7	ADA Concerns
12.01-25.00	3	ADA Concerns
Total	1214.7	

Sidewalk Cross Slope, as depicted by arrows

Common Issues:

- 58% of the cross slope issues fall into the 2-3% cross slope violation range and many of these fall to just above the 2% maximum allowable standard. This is considered a less severe violation, unless additional compliance issues are present.
- 25% of cross slope violations fall in the 3-4% range, and 16.5% of the remaining violations are above 4% cross slope, where the slope may become very visible.
- Driveways are a common issue seen in the sidewalk cross slope violations.
- Run slope violations were less common, at 26.2 miles of compliance concerns, compared to cross slope.
- 8.8 miles, or 33% of the violations fell above 8.33% run slope grade, which are considered more severe than the 17 miles at 5-8.3% grade.

e. Sidewalk Run Slope

% Slope	Miles	Status
0-5.00	1,188.5	Compliant
5.01-8.33	17.4	ADA Concerns
8.34-10.00	2.5	ADA Concerns
10.01-12.00	3.6	ADA Concerns
12.01-25.00	2.7	ADA Concerns
Total	1,214.7	

Sidewalk Run Slope, as depicted by the arrow

f. Sidewalk Gaps

Inches	Total
½" – ¾"	29
¾" – 1"	41
1"+	42
Total	112

Sidewalk Gap

g. Sidewalk Connectivity

Sidewalk	Miles
Connectivity Gaps	27.21

h. Driveways

Driveway Type	Surveyed	ADA Issues
Commercial	11,245	9,821
Residential	54,004	36,429
Total	65,249	46,250

Common Issues:

- Sidewalk gaps create mobility challenges in similar ways to sidewalk heaves, but gaps are horizontal instead of vertical. Wheelchairs, canes, or other devices may be hindered by these gaps. While gaps represented only 112 instances across all mileage collected, 74% were ¾" or greater.
- Driveway Crossings: Cross slopes of driveway crossings often exceeded the 2% maximum allowable per the standards for cross slope.
- Driveways are a common reason for cross slope violations, unless the sidewalk is built through the driveway to keep a continuous slope, while a ramp extends from the sidewalk continuing to the street.

Sidewalk built through a driveway

5.3 Curb Ramp Evaluation

The consultant teams evaluated 12,091 curb ramp locations. Numerous types of curb ramps were identified, as shown. At the bottom of this section, the report identifies the types of curb ramps collected, the total number surveyed, the number reported as compliant and the number reported as having ADA issues.

The curb ramps were evaluated for many different elements of compliance. The following highlights the major elements evaluated:

- run slope
- cross slope
- length
- width
- obstructions
- surface conditions
- landing measurements
- gutter slope/gutter lip
- detectable warning surface (DWS)
- flare slope

Observations showed that although many curb ramps are in compliance with the accessibility standards and guidelines, there are some common issues that are outlined throughout the report. The findings are summarized in tables on the following pages.

a. Curb Ramp Run Slope

% Slope	Count	Status
0.00 - 5.00	1,298	Compliant
5.01-8.33	7,013	Compliant*
8.34-10.00	2,703	ADA Concerns
10.01-12.00	806	ADA Concerns
12.01-25.00	271	ADA Concerns
Total	12,091	

Sidewalk Cross Slope, as depicted by arrows

Common Issues:

- 68% of Run Slope in Curb Ramps were compliant
- *Of the 7,013, 408 of these were Blended Transition ramps with run slopes not compliant, measuring over the 5% allowable slope for this type of ramp.
- 31% of all curb ramps failed compliance on run slope alone.

b. Curb Ramp Cross Slope

% Slope	Count	Status
0.00 - 2.00	9,557	Compliant
2.01 - 3.00	1,418	ADA Concerns
3.01 - 4.00	572	ADA Concerns
4.01 - 5.00	313	ADA Concerns
5.01+	231	ADA Concerns
Total	12,091	

Curb Ramp Cross Slope

Common Issues:

- 79% of Curb Ramps were compliant in Cross Slope.
- 2,523 ramps failed on cross slope related issues.
- 56% of those that failed on cross slope fell into a 2-3% cross slope range, generally considered less severe than higher ranges.

b. Curb Ramp Detectable Warning Surfaces

Type	Count
Compliant	4,524
Non-Compliant	238
Missing	2,467
Failed Initial Test, not collected	4,862*
Total	12,091

Curb Ramp Detectable Warning Surface

Common Issues:

- Detectable Warning Surfaces were most often not the full width of the ramp
- 20% of the DWS were missing altogether
- For ramps where the only compliance issue is a missing DWS, an installation of compliant DWS can help a ramp system achieve ADA compliance.

d. Missing Curb Ramp

Missing Ramp	Non-Compliant	Percentage
Not T-Intersection	**2,852**	**32.8%**
In T-intersection	**5,832**	**67.2%**
Total	**8,684**	**100.0%**

Common Issues:

- Missing Curb Ramps, are ramps that are not present where required.
- A very high percentage, 67%, of missing ramps are represented in areas identified as "T-Intersections". In these locations, some missing ramps may be remediated with signage and physical barriers eliminating an unmarked pedestrian crossing. Other design solutions may be found to address these areas and the City will be evaluating these locations.

Missing Curb Ramp

Missing Curb Ramp - T-Intersection

e. Curb Ramp Type and Compliance

Curb Ramp Type	Count	ADA Issues	Compliant
Perpendicular	**795**	**763**	**32**
Parallel	**198**	**195**	**3**
Combination 1	**74**	**70**	**4**
Combination 2	**47**	**47**	**0**
Blended Transition 1	**382**	**342**	**40**
Blended Transition 2	**76**	**66**	**10**
Directional 1	**603**	**599**	**4**
Directional 2	**113**	**109**	**4**
Median Perpendicular	**40**	**33**	**7**
Island Perpendicular	**23**	**22**	**1**
Island Parallel	**7**	**7**	**0**
Diagonal (Any Type)	**9,733**	**8,875**	**858**
Totals	**12,091**	**11,128**	**963**

Curb Ramp Type - Parallel Ramp

The individual components of the ramps showed varying degrees of compliance and, in some cases, many factors of low severity compliance issues. 92% of all the curb ramp systems showed some type of ADA Issue that would cause the ramp system to lack full compliance. A curb ramp cannot be evaluated by individual components alone to determine its level of compliance. A cross slope or run slope may be compliant, but a gutter lip may be present or a detectable warning surface missing. Some remediation approaches to bring a ramp system into full compliance may be simple, such as an installation of a detectable warning surface, while others require full ramp system replacement. This issue demonstrates the importance of the prioritization process, to ensure that severe compliance issues and/or those in highest use are fixed first.

6. Transition Plan Details

The Transition Plan provides an action plan for the pedestrian facilities which were evaluated and found to be in need of improvement. The planning level cost estimates and prioritized information helps to inform City staff toward an implementation approach for remediation over time. Detailed reports provide the barrier information and barrier removal options. These reports guide the City of Long Beach's planning for barrier removal accessibility improvements based on the priorities utilizing numerous strategies.

Not all barriers must be removed to provide program access. The highest priority is to remove those barriers that limit access to City programs or present safety concerns. Barrier priorities and ranking methodology is discussed in Section 4.5. Due to the volume of individual reports, this ADA Transition Plan Report summarizes the findings and addresses the City's action plan over time. Please contact the Citywide Accessibility Coordinator for access to detailed information.

6.1 City Official Responsible

The ADA Coordinator is responsible for ensuring that the City of Long Beach's programs, services, and activities are accessible to and usable by individuals with disabilities. The Citywide Accessibility Coordinator is:

Heather Van Wijk, Citywide Accessibility Coordinator
City of Long Beach
411 W. Ocean Blvd., 10th Floor
Long Beach, CA 90802
Phone: 562-570-6257
e-mail: Heather.VanWijk@longbeach.gov

For questions regarding the ADA Transition Plan, or to request an ADA accommodation or file an ADA complaint, please contact the Citywide Accessibility Coordinator or go to: http://longbeach.gov/CityManager/ADA/.

6.2 Transportation Alternatives (TA)

The City will take full advantage of various funding opportunities that may come available for ROW accessibility improvements. This may include funds from the following:

- TIGER - 2018 BUILD Transportation Discretionary Grants
- TIFIA - Transportation Infrastructure Finance & Innovation Act
- FTA - Federal Transit Capital, Urban & Rural Funds
- ATI - Associated Transit Improvement
- CMAQ - Congestion Mitigation/Air Quality Program
- HSIP - Highway Safety Improvement Program
- NHPP - National Highway Performance Program
- SRBG - Surface Transportation Block Grant Program
- TA - Transportation Alternatives Set-Aside
- RHC - Railway-Highway Crossing Program
- RST - Road Safety and Technology
- RTP - Recreational Trails Program
- SRTS - Safe Routes to School
- PLAN - Statewide Planning & Research or/ Metropolitan Planning Funds
- NHTSA 402/405 - State & Community / National Priority Safety Programs
- FLTTP - Federal Lands & Tribal Transportation Programs

Please see the table below for examples of how these sources may be utilized.

The City may explore partnerships to fund accessibility utilizing state and federal grants such as CALTRANS ATP Cycle 4. Allocation of annual departmental budgets, maintenance funds, special taxing districts, already scheduled/funded Capital Improvement Program (CIP) projects, bond funds, Community Development Block Grant (CDBG) Funds and Highways User Revenue Funds may be other sources for projects as well as private funds from foundations, private development, and private individuals.

Additional funding information may be found at FHWA's web page: Pedestrian and Bicycle Funding Opportunities

Pedestrian Program Funding Opportunities

PEDESTRIAN FACILITIES								
Federal Funding Sources	Curb Ramps	Signals	Sidewalk	Crosswalks	Trails	Bus Stops	Safety	Training
TIGER 2019 BUILD	•	•	•	•	•	•		
TIFIA	•	•	•	•	•	•		
FTA	•	•	•	•		•		
ATI	•	•	•	•		•		
CMAQ	•	•	•	•	•	•		•
HSIP	•	•	•	•	•			•
NHPP	•	•	•	•	•	•		
SRBG	•	•	•	•	•	•	•	•
TA	•	•	•	•	•	•	•	•
RHC			•					
RST		•						
RTP	•		•	•	•			•
SRTS	•	•	•	•	•		•	•
PLAN							•	•
NHTSA 402/405							•	•
FLTTP	•	•	•	•	•	•		

6.3 Prioritized Recommendations for Barrier Removal

The following tables represent the cost estimates of findings to remove the barriers identified. The cost estimates reflect planning level estimates at the time of assessment. Actual costs can only be firmly determined through the standard design and construction process.

It is not financially feasible to remove all barriers to access immediately. It is the goal of the updated ADA Transition Plan to provide improved access to the programs, activities and services through pedestrian facilities over time. The City of Long Beach has on-going programs that monitor proposed alteration projects and include the review of the various accessibility concerns identified, in order to bring facilities to current ADA standards when projects take place. The City plans to remove barriers over time, as indicated by the Implementation Approach and per the financial commitments communicated.

The City plans to address potential barriers within the curb ramps and sidewalks, in a prioritized strategic manner, using the analysis and ratings provided in this plan, policies established by the City, input from the City's public outreach process, advanced design planning review, and allocated available funds. The City may choose to modify potential barrier removal priorities in order to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, approved budgets, fluctuating construction costs, and other funding opportunities that may arise. The following chart provides a high-level planning cost estimate for addressing improvements, as projected at this time.

Cost Estimate for Pedestrian Facilities

ADA Facility	Total
Curb Ramps	***$151,164,926***
Curb Cuts	***$662,560***
Sidewalk Violations	***$471,548,992***
Gaps in Sidewalk Connectivity	***$7,618,800***
Total	**$630,995,278**

6.4 Implementation Schedule

The information from the self-evaluation has been reviewed in its entirety and City staff will engage in advanced planning to properly assimilate the prioritized data and determine specific mitigation plans each year. The following provides an overview of a tiered approach that will be completed over many years and programmed into the City's budgets, capital improvement programs, or other projects and programs as applicable, and approved by City Council. Implementation planning for more specific projects by District are documented in the Apprendix of this document and adjusted annually. The City of Long Beach may choose to modify the planning-level schedules to allow flexibility in acommodating unforseen events, such as, additional community requests, petitions for reasonable modifications from persons with disabilities, changes in City programs, ongoing evaluation, construction cost fluctuation, approved budget, and other funding opportunities

An Overview of General Priorities for Implementation

The City has followed a quantitative prioritization process, as described in Section 4.6, to allow for annual review and identification of specific design and construction projects by location. The following is a high-level overview of general priorities, listed by matter of importance to access and safety of pedestrians with disabilities.

1. **Grievances** received by individuals with disabilities will be reviewed with efficiency to determine if a remediation solution is appropriate. Those which require action will receive top priority. Please see Section 7 for information on how to file public feedback or complaints.

