City of FRESNO

Americans with Disabilities Act (ADA) Transition Plan for the Public Right of Way (ROW)

City of Fresno

2016 Updates and revisions to the ADA Transition Plan for Curb Ramps, Sidewalks, and Accessible Pedestrian Signals (APS)

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II. Introduction

1. Goals and Objectives

The goal of the Americans with Disabilities Act (ADA) Transition Plan for thePublic Right Of Way (ROW) of the City of Fresno (COF) is to ensure that the City maintains accessible paths of travel in the ROW for people with disabilities. This Transition Plan describes COF's existing policies and programs to enhance accessibility in the ROW.

The COF has made a significant and long-term commitment to improving the accessibility of the ROW. The Department of Public Works (DPW) has been the primary leader in these efforts, with collaboration from the Disability Advisory Commission (DAC) in prioritizing and providing input on the ADA Transition Plan for ROW.

The programs described within this Transition Plan are not the only means by which the City's ROW is made more accessible. In addition to construction funded under these programs, COF has various means by which curb ramps, sidewalks and Accessible Pedestrian Signals (APS) are created and upgraded.

- Capital Projects for New Construction: Work that involves creating new ROW will provide accessible features in the project area that meets current design standards.
- Capital Projects for Alterations: Work that under the ADA would be considered an alteration of existing ROW will provide new and upgrade existing accessible features in the project area to meet current design standards.
- Maintenance and Repair Projects and Programs: Work that specifically addresses spot areas that are limited to normal maintenance and repairs in the public ROW will maintain accessibility of the public ROW.
- Under the Fresno Municipal Code, property owners are conditioned through development entitlements to build compliant sidewalks and, in instances in which the project touches a corner, curb ramps.

The programs, standards, policies, and procedures that the DPW presents herein collectively form a comprehensive program that incorporates accessibility into ROW throughout the City.

2. Transition Plan History and Overview

ADA compliance efforts are the result of coordinated efforts from several divisions within DPW, including Street Maintenance, Design Services, Traffic & Engineering Services, and Construction Management, as well as the Development and Resource Management (DARM) Department's Planning and Building & Safety divisions.

Historically, construction practices did not include the installation of curb ramps, however, in the years that immediately preceded the adoption of the ADA in 1990, the City required curb ramps to be installed as part of all new construction, and also retrofitted existing curb returns on a case by case basis to meet the needs of citizens with disabilities.

Following the adoption of the ADA, the City conducted a Self-Assessment and determined that existing curb returns which did not include curb ramps constituted physical obstacles that potentially limited the accessibility of people with disabilities. In 1995, the City sought to determine the number of curb ramps which existed within the City which did not contain curb returns. The City estimated the number of curb returns which needed to be installed by utilizing aerial photographs to sample the number of existing curb returns which did not contain curb ramps. From that data a transition plan was developed.

Between 1995 - 2000, the COF budgeted approximately $75,000 per year to construct curb ramps at locations where they did not exist. At this funding rate, it was estimated that the City would require approximately 127 years to complete new curb ramp installation. In order to expedite the construction of curb ramps, the City increased annual budgeting in fiscal year 2001 for the construction of curb ramps. At the same time, the City adopted a resolution requiring the installation of curb ramps as part of the repaving or resurfacing[1] of City streets.

In 2002, the City conducted an updated physical inventory of all curb returns which require the installation of a curb ramp, and used that inventory to develop the ADA Infrastructure Compliance Program and Amended Curb Ramp Transition Plan of 2003 (APPENDIX A). In 2007 the City was again surveyed, with the data from that survey providing the baseline for the Geographic Information System (GIS) database and asset mapping that is currently used.

As priorities and funding sources evolve, the City periodically updates its ADA Transition Plans. The 2003 Revised Curb Ramp Transition Plan is updated and revised with this 2016 version. This ADA ROW Transition Plan reflects current policies and programs in place to enhance accessibility in the public ROW.

[1] This does not include regular maintenance. The City of Fresno installs curb ramps on work considered to be an alteration of the roadway, as defined in the *Department of Justice/Department of Transportation Joint Technical Assistance on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing* released July 8, 2013.

III. Legal Requirements

1. Legal Requirements – Federal

The federal statute known as the Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, access to public accommodations, transportation, and telecommunications. Title II of the ADA specifically refers to state and local government programs, services and activities.

