

ADA Memorandum

DEL NORTE LOCAL TRANSPORTATION COMMISSION AND MEMBER AGENCIES

*Committed to assisting State and local governments in their ADA compliance efforts
Technical Consultants on Disability Civil Rights Legislation and Related Accessibility Guidelines*



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Executive Summary

National ADA Accrediting & Consulting, Inc. (ADAAC) was subcontracted by Echelon Transportation Group based on our expertise surrounding the ADA in their overall efforts to provide a vision for the future transportation network in the Del Norte region. Specifically, ADAAC has been charged with identifying transportation facilities within Del Norte Local Transportation Commission (DNLTC) and its member agencies that will be required to be inspected and included in a Transition Plan, as defined by Title II of the Americans with Disabilities Act (ADA).

*Note: The buildings and facilities are limited by the scope of work, via contract and DNLTC's RFP, to the following:

1. Paved Right of Way,
2. Unpaved Right of Way,
3. Bridges,
4. Bus Stops and Terminals,
5. Parks, and
6. Trails

Title VI Policy

Del Norte Local Transportation Commission assures that no person shall on the grounds of race, color or national origin, as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (P.L. 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any agency-sponsored program or activity.

Del Norte Local Transportation Commission further assures that every effort will be made to ensure nondiscrimination in its programs and activities, whether those programs and activities are federally funded or not.

In the event that DNLTC distributes federal funds to another entity, DNLTC will include Title VI language in all written agreements. Title VI compliance is a condition of the receipt of federal funds. DNLTC Executive Director is the Title VI compliance Manager and is authorized to ensure compliance with provisions of this policy and with the law, including the requirements of Title 23 Code of Federal Regulations (CFR) 200 and Title 49 CFR 21.

DNLTC acknowledges its responsibility for initiating and monitoring Title VI activities, preparing required reports and other responsibilities as required by Title 20 Code of Federal Regulations 200 and by Title 49 CFR Part 21.

Examination of the ADA

This memorandum offers DNLTC and its member agencies a very brief understanding and beginning insight of basic ADA regulatory requirements, and how these requirements apply to a Transition Plan.

Who is covered by Title II of the ADA

The Title II regulation covers "public entities."

"Public entities" include any state or local government and any of its departments, agencies, or other instrumentalities.

All activities, services, and programs of public entities are covered, including activities of state legislatures and courts, town meetings, police and fire departments, motor vehicle licensing, and employment.

Unlike section 504 of the Rehabilitation Act of 1973, which only covers programs receiving federal financial assistance, Title II extends to all the activities of state and local governments whether or not they receive federal funds.

Public transportation services operated by state and local governments are covered by regulations of the Department of Transportation (DOT).

DOT's regulations establish specific requirements for transportation vehicles and facilities, including a requirement that all new buses must be equipped to provide services to people who use wheelchairs.

Basic ADA Requirements

All buildings and facilities owned or otherwise governed by state or local government entities are governed by the provisions outlined by the ADA. Buildings and facilities covered by the ADA Accessibility Standards (Design guidelines) include all buildings or facilities open to or used by the public such as sidewalks, play areas, trails, courthouses, city halls, schools, assembly areas, transportation facilities, transportation vehicles, golf courses, correctional facilities, sporting facilities, vehicular parking, and bus shelters.

Section 504 of the Rehabilitation Act also covers and may require similar accessibility of buildings and facilities owned or governed by state or local government entities that receive or benefit from federal funds.

Administratively, state and local governments are required by the ADA to, at minimum:

- a) Designate an employee who is responsible for the coordination and implementation of ADA compliance activities. Generally this employee would hold the title of ADA Coordinator.
- b) Provide notice of non-discrimination regarding persons with disabilities to the general public and targeted audiences.
- c) Establish a detailed grievance procedure that allows individuals who feel they have been discriminated against an accessible and formal, but uncomplicated, means of expressing their complaints or concerns.
- d) Conduct an evaluation (defined by the ADA as a "Self-Evaluation") of all policies, practices, programs and services to ensure these policies and practices meet Title II requirements, and are nondiscriminatory regarding persons with disabilities. This evaluation generally involves the examination of all written or non-written policies and practices, identifying areas of discrimination and/or potential discrimination, and modifying such policies or practices to meet Title II's nondiscrimination provisions.
- e) Conduct a Transition Plan of existing buildings and facilities. The purpose of the Transition Plan is for an organization to transition from a state of inaccessibility to accessibility over a period of time. At a minimum a Transition Plan is required to include the following:
 - a. The identification of physical obstacles in an entity's buildings and facilities that limit the accessibility to the entity's programs and activities by individuals with disabilities. Physical obstacles are features of buildings and facilities that do not meet ADA Standards and specifications. The Transition Plan is required to include curb ramps and pedestrian walkways, but is not limited to these features;
 - b. Provide a detailed description of the methods that will be used to make all buildings and facilities fully accessible;
 - c. Depict or otherwise develop a schedule of the entity's steps that are planned, over a period of time, that will be taken each year of the Transition Plan period in order to remove the physical obstacles or barriers to individuals with disabilities; and