2. **Activity Generators** are locations that help drive pedestrian traffic for people with disabilities. The City has identified the following types of facilities which drive more usage of pedestrian facilities. Locations of ramps and sidewalk connectivity near these activity generators help to create the priority ranking:

   a. Schools, libraries and government buildings

   b. Senior centers and various community centers throughout the City, that are not within park properties

   c. Hospitals, medical centers and nursing or rehabilitation facilities

   d. Transit stops/centers

   e. Road classifications that would indicate high pedestrian traffic

3. **Compliance Data**
   Physical Barriers in the direction of travel, such as significant joint displacement, or physical obstructions which prevent access are usually considered a top priority. Some obstructions, such as utility poles require more time for coordination with outside agencies and may take longer to address or require specialized design solutions to fully resolve unique challenges. The following provides insights as to how data is prioritized, and will be assigned for annual improvements, based on budget targets.

   a. Tier 1 Priorities

      i. Missing curb ramps (*please see notation regarding T-Intersections below)

      ii. Sidewalks with 3" or greater displacement

      iii. Sidewalks with 4% or more cross slope

   b. Tier 2 Priorities

      i. Non-compliant curb ramps with slopes greater than 10%

      ii. Sidewalks with 1-3" displacements

      iii. Sidewalks with 3-4% cross slope

c. **Tier 3 Priorities**
   i. All other non-compliant ramps
   ii. Sidewalks with .25-1" displacements
   iii. Sidewalks with 2-3% cross slope

***T-Intersection – Potential Missing Ramp Locations:** 67% of missing ramps are represented in areas identified as "T-Intersections". While every potential site of a missing ramp is documented in the self-evaluation data, not all of these locations will be appropriate for installation. These areas are intentionally flagged for further City review. The City may engage other available design solutions in these locations, and some missing ramp locations may be remediated instead with signage or physical barriers eliminating an unmarked pedestrian crossing. The City will be evaluating these locations.

Implementation Approach for Scheduled Improvements

The City is committed to following an implementation approach for accessibility improvements, based on prioritized data and public feedback. The commitment schedule includes a twenty (20) year time-frame for curb ramps and a thirty (30) year time-frame for other pedestrian facilities, such as sidewalks.

The City has collected all curb ramp and existing sidewalk data, which suggests that improvements will be required beyond the 20-year plan for curb ramps and 30-year plan for sidewalks. It is the City's intention to continue addressing compliance concerns and priorities on an on-going basis, understanding that public infrastructure ages and is also impacted by natural elements over time.

The City is committed to the following implementation approach for accessibility improvements within a twenty (20) year time-frame for curb ramps and a thirty (30) year time-frame for other pedestrian facilities, such as sidewalks.

Curb Ramp Improvements

- The City will complete the installation, repair or replacement of curb ramps, not in compliance, based on the self-evaluation data collected, the prioritization methodology in place, and the public feedback received.
- The City has agreed to target the repair or replacement of 16,000 curb ramps and the installation of 4,500 missing curb ramps. These numbers were defined prior to the self-evaluation commencing. The City will utilize the actual data collected to correlate the highest priorities first, for installation, repair and replacement commitments estimated at $50M* within the time-frame specified.
- The City intends to install approximately 900 missing ramps per year until all 4,500 missing curb ramps are installed.
- New construction by the City will likely require the City to install curb ramps, which will be in addition to the $50M improvement commitment.

Sidewalk Improvements

- The City will install, repair or replace pedestrian facilities, such as sidewalk, in addition to the curb ramp improvements, estimated at $125M* in the time-frame specified.
- Sidewalk improvements based on public feedback and prioritized data will also be on-going based on fiscal year approved budgets.

City's Access Request Program

**** Subject to an inflation factor***

- The City will allocate $500,000 per year through October 2022 to respond to requests made through the Access Request Program.
- The City will allocate $550,000 per year from October 2022 to October 2027 to respond to requests made through the Access Request Program.

Public Feedback for Highest Priority

Priority will be given to the public feedback received during the self-evaluation process, where citizens living with disabilities communicated a barrier to access. The opportunity for public feedback is an on-going process and citizens have the opportunity to report any concerns as they arise at http://longbeach.gov/CityManager/ADA/. It is important to note that public feedback each year may cause the City to reorganize priorities annually for pedestrian facility improvements.

The following list of concerns were reported during the public outreach process for the Self-Evaluation. As part of the known issues to date, these locations will be given top priority for remediation:

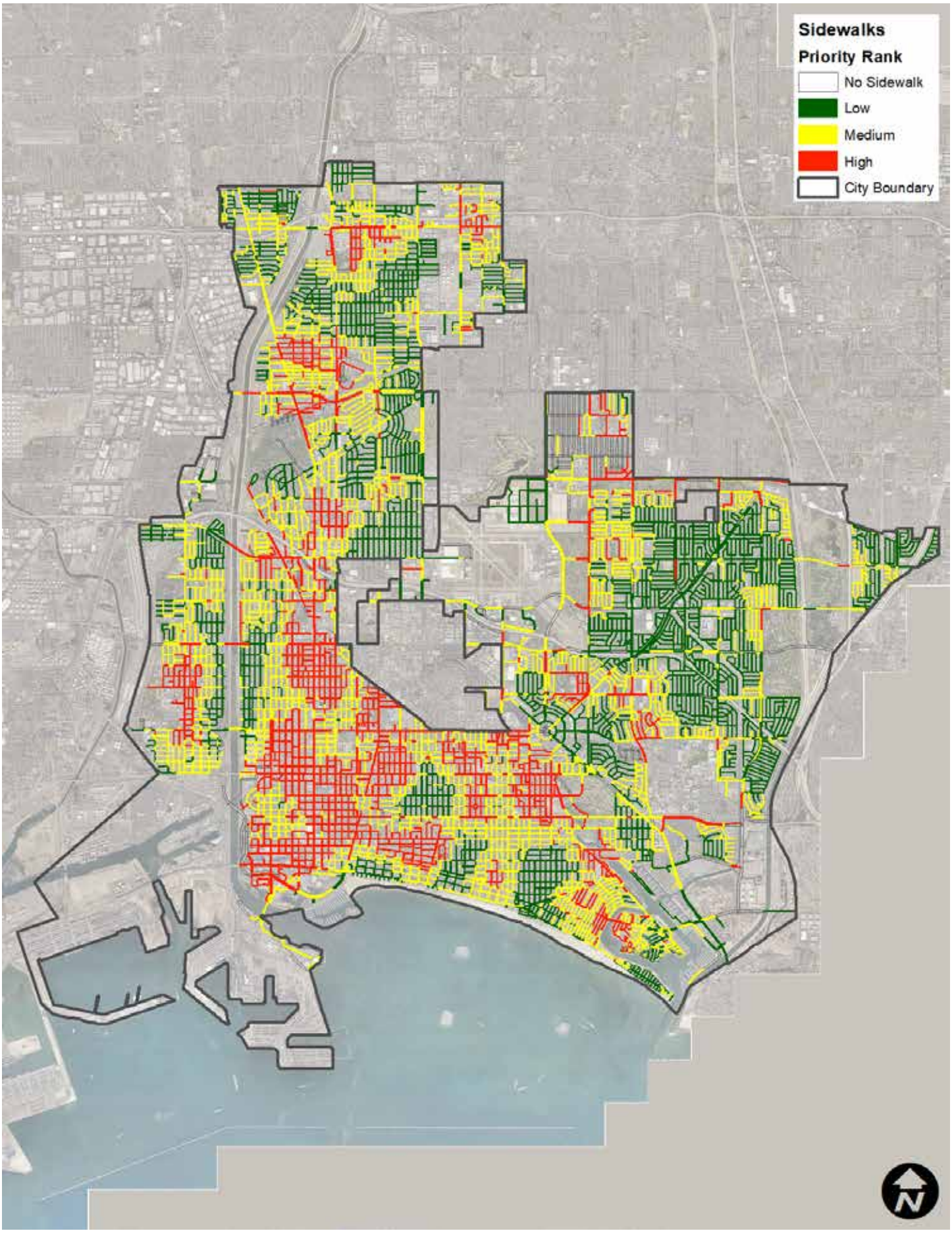
CURB RAMP CONCERNS					
ID	Complaint	Relevant Barrier Types	Cross Street 1	Cross Street 2	Intersection Quadrant
CR1	Noncompliant corners	Existing Curb Ramps	Orange Avenue	E 8th Street	All
CR2	Missing truncated domes	Existing Curb Ramps	Jack Rabbit Ln -17th St	Atlantic Avenue	All
CR3	Missing truncated domes	Existing Curb Ramps	Grand Avenue	2nd Street	All
CR4	Missing truncated domes	Existing Curb Ramps	Atlantic Avenue	Ocean Blvd	NE, NW, SW
CR5	Missing truncated domes	Existing Curb Ramps	Linden Avenue	Ocean Blvd	All
CR6	Steep ramp slope	Existing Curb Ramps	Linden Avenue	Ocean Blvd	SE
CR7	Steep ramp slope	Existing Curb Ramps	Pine Avenue	Ocean Blvd	SE
CR8	Curbed corners	Missing Curb Ramps	Pasadena Avenue	E 27th Street	SW
CR9	Curbed corners	Missing Curb Ramps	1st Street	Euclid Avenue	NE, SE
CR10	Curbed corners	Missing Curb Ramps	1st Street	Grand Avenue	All
CR11	Curbed corners	Missing Curb Ramps	1st Street	Mira Mar Avenue	All
CR12	Curbed corners	Missing Curb Ramps	1st Street	Termino Avenue	All
CR13	Curbed corners	Missing Curb Ramps	E Luray Street	Brayton Avenue	NE, SE
CR14	Curbed corners	Missing Curb Ramps	E Luray Street	Boyar Street	SE, SW
CR15	Curbed corners	Missing Curb Ramps	E Luray Street	Matney Avenue	SE, SW

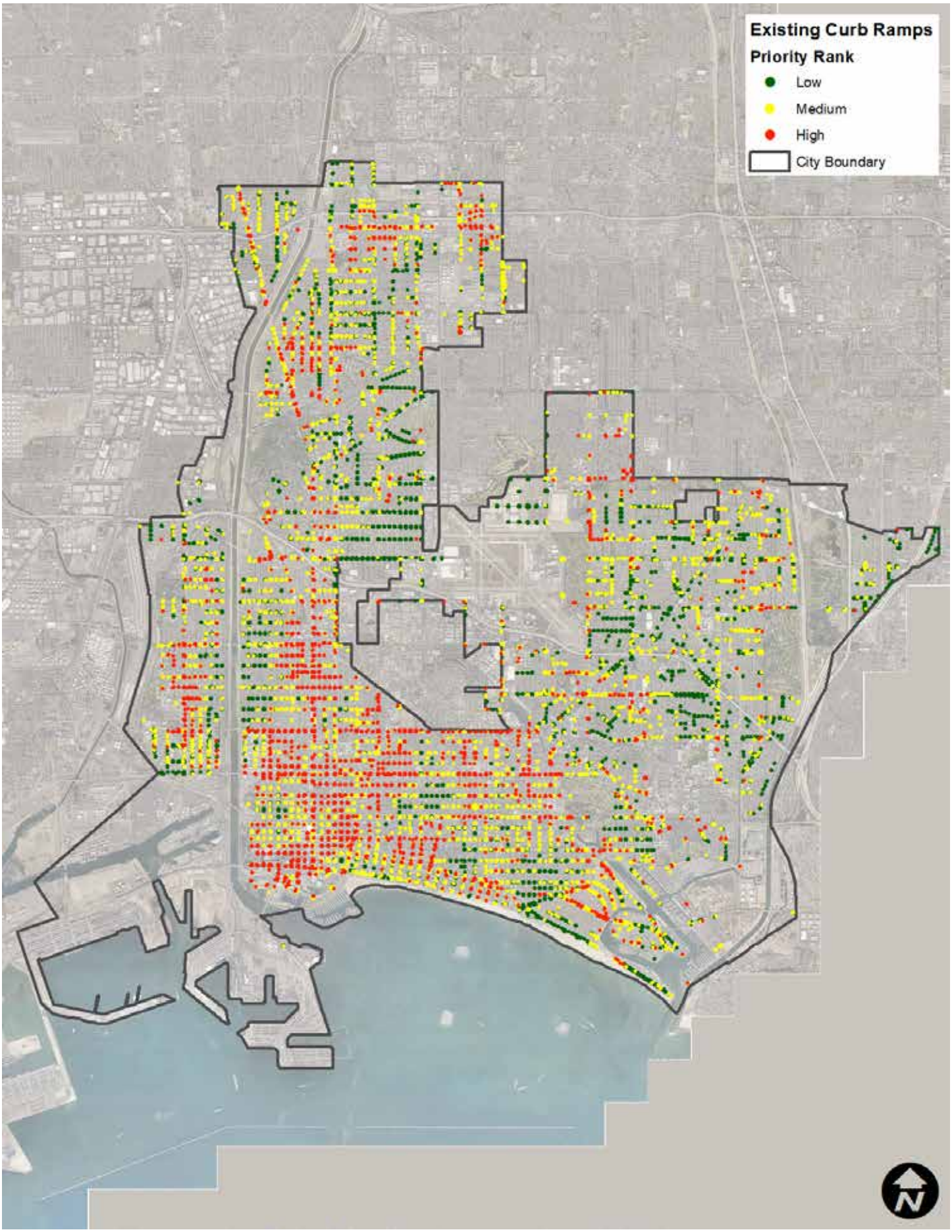
ID	Complaint	Relevant Barrier Types	Cross Street 1	Cross Street 2	Intersection Quadrant
CR16	Curbed corners	Missing Curb Ramps	E Luray Street	Gundry Avenue	SE, SW
CR17	Curbed corners	Missing Curb Ramps	E Luray Street	Falcon Avenue	SE, SW
CR18	Curbed corners	Missing Curb Ramps	E Luray Street	Walnut Avenue	SE, SW
CR19	Curbed corners	Missing Curb Ramps	E Luray Street	Gaviota Avenue	SE, SW
CR20	Curbed corners	Missing Curb Ramps	E Luray Street	Rose Avenue	SE, SW
CR21	Curbed corners	Missing Curb Ramps	E Luray Street	Gardenia Avenue	NE, SE
CR22	Curbed corners	Missing Curb Ramps	E Platt Street	Cedar Avenue	All
CR23	Curbed corners	Missing Curb Ramps	W Arbor Street	Pacific Avenue	NE, SE
CR24	Trip hazards/ poor surface quality	Existing Curb Ramps	W 8th Street	Magnolia Ave	All
CR25	Trip hazards/ poor surface quality	Existing Curb Ramps	W 8th Street	Chestnut Ave	All
CR26	Trip hazards/ poor surface quality	Existing Curb Ramps	W 8th Street	Cedar Ave	All
CR27	Trip hazards/ poor surface quality	Existing Curb Ramps	W 8th Street	Pacific Ave	All