Title II of the ADA (28 CFR § 35.150 (d)) requires that state and local entities develop a Transition Plan specific to curb ramps:

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

(3) The plan shall, at a minimum -

(i) Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
(ii) Describe in detail the methods that will be used to make the facilities accessible;
(iii) Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period; and
(iv) Indicate the official responsible for implementation of the plan.

In 2002, the United States Court of Appeals for the Ninth Circuit, whose jurisdiction includes California, held for the first time that sidewalks constitute a service, program or activity of a city, and sidewalks are therefore subject to the ADA's program accessibility regulations (Barden v. City of Sacramento, 292 F.3d 1073 (9th Cir. 2002)). Before the *Barden* decision, the law was unclear whether municipalities' transition plans should address barrier removal from sidewalks.

2. Legal Requirements – State

The Unruh Civil Rights Act, California Civil Code § 43-55.2, and the California Building Code, Code of California Regulations, Title 24 Part 2, (Title 24) complement federal law, and govern the City's obligations to provide access to its facilities and programs.

3. Legal Requirements – City of Fresno

The COF has adopted the most recent version of Title 24, which includes access requirements.

In addition, the COF DPW Standard Specifications and Standard Drawings incorporate several policies that directly affect accessibility in the public ROW. Construction projects in or otherwise affecting the public ROW are required to provide accessible barricades and scaffolding and maintain an accessible path of travel along and around such sites.

IV. Curb Ramps

The goal of the ADA Infrastructure Compliance program is to provide equivalent pedestrian access to the system of streets and sidewalks through the installation of new curb ramps and retrofitting existing curb ramps to meet current standards. The ADA Infrastructure Compliance program operates within the Street Maintenance Division of DPW.

1. Identified Barriers to the Public ROW – Curb Ramp Inventory

In 2007 the DPW undertook a total review of its curb ramp inventory. It has developed a GIS map and database of curb ramp assets citywide, evaluating whether a curb ramp exists at the site or whether a curb ramp is needed. As curb ramps are built and retrofitted the data is updated as part of an overall GIS driven asset management system. The complete curb ramp database is quite large and could not feasibly be included in the text of the Transition Plan. The database is available for public inspection upon request.

Based on the existing data[2] from surveyed intersections and work on the 2003 Amended Curb Ramp Transition Plan, the City has successfully constructed 99% of the necessary new curb ramps to satisfy the terms of the 2003 Amended Curb Ramp Transition Plan. In spite of this, the oldest curb ramps have sufficient numbers of deficiencies that they are a priority for reconstruction. The City currently has numerous curb ramps that are candidates for reconstruction.

DPW also utilizes a public reporting mechanism to identify barriers to access within the ROW. See Section VIII of this document for more information about public reporting process.

2. Methods to Remove Barriers - Policies & Priorities for Curb Ramps

The COF employs a range of approaches in removing obstacles on sidewalks and at street corners, including:

- responding to public complaints
- proactively identifying and eliminating the barrier
- ensuring the correct design and build-out in new construction

[2] As of the preparation of this plan the curb ramp asset records are as follow:
- 21,785 City owned
- 817 owned by Fresno County or other jurisdictions
- 117 planned ramps in new developments under construction that have not yet been accepted as City assets
- 80 remaining to be built
- 554 unplanned/not built, located in areas that do not have pedestrian facilities

This section of the ADA Transition Plan will review City policies for barrier removal focusing on the approaches used by the DPW.

The City constructs its curb ramps through multiple means:

- ADA Infrastructure Compliance program
- Street Resurfacing Program
- Curb ramp construction/reconstruction in connection with traffic signal upgrades
- Requiring curb ramps with private construction that touches a street corner

2.1 ADA Infrastructure Compliance Curb Ramp Priorities

The ADA Transition Plan priorities closely follow the guidelines in the ADA regulations. It is the City's intention to follow the general guidelines set forth below for the prioritization and installation of new and retrofitted curb ramps:

1. Corners with no existing curb ramps connecting to existing pedestrian facilities
2. Curb ramps serving federal, state and municipal buildings and facilities (which includes public parks and schools), including accessible routes to such buildings from Public Transit stops
3. Curb ramps serving public transportation routes along major streets
4. Curb ramps in areas adjacent to City bus stops which are not along major local streets
5. Curb ramps serving key amenities (civic centers, transportation, and public accommodations
6. All other curb ramps

New or retrofitted curb ramps that have been identified by people with disabilities as necessary for their path of travel (Public Requests or Grievances) are considered a top priority within the ADA Infrastructure Program, regardless of how they rank within the priorities listed above.