- d. Indicate the employee/official who is responsible for the coordination and implementation of the Transition Plan. Generally, this individual will also be the designated ADA Coordinator.

See **Attachment B** for requirements Specific to Transportation and Paratransit.

See **Attachment C** for requirements Specific to Accessible Routes.

See **Attachment D** for requirements Specific to Trails and Bicycles.

See **Attachment E** for an overview of ADA requirements.

See **Attachment F** for questions and answers from the Federal Highway Administration on Transition Plans. It includes funding sources that can be used to comply with the ADA and Section 504 of the Rehabilitation Act.

See **Attachment G** as an example checklist/survey form for curb ramps.

Transition Plan Requirements

Transition Plan requirements are identified in 28 CFR § 35.150 in the listed Existing Facilities section (d) Transition Plan, as follows:

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

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

(3) The plan shall, at a minimum—

- 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.

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

Any agency receiving federal funding are bound by Section 504 of the Rehabilitation Act of 1973 and related amendments. A distinct difference between the ADA and Section 504 within the Transition Plan regulations is the number of employees an agency has. To implement a Transition Plan, the ADA requires an agency with 50 or more employees, but Section 504 requires an agency with 15 or more employees.

Steps Necessary to Complete a Transition Plan

ADA Transition Plan development and completion involves a series of activities (steps), which lead to an end product that complies with Title II Regulation. This is typically necessary to receive state or federal funding. These steps are not legally mandated, rather the steps identified below are part of ADAAC's internal processes of development and compilation of a Transition Plan, whether ADAAC performs the steps as a contractor or consults with an entity whom performs these steps with their own personnel. The following information provides the various delineation of activities and steps that are generally required in the development and completion of a Transition plan.

DISCOVERY: The Discovery process is part of overall planning and project preparation. Discovery involves determining all buildings and facilities that will need to be field inspected to determine compliance with ADA Standards (codes). During the Discovery process, it may be determined that some particular buildings or facilities, and/or features of these buildings or facilities may or may not be necessary to include in the overall final Transition Plan. For example, if a city or county building is utilized by employees only, such as a building that houses sand or gravel, and the public is not invited into such building, then this building would not be listed as part of the inventory to be site inspected and would not be a part of the Transition Plan. Similarly, if a county highway exists, but does not have connecting or adjacent sidewalk and does not otherwise have signs of public pedestrian traffic (such as worn pathways in the grass), then this highway or sections of highway would not be included in the Transition Plan.

ASSIGNMENT BUILDING: Once all buildings and facilities have been discovered that are required to be field inspected, assignments will need to be developed so that field inspection personnel can be dispatched to specific facilities or aspects of facilities that will need to be inspected.

DISPATCH: Once assignments have been developed, inspectors will be dispatched to perform on-site field inspections of the buildings or facilities defined within their assignments.

INSPECTION: Actual on-site field inspections are generally conducted utilizing checklists. Checklists are designed so the application leads the inspector through a series of questions and answers that pertain to an element on a building, pedestrian infrastructure or other facility type. For example, if an inspector has been assigned a half-mile section of sidewalk, which includes curb ramps, the checklist should lead the inspector through a series of questions to determine if the sidewalk and curb ramps do or do not comply with ADA standards. All field inspections should be documented in a Transition Plan database that collects, stores and organizes the inspector's findings. An example of a checklist specific to curb ramps can be located at the following website: <http://www.ada.gov/pcatoolkit/app2curbramps.htm> or can be located in **Attachment G**. It would be helpful to create similar checklists for all pedestrian infrastructure or obtain mobile checklists to inspect infrastructure. Examples of possible checklists, include but are not limited to, crosswalks, sidewalks, APS, and transit stops. If using paper checklists, it is

important to capture pictures for each barrier identified to assist in documenting findings for future reporting and reference. Compliance assessment efforts vary from simple yes/no clipboard inventories of accessible elements to detailed surveys including slope, grade, abrupt level changes, usage, and severity. It is important to ensure that checklists reflect all current state and federal code provided by the California Building Code, CA MUTCD, 2010 ADA Standards for Accessible Design, etc... In addition some agencies use the Proposed Rights-of-Way Accessible Guidelines (PROWAG). Currently, it is considered best practice but may be adopted in the near future. Each checklist made and associated questions need to reflect the most stringent standard regardless of state or federal guidelines.