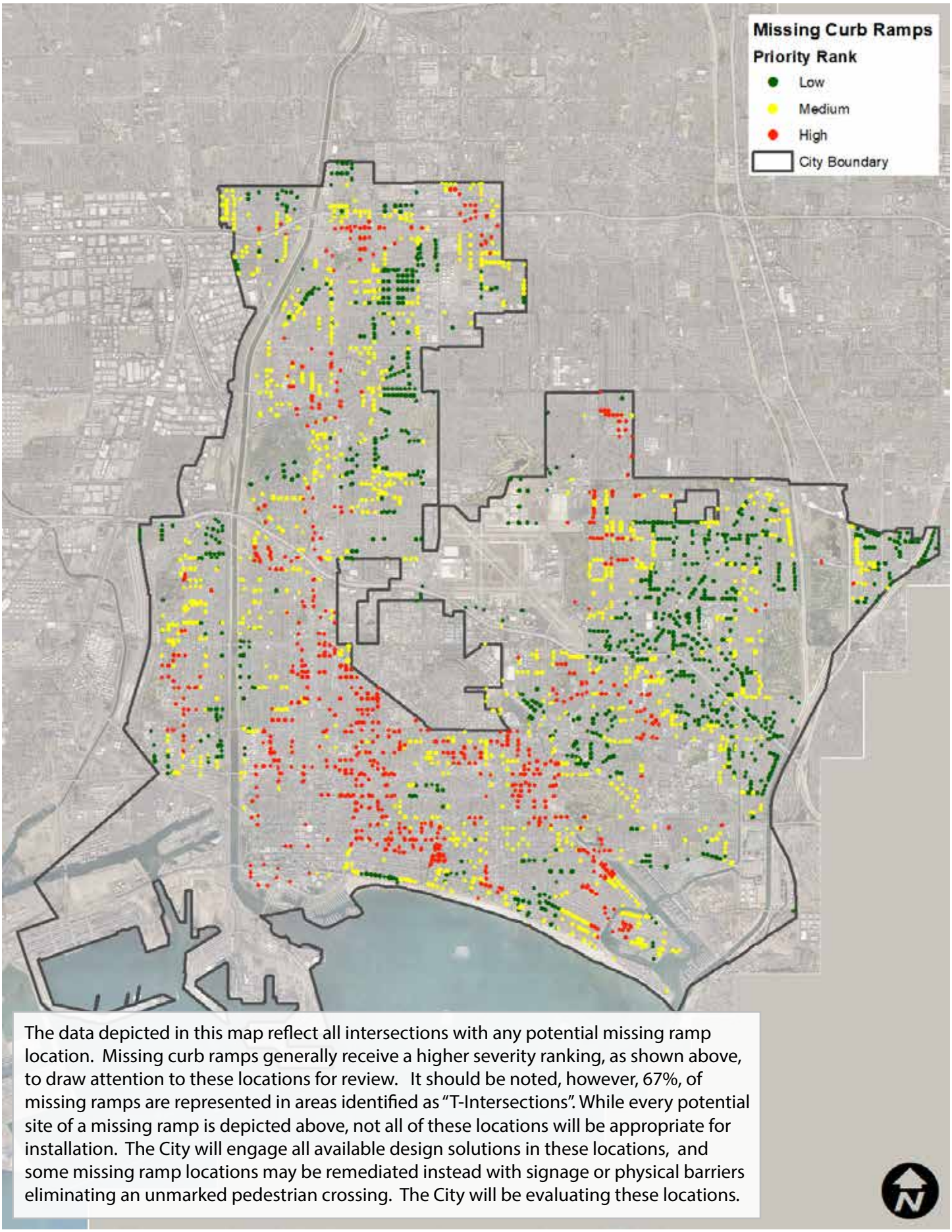
SIDEWALK CONCERNS					
ID	Complaint	Relevant Barrier Types	Address or Affected Street	From Cross Street 1	To Cross St 2
SW1	Trip hazards/ poor surface quality	Sidewalk and Curb Ramps	W 8th St	Magnolia Ave	Pacific Ave
SW2	Power pole obstruction	Sidewalk	Alamitos Ave	North of E 4th St	
SW3	Trip hazards/ poor surface quality	Crosswalk	E 23rd Street	Atlantic Avenue	
SW4	Trip hazards/ poor surface quality	Sidewalk/ Alley Entrance	209 Mira Mar	North of E 2nd St	E-Broadway
SW5	Trip hazards/ poor surface quality	Sidewalk/ Alley Entrance	213 Mira Mar	North of E 2nd St	E-Broadway
SW6	Trip hazards/ poor surface quality	Sidewalk	E 27th Street	Atlantic Avenue	Pasadena Avenue
SW7	Trip hazards/ poor surface quality	Sidewalk/ Alley Entrance	2203 E Bermuda St - Bermuda St - 35408	Junipro Ave -32067	Cherry Ave - 31237
SW8	Trip hazards/ poor surface quality	Sidewalk	1480 Orange Avenue	E 15th St	E 14th St
SW9	Trip hazards/ poor surface quality	Sidewalk	Snowden Avenue	LOS SANTOS DR (E Los Altos Drive)	E Stearns Street
SW10	No sidewalk/ access to park	Sidewalk	De Forest Avenue	E 63rd Street	Chestnut Avenue
SW11	Sidewalk connectivity	Sidewalk	E Cameron Place	Locust Avenue	Pine Avenue
SW12	Sidewalk connectivity	Sidewalk	Weston Place	E 36th Street	E Cameron Place

Final Ranking Maps

The following images depict mapping of the Final Rankings for curb ramps, missing ramps, and sidewalks at the time of data collection. These take into account activity generators of pedestrian activity and severity scoring of compliance data. Section 4.6 describes the prioritization process utilized. This information created the foundation from which the City is able to plan and program modifications to curb ramps and sidewalks. Each year, the City develops a planning-level schedule by City District for improvements. The annual implementation schedule is documented within the Appendix of the ADA Self-Evaluation & Transition Plan and is updated each year. The City of Long Beach may choose to modify priorities to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, change in City programs, ongoing evaluation, construction cost fluctuation, approved budgets, and other funding opportunities.


Sidewalks
Priority Rank
No Sidewalk
Low
Medium
High
City Boundary
N


Existing Curb Ramps
Priority Rank
Low
Medium
High
City Boundary
N



The data depicted in this map reflect all intersections with any potential missing ramp location. Missing curb ramps generally receive a higher severity ranking, as shown above, to draw attention to these locations for review. It should be noted, however, 67%, of missing ramps are represented in areas identified as "T-Intersections". While every potential site of a missing ramp is depicted above, not all of these locations will be appropriate for installation. The City will engage all available design solutions in these locations, and some missing ramp locations may be remediated instead with signage or physical barriers eliminating an unmarked pedestrian crossing. The City will be evaluating these locations.

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7. Current ADA Policy & Grievance Procedure

7.1 Policy

The City of Long Beach is committed to complying with both the intent and spirit of the Americans with Disabilities Act. The City of Long Beach does not discriminate on the basis of disability in employment or in admission to, access to, or operations of its programs, services, or activities. Heather Van Wijk, Citywide Accessibility Coordinator has been designated to coordinate and carry out the City's compliance with the nondiscrimination requirements of Title II of the Americans with Disabilities Act. Some of our efforts and resources to better provide accessibility in the City include ADA Accessibility Checklist, ADA Access Request Program, ADA Public Notice Procedures, and more. All resources and information on City's efforts can be found at http://longbeach.gov/CityManager/ADA/.

7.2 ADA Compliance Procedure

AMERICANS WITH DISABILITIES (ADA) POLICY

The City of Long Beach is committed to ensuring that people with disabilities are able to take part in, benefit from and have an equal opportunity to enjoy the full range of public programs, services and activities offered by the City. The City has modified, and will continue to modify, its facilities, programs, policies and/or practices, as necessary, to ensure such access is provided.

THE LAW

The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, State and local government services, public accommodations, public facilities, and transportation. It also mandates the establishment of TTY/telephone relay services.

Local governments must comply with Title I and Title II of the ADA. Title I deals with employment. Title II deals with programs, services and activities of the local government.

DEFINITION

To be protected under the ADA, one must have a disability or have a relationship or association with an individual with disability. An individual with a disability is defined by the ADA as a person who has a physical or mental impairment that substantially limits one or more major life activities, a person who has a history or record of such impairment. The ADA does not specifically name all of the impairments that are covered.

COMPLAINT GUIDELINES

Any person with a disability, or qualified persons with disabilities or their representatives, may file a Title II ADA complaint with the City for any of the following reasons:

- Non-compliance with the physical access requirements of the ADA in relation to the City facilities, and/or public right of way;
- Denial of an opportunity to participate in any City programs, services or activities on the basis of any recognized disability;

The City encourages, but does not require, an attempt to resolve concerns informally prior to filing a formal ADA complaint. You may seek resolution by contacting the departmental ADA Counselor of the affected department. If your informal concern is not resolved in a timely manner, you have the right to file a formal ADA complaint under the following procedure.

HOW TO FILE A COMPLAINT

The ADA complaint process is designed to administratively resolve complaints in a timely manner and ensure appropriate action is taken. The complaint may be filed via mail, in-person, facsimile, electronic mail, telephone, or in person with the City's designated Citywide Accessibility Coordinator.

An ADA complaint should be submitted as soon as possible and should include the following information:

- Your name, address, telephone number and the name of the aggrieved party (if different from the complainant);
- A brief description of what occurred, location and the names of individuals involved;
- Other information you believe necessary to support your complaint, including copies (not originals) of relevant documents; and
- Information regarding reasonable accommodations, if necessary.

COMPLAINT PROCEDURES

A prompt and thorough investigation into the complaint will be conducted. Individuals with direct information pertaining to the complaint may be interviewed and any evidence provided will be reviewed.

Upon completion of the investigation, the Citywide Accessibility Coordinator will issue a written response to the complainant, including any findings, determination of corrective action or notification that the complaint has been closed.

Department	Representative	Phone Number
Airport	Dale Worsham	562-570-2606
City Attorney	Tyler Pike	562-570-2200
City Auditor	Pam Watts (ADA) James Lam (EEO)	562-570-6752 562-570-6989
City Clerk	Maggie Seymore	562-570-6549
City Council	Diana Tang	562-570-6060
City Manager	Omar Ramos	562-570-6257
City Prosecutor	Sherri Seldon	562-570-5621
Civil Service	Crystal Slaton	562-570-7057
Development Services	Francisco Davila	562-570-6142
Disaster Preparedness & Emergency Communications	Meredith Dawson	562-570-9490
Energy Resources	Sandra Aguilar	562-570-2043
Financial Management	Sandra Kennedy	562-570-6688
Fire	Meg Rau	562-570-2551
Harbor	Kimberly Clay	562-283-7511
Health	Ginger Lee	562-570-4018
Human Resources	Khristina Coston	562-570-6304
Library	Amber Ahlo	562-570-6110
Economic & Property Management Development – Workforce Bureau	Alisa Munoz (EEO) Wendy Calacay (ADA)	562-570-3748 562-570-4704
Park, Rec & Marine	Mark Berne Stephen Scott	562-570-3134 562-570-3100
Police	Paula Gallegos	562-570-7310
Public Works	Russ Ficker	562-570-4686
Technology Services	Danielle Mitchell	562-570-7079
Water	Ken Bott	562-570-2364

DEPARTMENTAL EQUAL EMPLOYMENT OPPORTUNITY/ADA COUNSELORS

For more information, please contact the Citywide Accessibility Coordinator for the City of Long Beach:

Heather Van Wijk

Direct Line: 562-570-6257

TTY: 562-570-2779

Email: Heather.VanWijk@longbeach.gov

8. Appendix

The Appendix contains detailed information that supports the substance reported within the ADA Self-Evaluation & Transition Plan.