The last and lowest priority for replacement are those ramps built to code at the time they were built which remain safe and usable, even if not up to current design standards. Normally, DPW will upgrade those curb ramps only when that area undergoes an alteration or remodeling. COF includes these curb ramps in its Transition Plan, notwithstanding that there is no legal obligation to do so.

It is DPW practice to aggregate various curb ramp locations in an area in order to create as much economy of scale as possible when constructing new or upgrading existing curb ramps. By focusing the work in this way, the interconnectivity of elements along a given path of travel is assured. Additionally, the funds and personnel allocated to the work are used in the most efficient manner possible by this type of project streamlining.

2.2 New Construction

Not all curb ramps are constructed in the City via the ADA Infrastructure Compliance program. New construction and street resurfacing projects also provide significant numbers of new curb ramps. DPW has several policies to ensure that new construction follows clear standards to maximize the accessibility of the City's ROW.

DPW has developed a series of curb ramp standards and alternates, which are updated as needed for compliance with State and Federal regulations. It is the intent of these standards to achieve the highest level of compliance with the standards for new construction that are technically feasible in any given location.

2.3 Maintenance of Accessible Features During Construction

In order to maintain an accessible path of travel during construction DPW has developed standards applicable to all such construction within the City. These policies ensure the maintenance of accessible features and alternative accessible routes during construction. *See COF Standard Specification 7-10.2.*

3. Schedule for Implementation - Curb Ramp 10 Year Plan

The City's ADA Infrastructure Compliance program incorporates funding for curb ramp construction in each year, funded jointly through the Gas Tax and Measure "C." The estimated numbers of curb ramps to be constructed or retrofitted under the ADA Infrastructure Compliance fund is 550-600 per year over a ten year period. The street maintenance division currently has one crew of 5-6 staff dedicated to working on ADA Infrastructure Compliance.

4. Defenses

4.1 Technically Infeasible

Under some conditions, the City will be limited in its ability, or completely unable, to provide curb ramps because of the existing physical or site restraints. The DPW has developed the *Right-Of-Way Design Exception for Technical Infeasibility Form* for internal documentation when it is necessary to invoke the defense that a fully compliant curb ramp is technically infeasible or structurally impractical. In such instances that compliance with the ADA is technically infeasible the alteration shall provide accessibility to the maximum extent feasible (APPENDIX B) (ADAAG 106.5; 202.3.2).

4.2 Program Access

Given a program as broad and comprehensive as a curb ramp program, the City will follow the concept of Program Access under Title II of the ADA. As described in 28 CFR § 35.150(a), Program Access does not necessarily require a public entity to make each of its existing facilities accessible to and usable by individuals with disabilities, as long

as the program as a whole is accessible. Under this concept, the City may choose not to install curb ramps at some locations (or to install them as a lower priority later), as long as a reasonable path of travel is available even without those curb ramps.

V. Sidewalks

The goal of the Concrete Repair Program is to maintain and improve the usability of sidewalks, curbs, and gutters within the ROW. DPW has established an ongoing facility maintenance and management process whereby the city's sidewalks are evaluated in response to reported needs, work areas are prioritized, and work is forecast. The Concrete Repair Program operates within the Street Maintenance Division of DPW.

1. Identified Barriers to the Public ROW - Sidewalks

DPW relies on a public reporting mechanism to identify barriers to access within the ROW. See Section VIII of this document for more information about public reporting process.

In accordance with the Fresno Municipal Code (FMC) Section 13-217, the COF assigns responsibility for sidewalk maintenance to the fronting property owner. The property owner is not responsible for the repair of the sidewalk fronting his or her property when the damage is caused by trees in the City's ROW.