QUALITY CONTROL: In most circumstances, the mobile application's checklists automatically control the quality of site inspections, ensuring that identified areas where barriers exist or noncompliance with ADA Standards exist, are legitimate and are necessary to become part of the Transition Plan's content to later be corrected. However, due to existing technology, on occasion, an inspector will need to examine the database to ensure that a barrier identified in the field is in its correct geographic location. Therefore, field inspectors typically examine that their field data locations are geographically correct from a desktop or laptop computer. The inspector will be able to reference all measurements with the associated pictures taken during the inspection to ensure all information is accurate.

Another method of quality control that can be conducted through paper checklists is having the appropriate personnel verify each answer completed throughout the checklist process with the associated pictures taken at time of inspection. If a picture and answer to a question does not match, the inspector may be assigned to re-inspect the area. The quality control personnel must confirm the location of the checklist by comparing the pictures taken of the particular checklist to the location noted by the inspector for that checklist, one way this can be accomplished is by using the Google Street View feature in Google Maps or Google Earth. Also the quality control personnel should confirm that all areas concern be addressed either by completed checklists or notation that confirms that all areas of concern have been inspected. If this is not the case the inspector may be required to re-inspect areas that were not addressed.

DELIVERY: At a minimum, the finalized Transition Plan should include following:

- 1) The identification of physical obstacles resulting from field site-survey inspections;
- 2) A detailed description of the methods that will be used to remove the obstacles (barriers) that were discovered during field site-survey inspections;
- 3) The development of a schedule, including intermediate steps that will be taken each year in order to remove the physical obstacles or barriers; and
- 4) Indicate the employee/official whom is responsible for the coordination and implementation of the Transition Plan. Generally, this individual will also be the designated ADA Coordinator.

Discovery Process

As part of this memorandum ADAAC was charged with the discovery portion of the Transition Plan to identify what transportation facilities, within DNLTC's membership, will be required to be inspected and included in a complete overall Transition Plan.

ADAAC's Discovery Process began by contacting pertinent personnel within DNLTC's membership to gather greater details regarding city and county owned or governed transportation facilities.

Additionally, information was gathered through:

- Reviewing information provided by the Del Norte Local Transportation Commission (<http://www.dnltc.org/planning-documents-reports/>)
- Reviewing information from the City of Crescent City's website (<http://www.crescentcity.org/>)
- Reviewing information from the County of Del Norte (<http://www.co.del-norte.ca.us/>)
- Reviewing city/county maps obtained from the on-site visit
- Reviewing information from computer mapping software

The information gathered was further enhanced by in-person meetings with DNLTC's membership, including:

- Crescent City's Public Works Director, Eric Wier,
- Crescent City's Engineer, Kevin Tupman,
- Del Norte County's Assistant Engineer, Rosanna Bower,
- Del Norte County's Community Development Director, Heidi Kunstal,
- DNLTC Director, Tamera Leighton, and
- a final meeting with DNLTC's Technical Advisory Committee

During on-site meetings in Del Norte County, various field observations were also performed by ADAAC staff to help ensure accuracy of the Discovery process.

Next, ADAAC utilized computer mapping software to finalize the Discovery process. The information provided in **Attachment A** represents a full and complete listing of all facilities that ADAAC has discovered to date, during the above work activities. This whole process assisted in determining the streets/roads included in **Attachment A**.

The facilities defined in **Attachment A** are limited, via contract and DNLTC's RFP, to the following:

1. Paved Right of Way,
2. Unpaved Right of Way,
3. Bridges,
4. Bus Stops and Terminals,
5. Parks, and
6. Trails

However, it should be mentioned that the ADA requires local governments to create a Transition Plan, which encompasses all existing buildings and facilities, not just those buildings and facilities that are part of the transportation system.

Subsequent Steps

Upon receiving the information identified in the Discovery Process, it is important for the agencies involved to review and evaluate the information to determine how to move forward in the Transition Plan process. The agencies need to develop a comprehensive inventory of all buildings and facilities, identify non-compliant locations through inspections, and develop a program for remedial repairs. The agency must form a plan which is inclusive of anticipated start and end dates of different milestones/tasks. It would be a best practice to include anticipated budgetary expenditures to assist in planning when and how steps to complete a Transition Plan can be met.