Appendix contents include

A. Annual Implementation Schedule
B. Sidewalk Corridor Compliance Reports
C. Curb Ramp Compliance Reports
D. Island Curb Cuts/Medians Reports

Due to the size and nature of the extensive data collected, the files noted in these Appendices B.-D. are not directly attached to the report, but are available from the City upon request.

Appendix A - Annual Implementation Schedule

The information from the self-evaluation has been reviewed in its entirety and City staff engage in advanced planning to properly determine specific mitigation plans each year. The following provides an overview of projects presently planned. Implementation schedules are shown by District in the pages that follow. The City of Long Beach may choose to modify the planning-level schedules to allow flexibility in accommodating unforeseen events, such as, additional community requests, petitions for reasonable modifications from persons with disabilities, changes in City programs, ongoing evaluation, construction cost fluctuation, approved budget, and other funding opportunities.

Annual reports and updated implementation schedules will be posted on the City's website by November 1 of each year and can be found at http://www.longbeach.gov/citymanager/ada/.

FY 21 MAJOR STREET PROGRAM

STREET	CD	FROM	TO
Anaheim Street	1	LA River	Oregon
Alamitos Ave	2	Ocean	7th
Loyne Dr	3	Bellflower	Pacific Coast Highway
Anaheim St	4	Temple	Termino
Studebaker Rd	5	Los Coyotes Diagonal	Wardlow Rd
Studebaker Rd	5	Los Santos Dr	Sterns St
Atlantic Ave	6	PCH	Anaheim St
Cherry Ave	7	Carson Ave	Bixby Rd
Market St	8	Long Beach Blvd	Atlantic Ave
Harding St	9	Atlantic Ave	Orange Ave

FY 21 RESIDENTIAL STREET PROGRAM

STREET	CD	FROM	TO
Cedar Ave	1	7th St	Anaheim St
Molino Ave	2	3rd St	7th St
Colorado St	3	Ximeno	Nieto
Channel Dr	3	PCH	7th St
Dawson Ave	4	14th St	15th St
Los Coyotes Diagonal Service Rd	4	Park Ave	Alley E/O Los Coyotes Diagonal
Newport Ave	4	Wilton St	North End
Spaulding Ct	4	St. Louis Ave	Dawson Ave
Spring St Service Rd	5	East End	Montair Ave
Fidler Ave	5	Spring St	Mezzanine Way
Greenbrier Rd	5	Spring St	Mezzanine Way
Hill St	6	Atlantic Ave	Martine Luther King Ave
Lincoln St	7	Hesperian Ave	East End
Cameron St	7	Hesperian Ave	Webster Ave
Seabright Ave	7	Wardlow Rd	South End
Myrtle Ave	8	Market St	South St
Alley E/O Long Beach Blvd	9	67th	Artesia

CITY OF LONGBEACH

City of Long Beach
List of Grids for Construction

Grid	CD	Weighted Score
K9	2	53.5
L9	2	53.1
Q8	3	45.0
N12	4	43.4
J16	6	43.1
L13	4	41.2
J13	6	38.1
E19	7	37.4
G13	1	36.7
Q5	3	36.2
H17	6	35.3
J15	6	33.5
K10	2	32.4
H18	6	32.3
Q22	5	31.3
M13	4	30.2
J11	1	28.9
K14	6	27.6
J38	9	27.3
G23	7	25.9
N13	4	25.6
K26	7	25.4
K12	6	25.1
N10	3	24.5
P13	4	24.2
N11	3	22.9
P9	3	22.6
Q29	5	22.2
J30	8	21.9
R17	4	21.5
P18	4	21.5
M14	4	20.9
R15	4	20.5
P16	4	20.3
J14	6	20.2
M37	9	20.0
E20	7	19.9
L8	2	19.7
L10	2	19.3
P12	3	19.0

Grid	CD	Weighted Score
K37	9	18.9
P25	5	18.8
J17	6	18.8
P6	3	18.7
G31	8	18.6
W22	5	18.5
Q17	4	18.4
Q24	5	18.3
T16	5	18.1
Q7	3	18.0
J12	6	17.8
H16	6	17.7
H30	8	17.7
R22	5	17.4
S15	4	17.4
R5	3	16.9
H28	8	16.9
R25	5	16.5
J26	8	16.5
J25	8	16.5
K11	2	16.3
H29	8	15.9
L40	9	15.8
M36	9	15.6
E16	7	15.5
H31	8	15.5
J32	8	15.4
H35	9	15.1
J9	2	15.1
P10	3	14.9
W21	5	14.9
S24	5	14.9
G30	8	14.8
J39	9	14.7
K38	9	14.5
E17	7	14.3
Q6	3	14.3
G22	7	14.2
Q25	5	14.2
N14	4	14.1

Note: Public feedback locations on p. 41-43 of Updated Transition Plan will be incorporated as high priorities.

Page 1 of 5

CITY OF LONGBEACH

City of Long Beach
List of Grids for Construction

Grid	CD	Weighted Score
H19	6	14.1
E22	7	14.0
F39	9	14.0
K31	8	13.9
T17	5	13.8
T12	3	13.8
L14	4	13.5
M38	9	13.2
T22	5	12.9
J18	6	12.9
G15	6	12.8
R23	5	12.5
G14	1	12.4
U24	5	12.4
K25	7	12.4
H22	7	12.4
R24	5	12.3
Q16	4	12.2
G25	8	11.8
Q23	5	11.8
P7	3	11.7
K30	8	11.6
Q20	5	11.5
W23	5	11.4
K8	2	11.4
R4	3	11.1
M8	3	11.1
H26	8	10.9
K36	9	10.8
R6	3	10.7
F38	9	10.7
N7	3	10.6
T21	5	10.6
L37	9	10.4
M39	9	10.4
Q12	3	10.2
T25	5	10.1
G38	9	10.1
J35	9	10.0
J27	8	10.0

Grid	CD	Weighted Score
T24	5	10.0
J8	2	9.9
Q15	4	9.8
G29	8	9.8
Q9	3	9.7
G37	9	9.5
S20	5	9.5
T14	3	9.4
M12	4	9.3
E18	7	9.2
G24	7	9.2
E21	7	9.2
H23	7	9.1
M35	9	9.1
H27	8	9.1
M10	2	9.0
K13	6	8.9
N35	9	8.8
K39	9	8.7
U25	5	8.5
H20	6	8.2
N18	5	8.1
S18	5	8.1
N16	4	8.0
H12	1	7.9
E14	1	7.8
J11	6	7.8
J10	2	7.7
U23	5	7.6
N9	3	7.5
H25	8	7.4
E15	7	7.4
R16	4	7.3
T13	3	7.3
G8	2	7.3
Q13	3	7.2
M7	3	7.2
P24	5	7.1
K34	8	7.1
R21	5	7.0

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CITY OF LONGBEACH

City of Long Beach
List of Grids for Construction

Grid	CD	Weighted Score
K28	7	7.0
S19	5	7.0
M40	9	7.0
P22	5	6.9
H33	8	6.9
Q14	4	6.9
J37	9	6.8
K33	8	6.8
G34	8	6.8
N15	4	6.6
T23	5	6.6
G12	1	6.5
E13	1	6.5
H36	9	6.5
R18	4	6.5
U22	5	6.5
N6	3	6.4
S22	5	6.3
H32	8	6.3
S10	3	6.3
J36	9	6.1
J29	8	6.1
T9	3	6.0
W24	5	5.9
G33	8	5.9
J28	8	5.8
G36	9	5.8
P17	4	5.8
H24	7	5.8
H11	6	5.8
H21	7	5.6
T26	5	5.6
T19	5	5.6
Q26	5	5.5
T15	5	5.5
L38	9	5.4
P26	5	5.4
E23	7	5.3
K35	9	5.3
P15	4	5.2

Grid	CD	Weighted Score
G16	7	5.2
H34	9	5.2
S14	3	5.2
Q28	5	5.1
T11	3	5.0
G17	6	5.0
S9	3	5.0
E15	1	4.9
H15	6	4.9
Q14	3	4.8
F36	9	4.8
M9	2	4.7
P8	3	4.6
G10	1	4.6
H38	9	4.6
R13	3	4.6
R14	4	4.6
G39	9	4.5
F13	1	4.4
F23	7	4.3
F19	7	4.2
E12	1	4.1
T20	5	4.1
K12	2	4.1
L7	3	4.1
H37	9	4.1
S21	5	4.0
R19	5	3.9
Q10	3	3.9
J31	8	3.8
J34	9	3.7
Q18	4	3.7
J33	8	3.7
N17	5	3.7
K22	7	3.6
S17	4	3.5
K32	8	3.5
F15	1	3.5
F21	7	3.5
G7	2	3.5

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CITY OF LONGBEACH

City of Long Beach
List of Grids for Construction

Grid	CD	Weighted Score
J26	7	3.4
R8	3	3.4
F14	1	3.4
R18	5	3.4
P5	3	3.4
J41	9	3.4
X23	5	3.4
Q21	5	3.4
E14	7	3.3
L39	9	3.3
T18	5	3.2
N8	3	3.2
J40	9	3.2
U21	5	3.2
F22	7	3.2
Q11	3	3.2
M34	9	3.0
H14	1	3.0
G11	1	2.9
K29	8	2.9
V21	5	2.8
S23	5	2.8
N16	5	2.7
H39	9	2.7
T15	4	2.7
P11	3	2.7
K34	9	2.7
P14	4	2.7
R10	3	2.6
F20	7	2.6
N11	4	2.5
U13	3	2.5
P20	5	2.5
F12	1	2.4
J22	7	2.4
U15	5	2.4
G20	7	2.4
S12	3	2.3
U14	5	2.3
T16	4	2.2

Grid	CD	Weighted Score
G34	9	2.2
S16	4	2.2
L8	3	2.2
L36	9	2.1
U16	5	2.1
F16	7	2.1
M8	2	2.1
M15	4	2.0
M16	4	2.0
R12	3	2.0
H14	6	2.0
F18	7	1.9
F37	9	1.9
E24	7	1.9
R9	3	1.9
K27	7	1.8
F24	7	1.8
G19	7	1.7
L12	4	1.7
G35	9	1.7
K14	4	1.7
H13	6	1.6
G9	1	1.6
Q19	5	1.6
X24	5	1.6
J10	1	1.6
Q30	5	1.5
R20	5	1.5
L33	8	1.4
N26	5	1.4
H13	1	1.3
P23	5	1.3
T8	3	1.3
J11	2	1.3
M20	5	1.3
H34	8	1.2
K21	7	1.2
R14	3	1.2
J34	8	1.2
P14	3	1.2

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CITY OF LONG BEACH

City of Long Beach
List of Grids for Construction

Grid	CD	Weighted Score
V22	5	1.1
D17	7	1.1
G16	6	1.1
F15	6	1.1
N34	9	1.1
K23	7	1.0
F15	7	1.0
H8	2	1.0
D18	7	0.9
G17	7	0.9
L26	7	0.9
F11	1	0.9
P27	5	0.8
Q18	5	0.8
G14	6	0.8
P13	3	0.8
M10	3	0.8
D13	1	0.8
M9	3	0.7
R11	3	0.7
M6	3	0.7
L34	9	0.7
L28	7	0.7
J25	7	0.7
G32	8	0.6
N36	9	0.6
G26	8	0.6
S13	3	0.6
V24	5	0.6
S17	5	0.6
R2	3	0.6
D20	7	0.6
H40	9	0.5
K12	4	0.5
U12	3	0.5
D19	7	0.5
N20	5	0.4
D24	7	0.3
U14	4	0.3
N24	5	0.3

Grid	CD	Weighted Score
J23	7	0.3
F17	7	0.3
P19	5	0.3
K7	2	0.3
D23	7	0.2
K30	7	0.2
X22	5	0.1
U6	3	0.1
H9	2	0.0
H9	1	0.0
H10	1	0.0
J9	1	0.0
K15	4	0.0
K15	6	0.0
K13	4	0.0
P29	5	0.0
M16	5	0.0
S14	4	0.0
Q4	3	0.0
T14	4	0.0
M19	5	0.0
T10	3	0.0
W20	5	0.0
D14	1	0.0
U14	3	0.0
K21	5	0.0
L27	7	0.0
F26	8	0.0
L11	2	0.0
N27	5	0.0
H41	9	0.0
N29	5	0.0
G27	8	0.0
P18	5	0.0
G40	9	0.0
M24	5	0.0
L30	7	0.0

Weighted score based on prioritization criteria in Updated Transition Plan and number of missing ramps per grid.