2. Methods to Remove Barriers - Policies & Priorities for Sidewalks

COF has implemented a multifaceted approach to remove obstacles and to improve the accessibility of its existing sidewalks:

- Immediate (96 working hours) temporary mitigating measures, such as concrete grinding or patching
- Assessment and prioritization of locations determined to be the City responsibility
- Noticing property owners of their obligation to repair sidewalks
- Waiving of permitting fees for property owners repairing sidewalks
- Gap fill projects within the existing sidewalk network
- Ensuring the correct design and build-out in new construction standards

2.1 Barrier Removal Priorities

2.1.1 Existing Concrete Repair

DPW addresses sidewalk barriers primarily through responding to public complaints and a modest inspection unit. When DPW receives a report of a barrier to access on the sidewalk, every effort is made to respond to the location within 96 working hours to assess the location and conduct temporary mitigating measures, such as concrete grinding or patching. The responding Concrete Repair crew assesses the condition of the sidewalk and if the location is determined to be the City responsibility under FMC 13-217 it is logged and prioritized for future concrete repair.

The Concrete Repair Program prioritizes areas for repair in accordance with the locations in Title II of the ADA: “priority to walkways serving entities covered by the Act, including State and local government offices and facilities, transportation, public accommodations and employers, followed by walkways serving other areas.” Those sidewalks identified with the greatest number of community elements are repaired first.

When sidewalk barriers are determined to be the City responsibility the Public Works Director or designee uses the following considerations to prioritize concrete repair needs:

- Severity of damage to or non-compliance of the sidewalk surface
    - Raises deeper and/or wider than 0.5”
    - Less than 4’ of accessible pedestrian pathway
    - Greater than 0.5” vertical or horizontal displacement/upheaval
    - Greater than 2.5% horizontal or vertical slope across the path of travel
- Impact on the adjacent community based on proximity to:
    - Government offices and facilities
    - Transportation
    - Public accommodations and employers
    - Facilities serving individuals with disabilities
- Quantity of damaged or non-compliant sidewalk surfaces within the vicinity
- Severity of drainage issues within the gutter

In such instances that the sidewalks are determined not to be the City’s responsibility to repair under FMC 13-217 the COF may provide the property owner with a notice of their obligation to repair (APPENDIX C). The property owners may obtain a no-fee permit for reconstruction of the sidewalk; work must be conducted by a licensed and bonded contractor.

2.1.2 Gaps in the Existing Pedestrian Network

A gap in the existing pedestrian network is an area or neighborhood in which there are incomplete or missing segments of sidewalk adjacent to existing sidewalks. An area in which there are no sidewalks throughout the entire neighborhood or only on one side of the street is not considered to be a gap in the existing pedestrian network.

COF addresses gaps within the existing pedestrian network primarily through the Development Code, which conditions that sidewalks must be constructed when the property is developed. In instances in which there is little likelihood of future development and gaps within the existing sidewalk system are determined to be barriers to access, the Public Works Director or designee uses the following considerations to prioritize sidewalk construction needs:

- Public complaint of gap in the existing circulation system
- Unlikelihood of future development of the adjacent property
- Absence of alternative accessible path
- Impact on the adjacent community based on proximity to:
    - Government offices and facilities
    - Transportation
    - Public accommodations and employers
- Availability of Right of Way

The ADA Infrastructure program does not construct new sidewalk or circulation paths. The purpose is solely to remove barriers in the existing pedestrian network. Those sidewalks identified with the greatest number of community elements are constructed first.

2.2 New Construction

The DPW Traffic & Engineering Services Division reviews proposed work in the ROW and regulates intended work through a variety of permits. These permits are reviewed for compliance with the City's Standard Specifications and State and Federal laws. Construction of the ROW must be conducted in accordance with the Standard Specifications and adhere to all applicable regulations. Encroachments onto the ROW from private property are reviewed for appropriateness and accessibility of the ROW.

DPW Capital Management Division inspects all construction work in the ROW. An important function of the Capital Management Division is to ensure that developments comply with Title 24 Accessibility Requirements and ADAAG where the project interfaces with the Public ROW.

2.3 Maintenance of Accessible Features During Construction

In order to maintain an accessible path of travel during construction DPW has developed standards applicable to all such construction within the City. These policies ensure the maintenance of accessible features and alternative accessible routes during construction. *See COF Standard Specification 7-10.2.*

3. Schedule for Implementation – 10 Year Concrete Repair Plan Schedule

The City's Concrete Repair Program has incorporated funding for construction in each year, funded jointly through the Gas Tax and Capital Improvement accounts. The street maintenance division currently has two crews (each with five to six staff) dedicated to working on curb, gutter, and sidewalk repairs. The ADA Infrastructure Program may also be utilized for qualified sidewalk gap fill projects.