Recommended steps to continue developing and completing a Transition Plan:

1. Discover the remaining buildings and infrastructure that do not pertain to the transportation system.
2. Complete inspections of all buildings and facilities which can be accomplished in a variety of ways:
 - a. The agency can decide to complete all of the inspections at one time, which may end up utilizing internal man hours and fiscal budgets. It is generally a best practice to complete all inspections at one time, since doing so allows an agency to make determinations of priority problem areas and where attention should be initially directed.
 - b. Create a plan that includes phases of what inspections will be completed and when. This can assist in allotting the appropriate budgets for each phase of inspection.
 - i. **Attachment F** is a listing of Federal Funding Opportunities for Pedestrian Projects and Programs
 - c. Agencies may use internal staff, summer employees, or consultants to complete the inspections. With internal staff and summer employees, it could take longer to complete the inspections as other projects from the agency could be assigned to them. A qualified consultant could provide prompt and efficient inspections in a timeframe allotted to them by the agency or by providing an estimated timeframe of completion.
 - d. Utilize a mobile or paper checklist to inspect and gather field data. The mobile application is an efficient option as it transmits information from the field to a database where multiple staff members can access the same information simultaneously. The mobile application can include, but is not limited to the documentation of latitude, longitude, cross street, facility type, observations, and photos.
 - i. If mobile checklists are not obtained, the agency may need to create paper checklists to complete inspections

3. Compiling and processing data collected from inspections should be utilized to form a Transition Plan. The data collected can be prioritized based off of guidance provided by ADA regulations and technical information provided by the Department of Justice. From the prioritization of the elements found to be barriers a comprehensive list can be assembled.
 - a. Typically, priorities that agencies utilize for walkways serving public entities are as follows:
 - i. State and local government offices and facilities
 - ii. Transportation
 - iii. Places of public accommodation
 - iv. Employers
 - v. Walkways serving other areas
 - b. The plan needs to include:
 - i. The identification of physical obstacles found that limit the accessibility of its programs or activities to individuals with disabilities as defined by 2010 ADA Standards for Accessible Design.
 - ii. A description of methods that will be used to make facilities accessible. Methodology could include but is not limited how the agency coordinates accessibility efforts, to using capital projects, new projects, maintenance methods, resurfacing and providing quality control methods in the design and construction phase to ensure accessibility.
 - iii. A schedule for taking the steps necessary to achieve compliance, transition from noncompliance to compliance. If the plan is longer than one year, the plan needs to identify steps that will be taken during each year.
 1. An agency can create and compile the schedule manually or they could utilize a database to review findings and create a schedule for modifications.
 - iv. Indicate the official responsible for implementing the plan.
 - c. An agency needs to provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments.
 - i. The public (especially individuals with disabilities) should be integrated throughout the process of creating the transition plan. Public comments could be received at public meetings, from a volunteer disability advisory committee, or through asking the public to respond through electronic means.
4. Develop policies, practices, and procedures for staff to utilize the plan to build projects, complete maintenance, and involve the public.
5. Develop or promote needed resources in order to initiate and integrate necessary structural modifications. Possible sources for such resources are identified in Attachment F and the following sources should also be considered:
 - a. State or federal funding methods

- b. Public involvement for fundraising
- c. Funding available for sidewalk or curb ramp programs
- d. Increasing the tax base

The full working Transition Plan is a tool that is required to be used to ensure program accessibility for state and local governments. It allows for the agencies to transition to accessibility by providing a schedule and methodology to do so. It is to be utilized as a living document that agencies can work from to plan and complete projects to ensure accessibility throughout its jurisdiction.

Attachment A

Transportation facilities, within DNLTC's membership that will be required to be inspected and included in a complete overall Transition Plan, as defined by Title II of the Americans with Disabilities Act (ADA).

The buildings and facilities are organized as follows:

1. Paved Right of Way,
2. Unpaved Right of Way,
3. Bridges,
4. Bus Stops and Terminals,
5. Parks, and
6. Trails

*Note the whole street/road must be inspected

The ADA memorandum was reviewed by the Del Norte Local Transportation Commission, Member Agencies, and Redwood National Park members. Agencies provided comments and feedback that were integrated into the Memorandum. Additionally, Redwood National Park is conducting a Self-Evaluation and Transition Plan that includes the following prioritized parks:

- Crescent Beach day use area
- Crescent City Information Center
- Elk Meadow day use area
- Flint Ridge campground and trailhead
- Hiouchi Information Center
- Howland Hill Outdoor School
- Klamath River Overlook
- Kuchel Visitor Center
- Lady Bird Johnson Grove trailhead
- Lagoon Creek day use area
- Lost Man Creek day use area
- North Operations Center
- Redwood Creek day use area
- Redwood Creek Overlook
- Redwood Creek trailhead
- Wolf Creek Education Center