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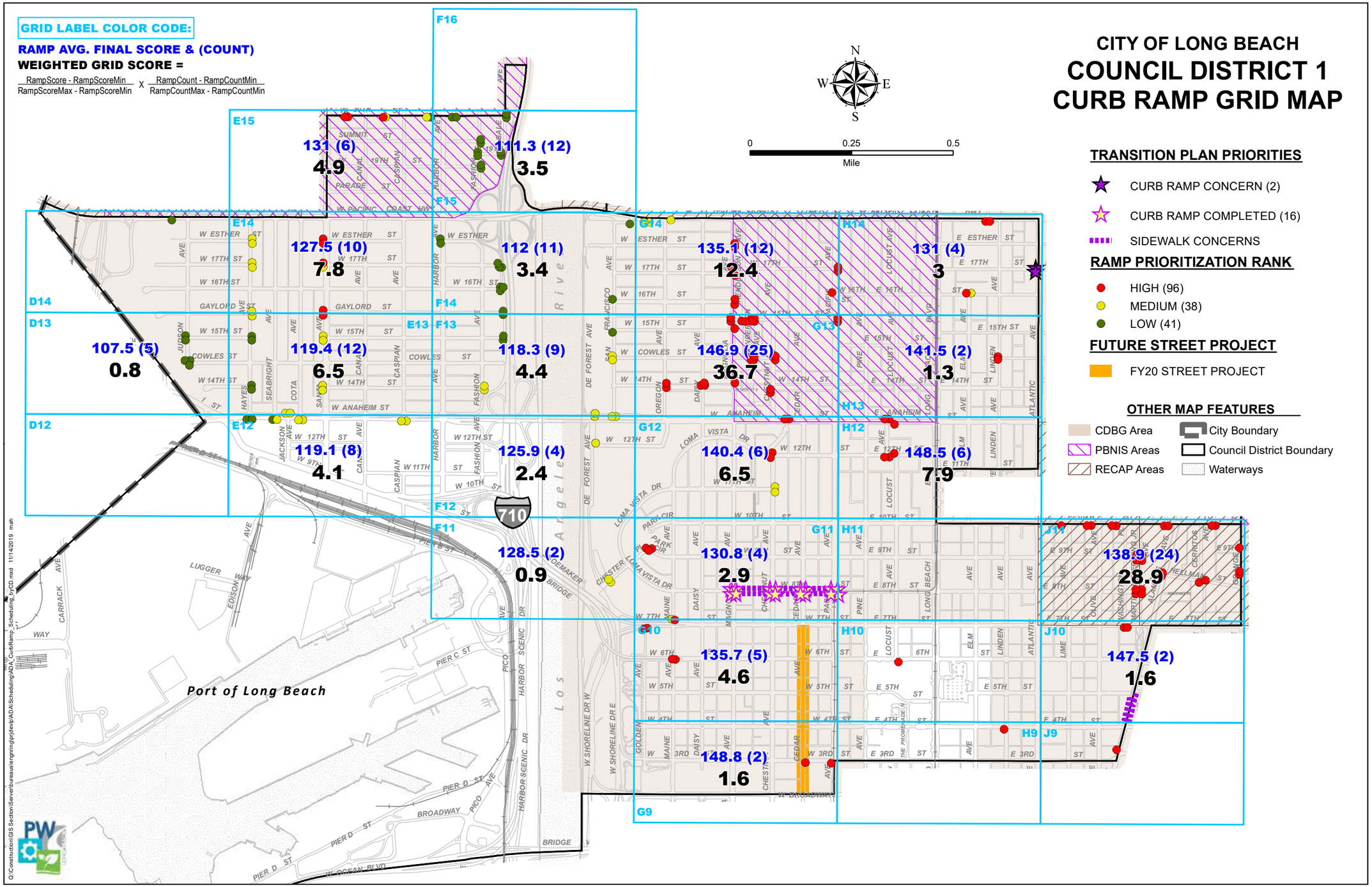
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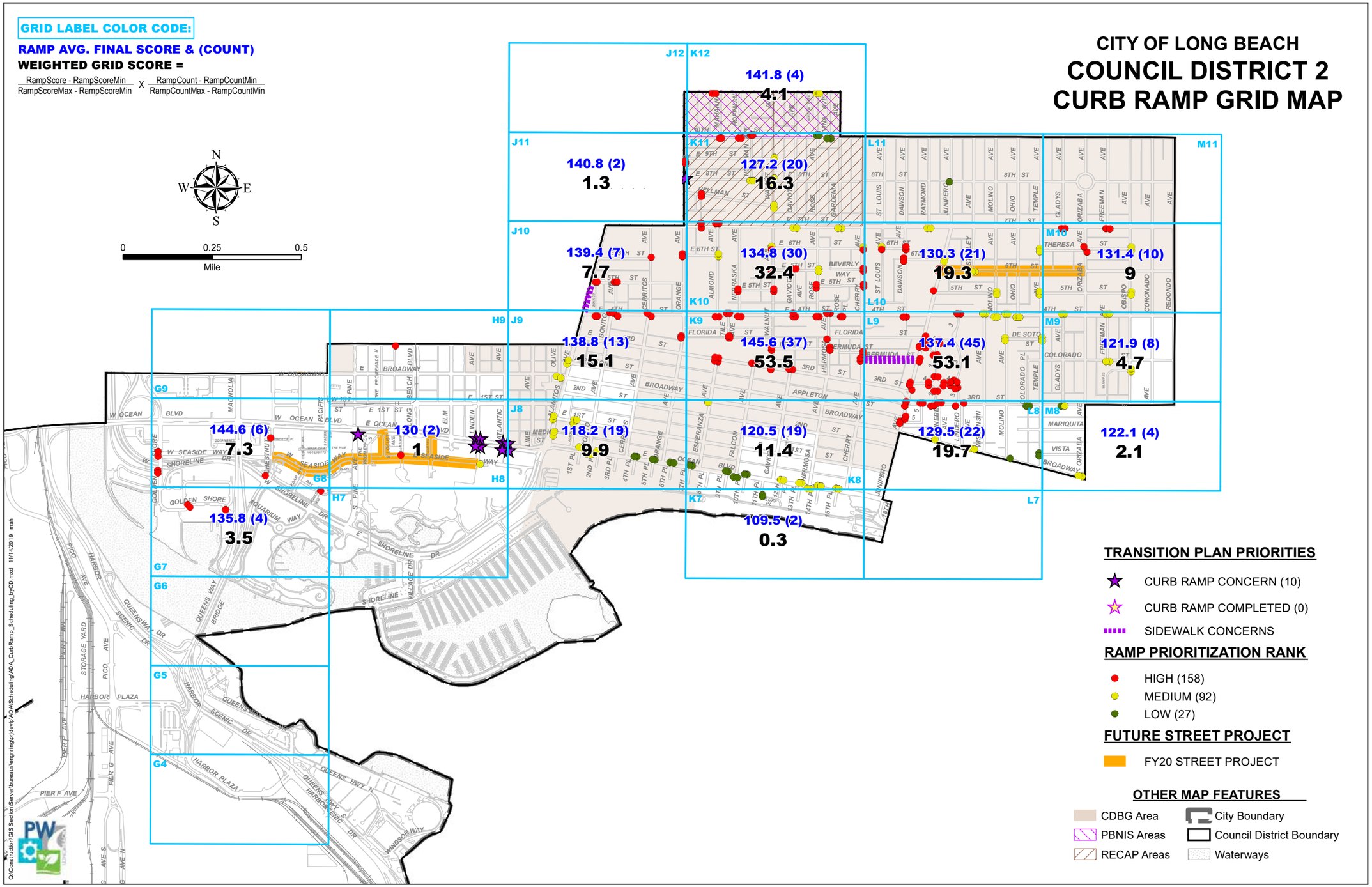
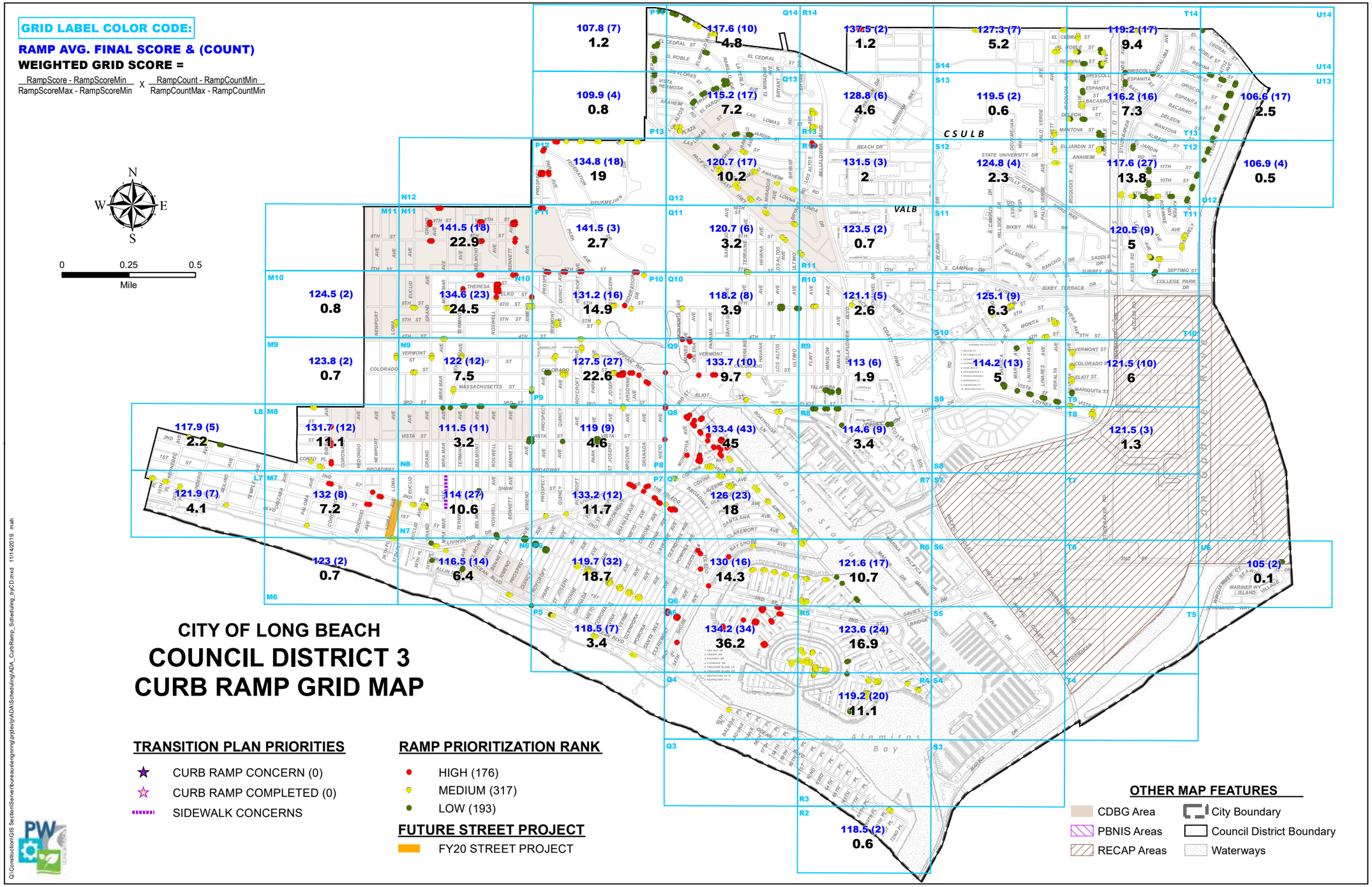
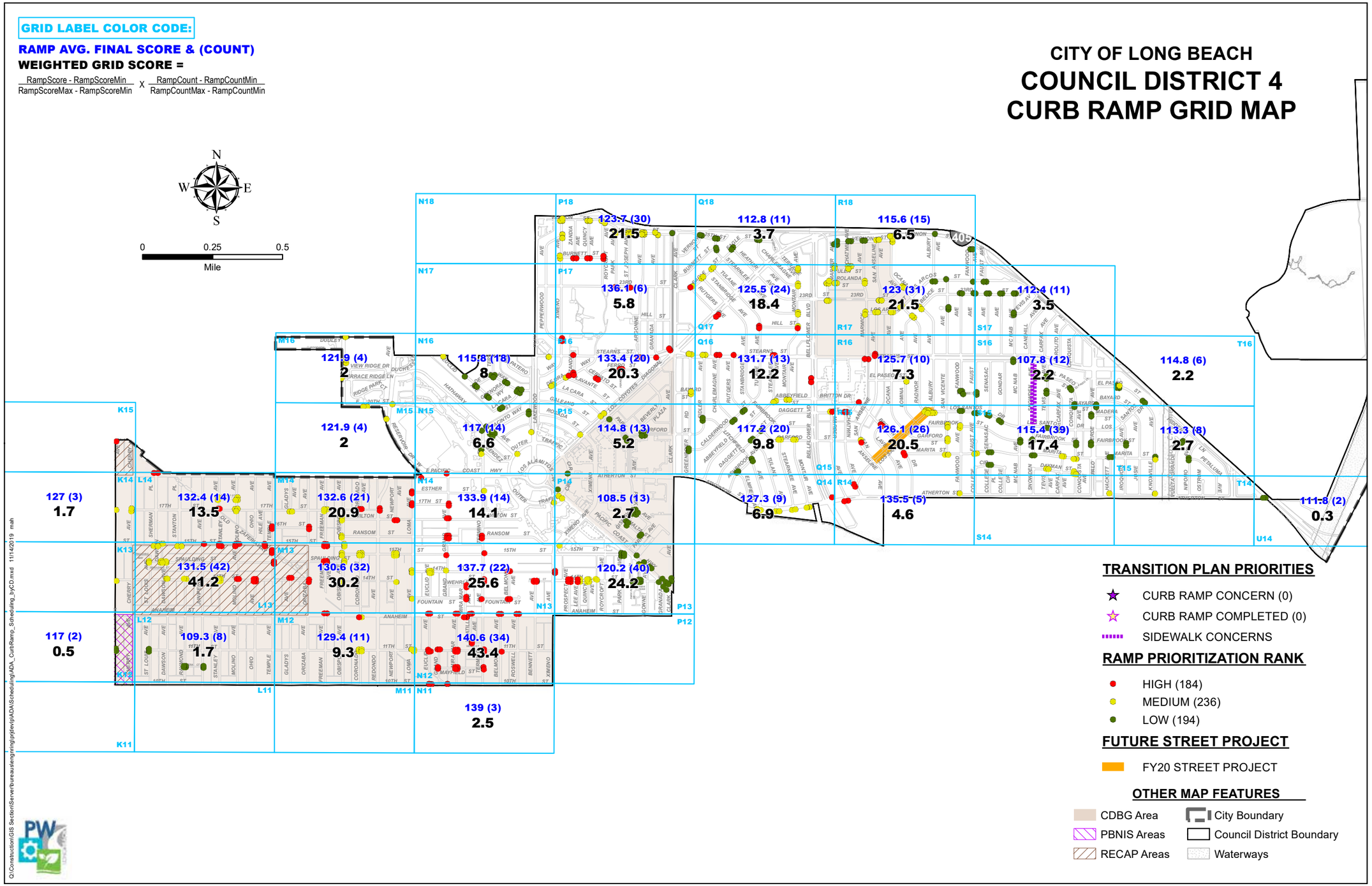
RAMP AVG. FINAL SCORE & (COUNT)
WEIGHTED GRID SCORE =
RampScore - RampScoreMin / RampScoreMax - RampScoreMin X RampCount - RampCountMin / RampCountMax - RampCountMin
CITY OF LONG BEACH
COUNCIL DISTRICT 1
CURB RAMP GRID MAP
N
W
E
S
0
0.25
0.5
Mile
TRANSITION PLAN PRIORITIES
CURB RAMP CONCERN (2)
CURB RAMP COMPLETED (16)
SIDEWALK CONCERNS
RAMP PRIORITIZATION RANK
HIGH (96)
MEDIUM (38)
LOW (41)
FUTURE STREET PROJECT
FY20 STREET PROJECT
OTHER MAP FEATURES
CDBG Area
PBNIS Areas
RECAP Areas
City Boundary
Council District Boundary
Waterways
F16
E15
F15
E14
F14
D14
D13
E13
F13
G14
H14
G13
H13
D12
E12
G12
H12
F12
F11
G11
H11
J11
G10
H10
J10
H9
J9
G9
131 (6)
4.9
111.3 (12)
3.5
127.5 (10)
7.8
112 (11)
3.4
135.1 (12)
12.4
131 (4)
3
107.5 (5)
0.8
119.4 (12)
6.5
118.3 (9)
4.4
146.9 (25)
36.7
141.5 (2)
1.3
119.1 (8)
4.1
125.9 (4)
2.4
140.4 (6)
6.5
148.5 (6)
7.9
128.5 (2)
0.9
130.8 (4)
2.9
138.9 (24)
28.9
135.7 (5)
4.6
147.5 (2)
1.6
148.8 (2)
1.6
710
Port of Long Beach
Los Angeles River
W ESTHER ST
W 17TH ST
W 16TH ST
GAYLORD ST
W 15TH ST
COWLES ST
W 14TH ST
W ANAHEIM ST
W 12TH ST
W 11TH ST
W 10TH ST
W 9TH ST
W 8TH ST
W 7TH ST
W 6TH ST
W 5TH ST
W 4TH ST
W 3RD ST
E 17TH ST
E 16TH ST
E 15TH ST
E 14TH ST
E 12TH ST
E 11TH ST
E 10TH ST
E 9TH ST
E 8TH ST
E 7TH ST
E 6TH ST
E 5TH ST
E 4TH ST
E 3RD ST
SUMMIT ST
PARADE ST
W PACIFIC COAST HWY
LOMA VISTA DR
W SHORELINE DR W
W SHORELINE DR E
PIER C ST
PIER D ST
BROADWAY
W OCEAN BLVD
HARBOR SCENIC DR
PICO AVE
BRIDGE
LUGGER WAY
CARRACK AVE
EDISON WAY
Q:\Construction\GIS Section\Server\bureaus\engrring\pjrdev\ADA\Scheduling\ADA_CurbRamp_Scheduling_byCD.mxd 11/14/2019 mah