With the existing funded staffing levels, the estimated amount of curb, gutter, and sidewalk repairs to be conducted under the Concrete Repair Program is roughly 27,500 linear feet of sidewalk and 21,800 linear feet of curb and gutter per year.

4. Defenses

4.1 Technically Infeasible

Under some conditions, the City will be limited in its ability, or completely unable, to provide fully compliant sidewalks because of the existing physical or site restraints. In such instances that compliance with the ADA is technically infeasible the alteration shall provide accessibility to the maximum extent feasible (ADAAG 106.5; 202.3.2).

4.2 Program Access

Given a program as broad and comprehensive as a sidewalk program, the City will follow the concept of Program Access under Title II of the ADA. As described in 28 CFR § 35.150(a), Program Access does not necessarily require a public entity to make each of its existing facilities accessible to and usable by individuals with disabilities, as long as the program as a whole is accessible. Under this concept, the City may choose not to install or immediately repair sidewalks at some locations (or to install them as a lower priority later), as long as a reasonable path of travel is available.

4.3 Existing Conditions

Title 24 allows the sidewalk width to be reduced to as little as 36 inches, the same as the ADAAG minimum, if existing conditions create an unreasonable hardship (Title 24, 11B-403.5.1 Exception 3).

Title 24 and the Draft PROWAG contains specific exceptions noting that the running slope of a sidewalk shall not exceed the general grade established for the adjacent street or highway (CA T24 11B-403.3 Exception; PROWAG R302.5).

There are locations where existing conditions may not allow full compliance with the minimum standards or the provided exceptions. In such cases the DPW may issue a minor or major encroachment permit for nonstandard work in the sidewalks in order to achieve accessibility. For example, projecting entry ramps at building entrances into the sidewalk is sometimes necessary.

VI. Accessible Pedestrian Signals (APS)

Accessible Pedestrian Signals (APS), also known as audible pedestrian signals, are devices that communicate information about pedestrian timing in non-visual format such as audible tones, verbal messages, and/or vibrating surfaces. APS are used in conjunction with standard pedestrian activated traffic signals to provide the following information to pedestrians:

- Existence of and location of the pedestrian pushbutton
- Beginning of the pedestrian WALK interval
- Direction of the crosswalk and location of the destination curb
- Clearance signal interval

1. Identified Barriers to the Public ROW - APS

DPW addresses APS barriers primarily through responding to public complaints and ensuring the installation of APS in newly constructed traffic signals. DPW relies on a public reporting mechanism to identify locations where APS are requested. See Section VIII of this document for more information about public reporting process.

2. Methods to Remove Barriers- Policies & Priorities for APS

In July 2009 the City Council approved the APS evaluation policy, which set forth factors to be used by DPW in developing a priority listing of signalized intersection candidates to be retrofitted with audible devices that will provide guidance for the blind community and visually impaired persons and other persons with disabilities of all ages to cross certain streets (APPENDIX D).

2.1 Barrier Removal at Existing Signalized Intersections

While it is not the city's policy to retrofit every existing intersection with APS, it is the City's goal to be able to readily provide them in high impact locations when requested. The COF approaches retrofitting traffic signals with APS on a case by case basis utilizing both quantitative and qualitative methods in the evaluation of intersections.

The following basic considerations and evaluation factors are utilized to determine whether a location is eligible to be a candidate for APS and to determine its relative position on the priority list. Evaluation and scoring of factors are conducted by an evaluation team consisting of a certified orientation-mobility specialist, a visually impaired/blind traveler and a traffic engineer. Candidate locations shall be requested by the COF DAC, its working groups, and constituent requests to the ADA Coordinator's office.

APS normally will be considered for installation only if the following conditions are met:

- Intersections must be signalized
- Signals must be feasible for retrofitting
- Signals should be equipped with pedestrian signal actuations
- Location must be suitable to installation of audible signals
- There must be a demonstrated need for the audible signals in the form of a request from an individual or group that would use the audible signal

Signalized intersections without pedestrian actuations may be considered for evaluation under the APS Policy, provided the following conditions are met:

- There must be a demonstrated problem or need that can be alleviated by the installation of an audible signal in the form of a request from an individual or group that would use the audible signal
- The evaluation team must unanimously concur with the need
- Appropriate pedestrian actuation buttons and circuits must be provided as part of the APS installation

The ADA Coordinator and Traffic & Engineering Services Division maintain the running list of priorities and requested APS installation locations.