GRID LABEL COLOR CODE:
RAMP AVG. FINAL SCORE & (COUNT)
WEIGHTED GRID SCORE =
RampScore - RampScoreMin / RampScoreMax - RampScoreMin X RampCount - RampCountMin / RampCountMax - RampCountMin
CITY OF LONG BEACH
COUNCIL DISTRICT 2
CURB RAMP GRID MAP
N
W
E
S
0
0.25
0.5
Mile
141.8 (4)
4.1
140.8 (2)
1.3
127.2 (20)
16.3
139.4 (7)
7.7
134.8 (30)
32.4
130.3 (21)
19.3
131.4 (10)
9
138.8 (13)
15.1
145.6 (37)
53.5
137.4 (45)
53.1
121.9 (8)
4.7
144.6 (6)
7.3
130 (2)
1
118.2 (19)
9.9
120.5 (19)
11.4
129.5 (22)
19.7
122.1 (4)
2.1
135.8 (4)
3.5
109.5 (2)
0.3
TRANSITION PLAN PRIORITIES
CURB RAMP CONCERN (10)
CURB RAMP COMPLETED (0)
SIDEWALK CONCERNS
RAMP PRIORITIZATION RANK
HIGH (158)
MEDIUM (92)
LOW (27)
FUTURE STREET PROJECT
FY20 STREET PROJECT
OTHER MAP FEATURES
CDBG Area
PBNIS Areas
RECAP Areas
City Boundary
Council District Boundary
Waterways


GRID LABEL COLOR CODE:
RAMP AVG. FINAL SCORE & (COUNT)
WEIGHTED GRID SCORE =
RampScore - RampScoreMin / RampScoreMax - RampScoreMin X RampCount - RampCountMin / RampCountMax - RampCountMin
N
W
E
S
0
0.25
0.5
Mile
107.8 (7) 1.2
117.6 (10) 4.8
137.5 (2) 1.2
127.3 (7) 5.2
119.2 (17) 9.4
109.9 (4) 0.8
115.2 (17) 7.2
128.8 (6) 4.6
119.5 (2) 0.6
116.2 (16) 7.3
106.6 (17) 2.5
134.8 (18) 19
120.7 (17) 10.2
131.5 (3) 2
124.8 (4) 2.3
117.6 (27) 13.8
106.9 (4) 0.5
141.5 (18) 22.9
141.5 (3) 2.7
120.7 (6) 3.2
123.5 (2) 0.7
120.5 (9) 5
124.5 (2) 0.8
134.6 (23) 24.5
131.2 (16) 14.9
118.2 (8) 3.9
121.1 (5) 2.6
125.1 (9) 6.3
123.8 (2) 0.7
122 (12) 7.5
127.5 (27) 22.6
133.7 (10) 9.7
113 (6) 1.9
114.2 (13) 5
121.5 (10) 6
117.9 (5) 2.2
131.7 (12) 11.1
111.5 (11) 3.2
119 (9) 4.6
133.4 (43) 45
114.6 (9) 3.4
121.5 (3) 1.3
121.9 (7) 4.1
132 (8) 7.2
114 (27) 10.6
133.2 (12) 11.7
126 (23) 18
123 (2) 0.7
116.5 (14) 6.4
119.7 (32) 18.7
130 (16) 14.3
121.6 (17) 10.7
105 (2) 0.1
118.5 (7) 3.4
134.2 (34) 36.2
123.6 (24) 16.9
119.2 (20) 11.1
118.5 (2) 0.6
CSULB
VALB
Alamitos Bay
CITY OF LONG BEACH
COUNCIL DISTRICT 3
CURB RAMP GRID MAP
TRANSITION PLAN PRIORITIES
CURB RAMP CONCERN (0)
CURB RAMP COMPLETED (0)
SIDEWALK CONCERNS
RAMP PRIORITIZATION RANK
HIGH (176)
MEDIUM (317)
LOW (193)
FUTURE STREET PROJECT
FY20 STREET PROJECT
OTHER MAP FEATURES
CDBG Area
PBNIS Areas
RECAP Areas
City Boundary
Council District Boundary
Waterways
PW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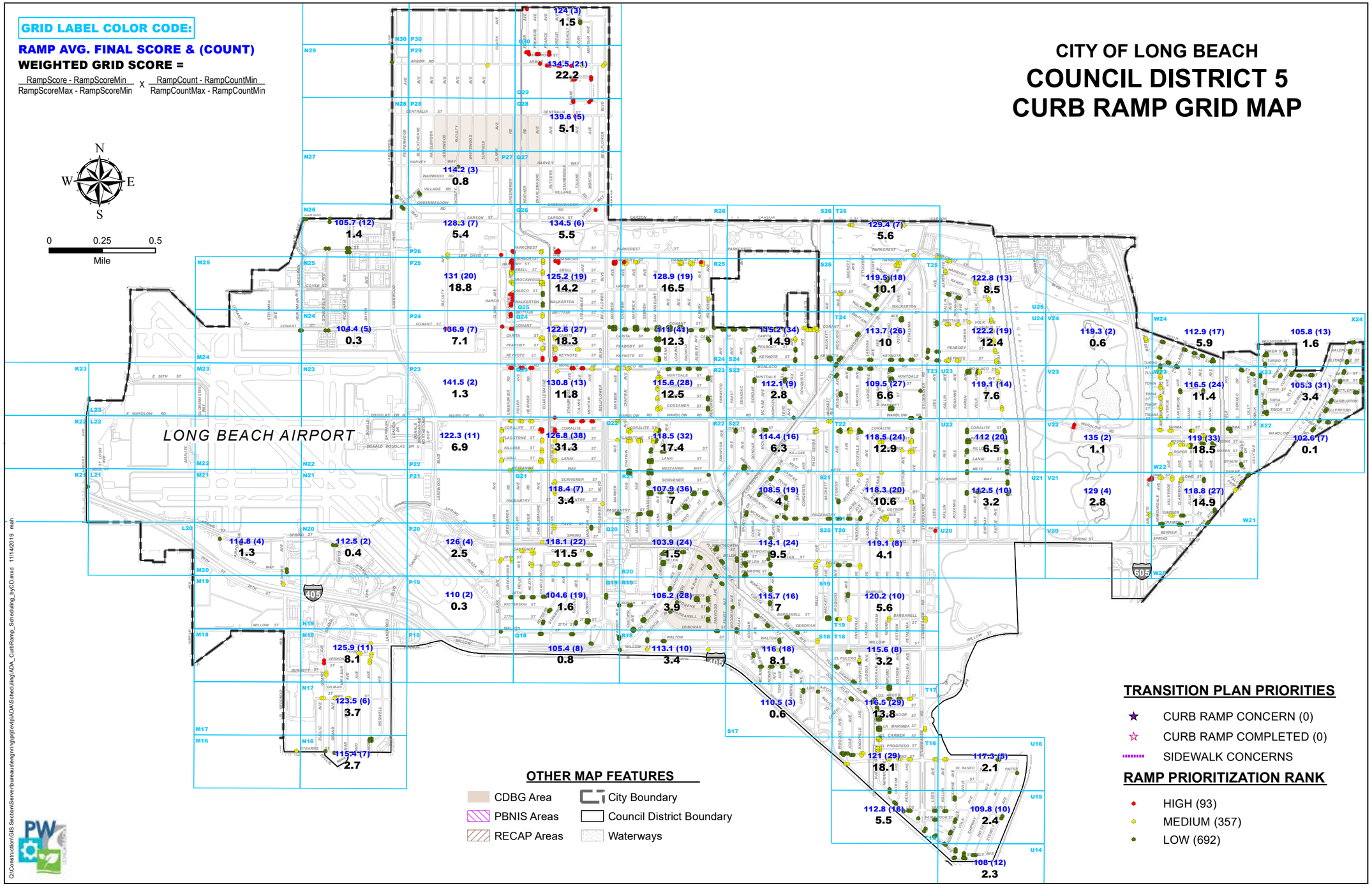
CITY OF LONG BEACH
COUNCIL DISTRICT 4
CURB RAMP GRID MAP
N
W
E
S
0
0.25
0.5
Mile
123.7 (30) 21.5
112.8 (11) 3.7
115.6 (15) 6.5
136.1 (6) 5.8
125.5 (24) 18.4
123 (31) 21.5
112.4 (11) 3.5
121.9 (4) 2
115.8 (18) 8
133.4 (20) 20.3
131.7 (13) 12.2
125.7 (10) 7.3
107.8 (12) 2.2
114.8 (6) 2.2
121.9 (4) 2
117 (14) 6.6
114.8 (13) 5.2
117.2 (20) 9.8
126.1 (26) 20.5
115.4 (39) 17.4
113.3 (8) 2.7
127 (3) 1.7
132.4 (14) 13.5
132.6 (21) 20.9
133.9 (14) 14.1
108.5 (13) 2.7
127.3 (9) 6.9
135.5 (5) 4.6
111.8 (2) 0.3
131.5 (42) 41.2
130.6 (32) 30.2
137.7 (22) 25.6
120.2 (40) 24.2
117 (2) 0.5
109.3 (8) 1.7
129.4 (11) 9.3
140.6 (34) 43.4
139 (3) 2.5
TRANSITION PLAN PRIORITIES
CURB RAMP CONCERN (0)
CURB RAMP COMPLETED (0)
SIDEWALK CONCERNS
RAMP PRIORITIZATION RANK
HIGH (184)
MEDIUM (236)
LOW (194)
FUTURE STREET PROJECT
FY20 STREET PROJECT
OTHER MAP FEATURES
CDBG Area
PBNIS Areas
RECAP Areas
City Boundary
Council District Boundary
Waterways