2.2 New Construction

The existing City Standards for Traffic Signals are such that newly installed signals are required by the to be equipped with APS actuations and programmed as outlined in most recent CA MUTCD and City Standards.

2.3 Maintenance of Accessible Features

Annually, the DPW Traffic Signal & Street Light (TSSL) Division conduct Preventative Maintenance Inspections (PMI) on all traffic signals. The PMI includes checking the operation of pedestrian signals, buttons, and audible settings to ensure that they are programmed within the recommended range of the MUTCD.

3. Schedule for Implementation - Accessible Pedestrian Signals

The Accessible Pedestrian Signal Policy for assessing has been adopted within the operating budget of the Public Works Department. It is anticipated that no more than ten intersections per year will be evaluated through this policy. If Public Works receives more than ten requests in a given fiscal year, staff will exercise engineering judgment in determining which intersections will be analyzed in conformance with the APS policy.

4. Defenses

4.1 Technically Infeasible

Under some conditions, the City will be limited in its ability, or completely unable, to provide APS because of the existing constraints. In such instances that compliance with the ADA is technically infeasible the alteration shall provide accessibility to the maximum extent feasible (ADAAG 106.5; 202.3.2).

4.2 Program Access

Given a program as broad and comprehensive as the Traffic Signal Program, the City will follow the concept of Program Access under Title II of the ADA. As described in Title 28 of the Code of Federal Regulations, § 35.150(a), Program Access does not necessarily require a public entity to make each of its existing facilities accessible to and usable by individuals with disabilities, as long as the program as a whole is accessible. This includes instances in which it may be an undue financial or administrative burden to immediately retrofit a requested intersection with APS.

4.3 Absence of Federal APS Requirement Standards

As of authoring date APS are not required under the 2010 ADA Standards and the CA MUTCD. Despite this, the COF will make a good faith effort to comply with the best practices outlined in the US Access Board Draft Public Rights of Way Accessibility Guidelines (PROWAG).

VII. Responsible Individuals

The officials responsible for implementation of the City's ADA Transition Plan for ROW are the Public Works Director and ADA Coordinator.

VIII. Public Complaint Process

The public complaint process is an integral part of the Transition Plan for ROW. Public complaints or requests drive the majority of the construction and renovation in the City's ROW plan.

The One Call Center (621-CITY) acts as the central clearinghouse for citizen complaints and requests. Alternative means for reporting may include directly contacting the ADA Coordinator, Street Maintenance Division, or online reporting through the website or web/mobile applications.[3] The issue and specific locations are then entered into a log and the matter referred to the appropriate City agency for inspection and action.

Citizens with disabilities are encouraged to contact the office of the ADA Coordinator directly if they would like to file a formal ADA Grievance in addition to their request.

Americans with Disabilities Act Coordinator
Public Works Department
2600 Fresno Street
Fresno, CA 93721
559-621-8716
559-621-8721 (TTY)
559-457-1351 (FAX)

IX. Public Input

The City has in preceding Transition Plans and will continue with this plan to make available to applicants, residents, and other interested parties information regarding this Transition Plan.

The City will provide opportunities for individuals to comment on this Transition Plan by submitting comments and making specific recommendations. Public hearings and meetings of the Disability Advisory Commission (DAC) are the primary forums for public input on the plan. More information on the DAC is available at: www.fresno.gov/dac. Public review of this ROW Transition Plan was held during the DAC meetings on September 8, 2015 and October 13, 2015. Public participation included persons with disabilities (Appendix E). A copy of the Draft Transition Plan was made available for public review during the formal citizen review period.

[3] As of July 2015, the City of Fresno utilizes FresGO-Public Stuff as an online reporting mechanism, which can be accessed through the website at www.fresno.gov and downloaded as a mobile application.

X. Appendix

Appendix A: 2002 Amended Curb Ramp Transition Plan

Appendix B: Right-Of-Way Design Exception for Technical Infeasibility Form

Appendix C: Template Notice to property owner of obligation to repair sidewalk

Appendix D: 2009 APS Policy

Appendix E: DAC Minutes from September 8, 2015 and October 13, 2015