CITY OF LONG BEACH
COUNCIL DISTRICT 5
CURB RAMP GRID MAP
GRID LABEL COLOR CODE:
RAMP AVG. FINAL SCORE & (COUNT)
WEIGHTED GRID SCORE =
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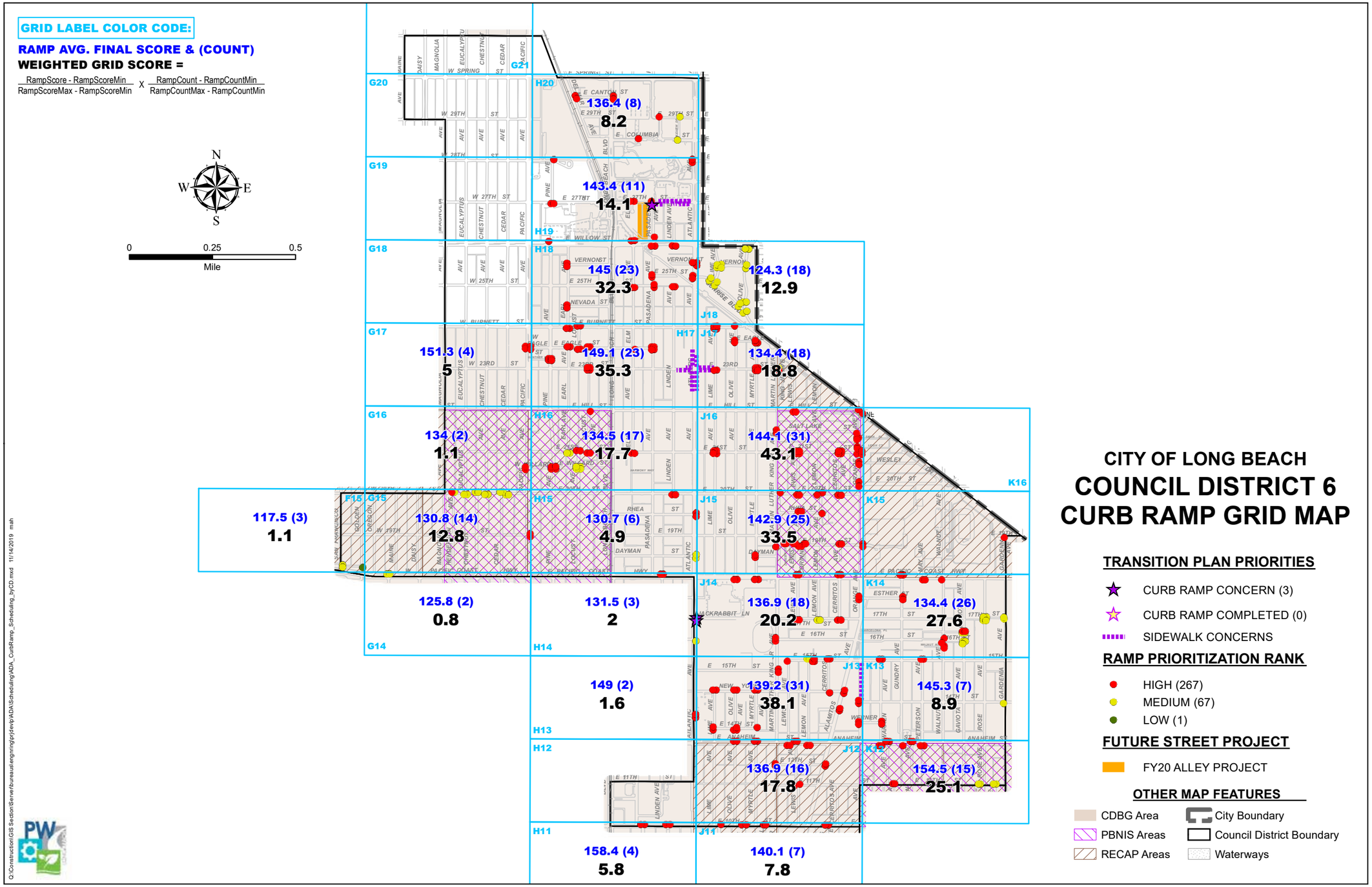
N
W
E
S
0 0.25 0.5
Mile
LONG BEACH AIRPORT
124 (3) 1.5
134.5 (21) 22.2
139.6 (5) 5.1
114.2 (3) 0.8
105.7 (12) 1.4
128.3 (7) 5.4
134.5 (6) 5.5
129.4 (7) 5.6
131 (20) 18.8
125.2 (19) 14.2
128.9 (19) 16.5
119.5 (18) 10.1
122.8 (13) 8.5
104.4 (5) 0.3
136.9 (7) 7.1
122.6 (27) 18.3
111 (41) 12.3
135.2 (34) 14.9
113.7 (26) 10
122.2 (19) 12.4
119.3 (2) 0.6
112.9 (17) 5.9
105.8 (13) 1.6
141.5 (2) 1.3
130.8 (13) 11.8
115.6 (28) 12.5
112.1 (9) 2.8
109.5 (27) 6.6
119.1 (14) 7.6
116.5 (24) 11.4
105.3 (31) 3.4
122.3 (11) 6.9
126.8 (38) 31.3
118.5 (32) 17.4
114.4 (16) 6.3
118.5 (24) 12.9
112 (20) 6.5
135 (2) 1.1
119 (33) 18.5
102.6 (7) 0.1
118.4 (7) 3.4
107.9 (36) 7
108.5 (19) 4
118.3 (20) 10.6
112.5 (10) 3.2
129 (4) 2.8
118.8 (27) 14.9
114.8 (4) 1.3
112.5 (2) 0.4
126 (4) 2.5
118.1 (22) 11.5
103.9 (24) 1.5
113.1 (24) 9.5
119.1 (8) 4.1
110 (2) 0.3
104.6 (19) 1.6
106.2 (28) 3.9
115.7 (16) 7
120.2 (10) 5.6
125.9 (11) 8.1
105.4 (8) 0.8
113.1 (10) 3.4
116 (18) 8.1
115.6 (8) 3.2
123.5 (6) 3.7
110.5 (3) 0.6
116.5 (29) 13.8
115.4 (7) 2.7
121 (29) 18.1
117.3 (5) 2.1
112.8 (18) 5.5
109.8 (10) 2.4
108 (12) 2.3
OTHER MAP FEATURES
CDBG Area
PBNIS Areas
RECAP Areas
City Boundary
Council District Boundary
Waterways
TRANSITION PLAN PRIORITIES
CURB RAMP CONCERN (0)
CURB RAMP COMPLETED (0)
SIDEWALK CONCERNS
RAMP PRIORITIZATION RANK
HIGH (93)
MEDIUM (357)
LOW (692)
Q:\Construction\GIS Section\Server\bureaus\engineering\pdev\ADA\Scheduling\ADA_CurbRamp_Scheduling_byCD.mxd 11/14/2019 mah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WEIGHTED GRID SCORE =
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N
W
E
S
0
0.25
0.5
Mile
G21
G20
H20
136.4 (8)
8.2
G19
143.4 (11)
14.1
H19
G18
H18
145 (23)
32.3
124.3 (18)
12.9
J18
G17
H17
J17
151.3 (4)
5
149.1 (23)
35.3
134.4 (18)
18.8
G16
H16
J16
134 (2)
1.1
134.5 (17)
17.7
144.1 (31)
43.1
K16
F15
G15
H15
J15
K15
117.5 (3)
1.1
130.8 (14)
12.8
130.7 (6)
4.9
142.9 (25)
33.5
J14
K14
125.8 (2)
0.8
131.5 (3)
2
136.9 (18)
20.2
134.4 (26)
27.6
G14
H14
J13
K13
149 (2)
1.6
139.2 (31)
38.1
145.3 (7)
8.9
H13
H12
J12
K12
136.9 (16)
17.8
154.5 (15)
25.1
H11
J11
158.4 (4)
5.8
140.1 (7)
7.8
CITY OF LONG BEACH
COUNCIL DISTRICT 6
CURB RAMP GRID MAP
TRANSITION PLAN PRIORITIES
CURB RAMP CONCERN (3)
CURB RAMP COMPLETED (0)
SIDEWALK CONCERNS
RAMP PRIORITIZATION RANK
HIGH (267)
MEDIUM (67)
LOW (1)
FUTURE STREET PROJECT
FY20 ALLEY PROJECT
OTHER MAP FEATURES
CDBG Area
PBNIS Areas
RECAP Areas
City Boundary
Council District Boundary
Waterways
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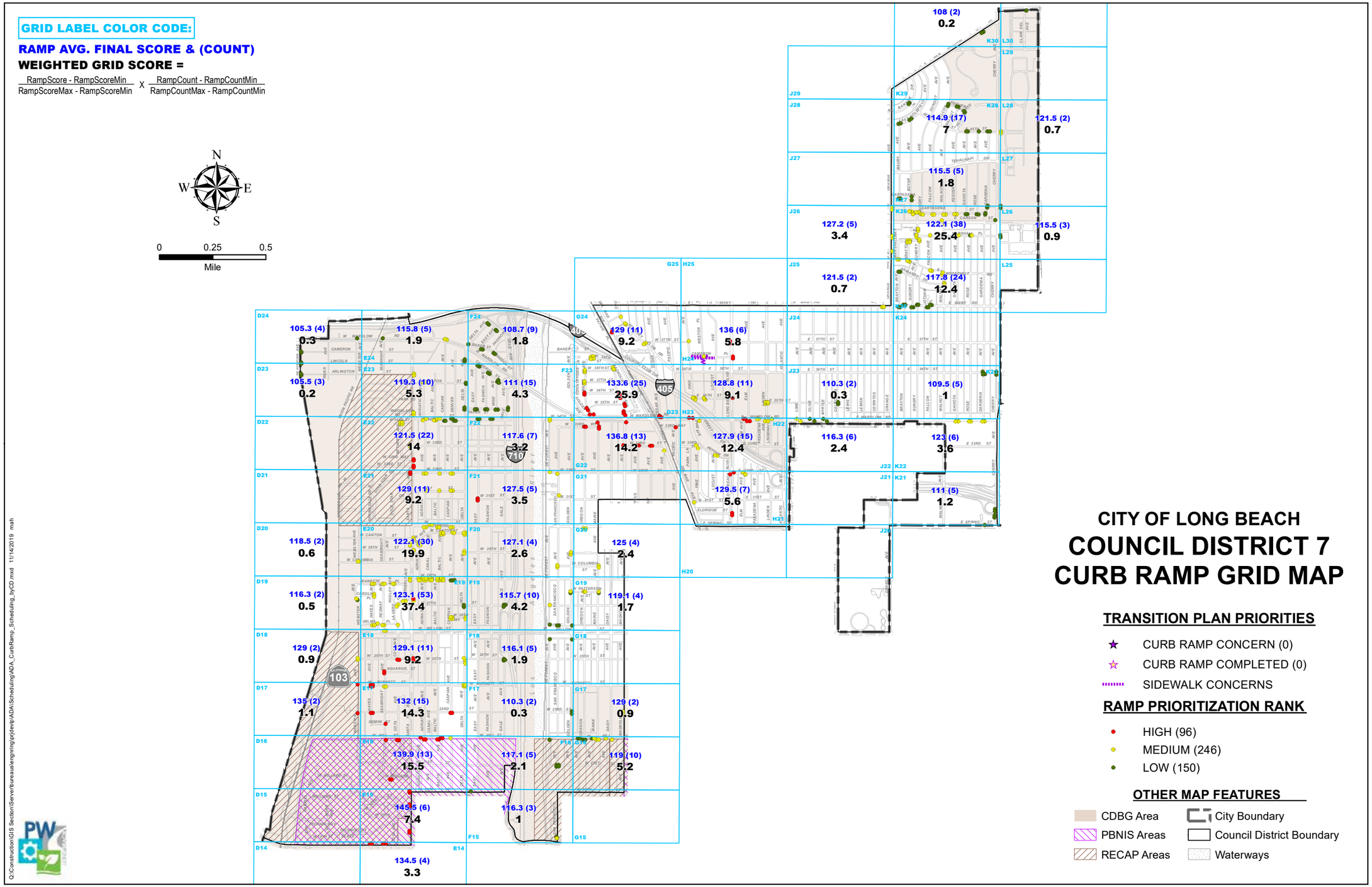
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RAMP AVG. FINAL SCORE & (COUNT)
WEIGHTED GRID SCORE =
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N
W
E
S
0
0.25
0.5
Mile
108 (2) 0.2
114.9 (17) 7
121.5 (2) 0.7
115.5 (5) 1.8
127.2 (5) 3.4
122.1 (38) 25.4
115.5 (3) 0.9
121.5 (2) 0.7
117.8 (24) 12.4
105.3 (4) 0.3
115.8 (5) 1.9
108.7 (9) 1.8
129 (11) 9.2
136 (6) 5.8
105.5 (3) 0.2
119.3 (10) 5.3
111 (15) 4.3
133.6 (25) 25.9
128.8 (11) 9.1
110.3 (2) 0.3
109.5 (5) 1
121.5 (22) 14
117.6 (7) 3.2
136.8 (13) 14.2
127.9 (15) 12.4
116.3 (6) 2.4
123 (6) 3.6
129 (11) 9.2
127.5 (5) 3.5
129.5 (7) 5.6
111 (5) 1.2
118.5 (2) 0.6
122.1 (30) 19.9
127.1 (4) 2.6
125 (4) 2.4
116.3 (2) 0.5
123.1 (53) 37.4
115.7 (10) 4.2
119.1 (4) 1.7
129 (2) 0.9
129.1 (11) 9.2
116.1 (5) 1.9
135 (2) 1.1
132 (15) 14.3
110.3 (2) 0.3
129 (2) 0.9
139.9 (13) 15.5
117.1 (5) 2.1
119 (10) 5.2
145.5 (6) 7.4
116.3 (3) 1
134.5 (4) 3.3
CITY OF LONG BEACH
COUNCIL DISTRICT 7
CURB RAMP GRID MAP
TRANSITION PLAN PRIORITIES
CURB RAMP CONCERN (0)
CURB RAMP COMPLETED (0)
SIDEWALK CONCERNS
RAMP PRIORITIZATION RANK
HIGH (96)
MEDIUM (246)
LOW (150)
OTHER MAP FEATURES
CDBG Area
PBNIS Areas
RECAP Areas
City Boundary
Council District Boundary
Waterways
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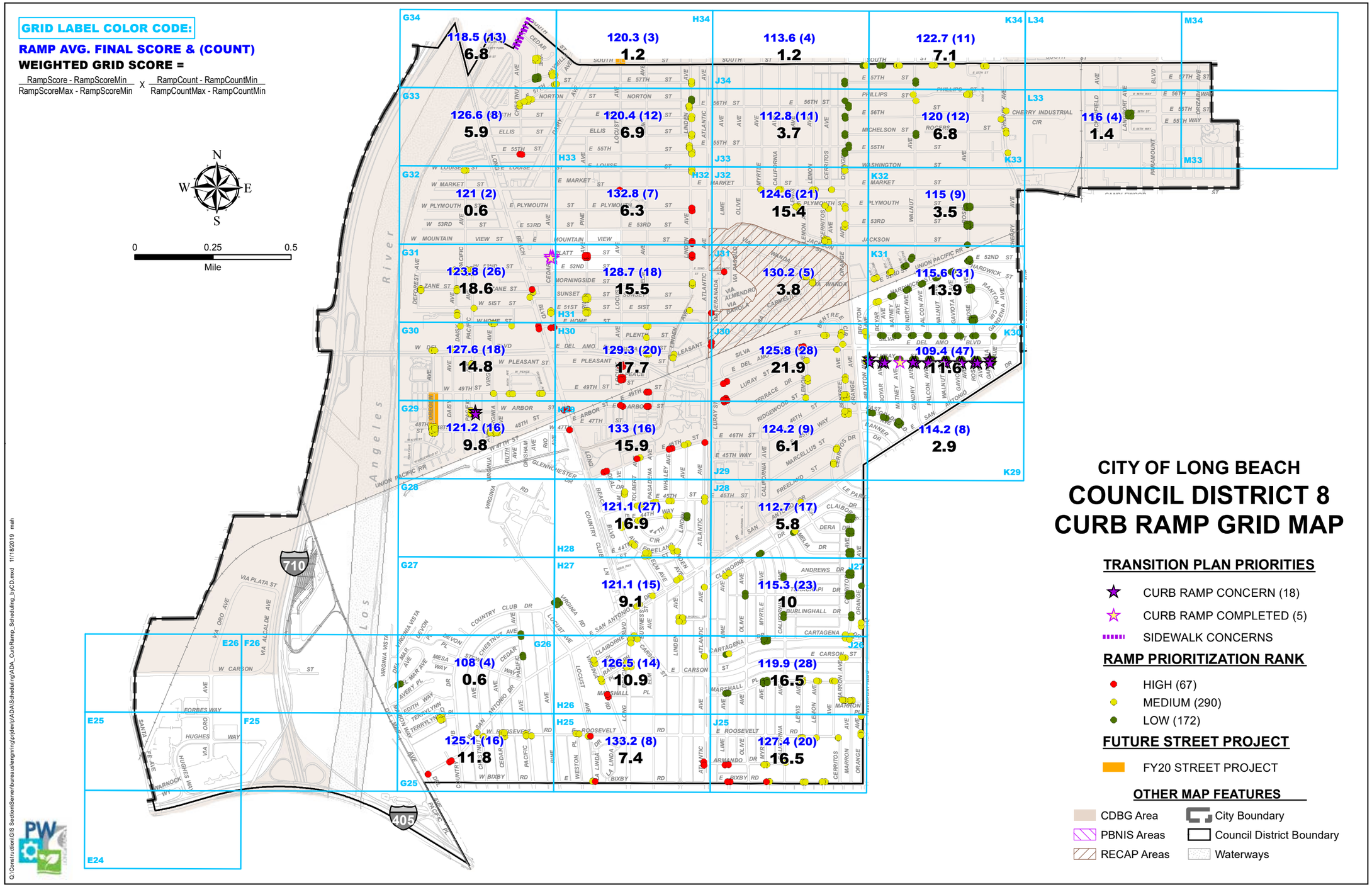
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WEIGHTED GRID SCORE =
RampScore - RampScoreMin / RampScoreMax - RampScoreMin X RampCount - RampCountMin / RampCountMax - RampCountMin
N
W
E
S
0
0.25
0.5
Mile
G34 118.5 (13) 6.8
H34 120.3 (3) 1.2
J34 113.6 (4) 1.2
K34 122.7 (11) 7.1
L34
M34
G33 126.6 (8) 5.9
H33 120.4 (12) 6.9
J33 112.8 (11) 3.7
K33 120 (12) 6.8
L33 116 (4) 1.4
M33
G32 121 (2) 0.6
H32 132.8 (7) 6.3
J32 124.6 (21) 15.4
K32 115 (9) 3.5
G31 123.8 (26) 18.6
H31 128.7 (18) 15.5
J31 130.2 (5) 3.8
K31 115.6 (31) 13.9
G30 127.6 (18) 14.8
H30 129.3 (20) 17.7
J30 125.8 (28) 21.9
K30 109.4 (47) 11.6
G29 121.2 (16) 9.8
H29 133 (16) 15.9
J29 124.2 (9) 6.1
K29 114.2 (8) 2.9
G28
H28 121.1 (27) 16.9
J28 112.7 (17) 5.8
G27
H27 121.1 (15) 9.1
J27 115.3 (23) 10
E26 F26
G26 108 (4) 0.6
H26 126.5 (14) 10.9
J26 119.9 (28) 16.5
E25 F25
H25 133.2 (8) 7.4
J25 127.4 (20) 16.5
G25 125.1 (16) 11.8
E24
Los Angeles River
710
405
CITY OF LONG BEACH
COUNCIL DISTRICT 8
CURB RAMP GRID MAP
TRANSITION PLAN PRIORITIES
CURB RAMP CONCERN (18)
CURB RAMP COMPLETED (5)
SIDEWALK CONCERNS
RAMP PRIORITIZATION RANK
HIGH (67)
MEDIUM (290)
LOW (172)
FUTURE STREET PROJECT
FY20 STREET PROJECT
OTHER MAP FEATURES
CDBG Area
PBNIS Areas
RECAP Areas
City Boundary
Council District Boundary
Waterways
Q:\Construction\GIS Section\Server\bureaus\engrning\grp\ep\ADA\Scheduling\ADA_CurbRamp_Scheduling_byCD.mxd 11/18/2019 mah

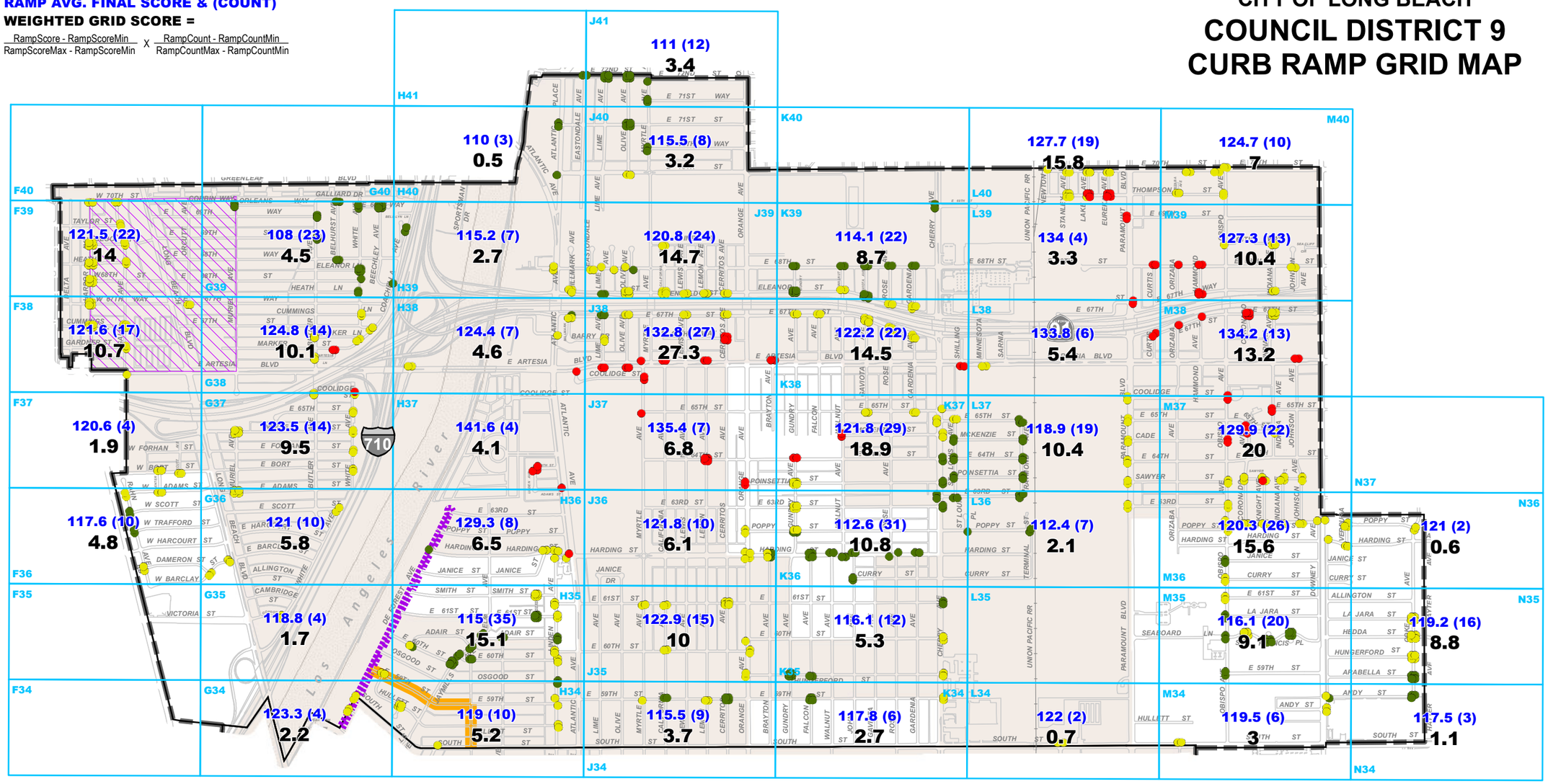
GRID LABEL COLOR CODE:

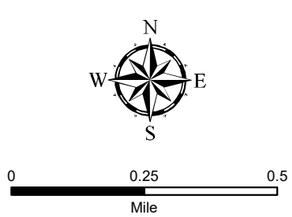
RAMP AVG. FINAL SCORE & (COUNT)

WEIGHTED GRID SCORE =

$$\frac{\text{RampScore - RampScoreMin}}{\text{RampScoreMax - RampScoreMin}} \times \frac{\text{RampCount - RampCountMin}}{\text{RampCountMax - RampCountMin}}$$

CITY OF LONG BEACH
COUNCIL DISTRICT 9
CURB RAMP GRID MAP





TRANSITION PLAN PRIORITIES

- CURB RAMP CONCERN (0)
- CURB RAMP COMPLETED (0)
- SIDEWALK CONCERNS

RAMP PRIORITIZATION RANK

- HIGH (78)
- MEDIUM (347)
- LOW (195)

FUTURE STREET PROJECT

- FY20 STREET PROJECT

OTHER MAP FEATURES

- CDBG Area
- PBNIS Areas
- RECAP Areas
- City Boundary
- Council District Boundary
- Waterways

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