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
10th St	Yes/Partial	paved	Crescent City	parts of 10th St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
11th St	Yes/Partial	paved	Crescent City	most of this street appears to be inaccessible		
2nd Street	Yes/Partial	paved	Crescent City	parts of 2nd St contain no pedestrian path	possible curb ramp and crosswalk issues. Crescent City Information Center houses the visitor center for Redwood National and State Parks. At this location it is important for both agencies to work together if barriers are identified.	Yes. *As specified by Redwood National Park the plan didn't consider width of path issues for visitor center access.
3rd St	Yes/Partial	paved	Crescent City	parts of 3rd St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
4th St	Yes/Partial	paved	Crescent City	parts of 4th St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
5th St	Yes/Partial	paved	Crescent City	parts of 5th St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
6th St	Yes/Partial	paved	Crescent City	parts of 6th St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
7th St	Yes/Partial	paved	Crescent City	parts of 7th St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
8th St	Yes/Partial	paved	Crescent City	parts of 8th St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
9th St	Yes/Partial	paved	Crescent City	parts of 9th St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
A St	Yes/Partial	paved	Crescent City	parts of A St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
Anzio St	Yes/Partial	paved	Crescent City	parts of Anzio St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
B St	Yes/Partial	paved	Crescent City	parts of B St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
Battery St	Yes/Partial	paved	Crescent City	parts of Battery St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
Breen St	Yes/Partial	paved	Crescent City	many driveways with possible cross slope issues	many parts of Breen St contain no pedestrian path	
C St	Yes/Partial	paved	Crescent City	parts of C St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
California St	Yes/Partial	paved	Crescent City	many driveways with possible cross slope issues	many parts of California St contain no ped path	
Cemetery Rd	No	paved	Crescent City	No Sidewalks present		
D St	Yes/Partial	paved	Crescent City	parts of D St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
Del Monte St	No	paved	Crescent City	many driveways with possible cross slope issues		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
E Coolidge Ave	No	paved	Crescent City			
E Cooper Ave	Yes/Partial	paved	Crescent City			Yes
E Essex St	Yes	paved	Crescent City	many driveways with possible cross slope issues		
E St	Yes/Partial	paved	Crescent City	parts of E St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
Elk Valley Rd	Yes	paved	Crescent City			
F St	Yes/Partial	paved	Crescent City	parts of F St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
Front Street	Yes/Partial	paved	Crescent City	parts of Front St contain no pedestrian path	possible curb ramp and crosswalk issues. Crescent City Information Center houses the visitor center for Redwood National and State Parks. At this location it is important for both agencies to work together if barriers are identified.	Yes. *As specified by Redwood National Park the plan didn't consider width of path issues for visitor center access.

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
G St	Yes/Partial	paved	Crescent City	parts of G St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
Gainard St	Yes/Partial	paved	Crescent City	parts of Gainard St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
Gary St	Yes	paved	Crescent City	many driveways with possible cross slope issues	possible curb ramp and crosswalk issues	Yes
Grant Ave	Yes	paved	Crescent City	many driveways with possible cross slope issues		
H St	Yes/Partial	paved	Crescent City	parts of H St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
Harding Ave	Yes	paved	Crescent City	many driveways with possible cross slope issues		
Hoover Ave	No	paved	Crescent City			
Howe Drive	Yes	paved	Crescent City	possibly no detectable warnings	possible curb ramp and crosswalk issues	Yes

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Huntington St	Yes	paved	Crescent City	many driveways with possible cross slope issues	possible curb ramp and crosswalk issues	Yes
Huston St	No	paved	Crescent City			
I St	Yes/Partial	paved	Crescent City	parts of I St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
Jaccard St	Yes	paved	Crescent City	many driveways with possible cross slope issues	possible curb ramp and crosswalk issues	Yes
Jackie St	Yes	paved	Crescent City	many driveways with possible cross slope issues		
King St	No	paved	Crescent City			
L St	Yes/Partial	paved	Crescent City	parts of L St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
Lincoln Ct	Yes	paved	Crescent City	many driveways with possible cross slope issues		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
M St	Yes/Partial	paved	Crescent City	parts of M St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
Margie St	Yes	paved	Crescent City	many driveways with possible cross slope issues	possible curb ramp and crosswalk issues	Yes
Marshall St	Yes/Partial	paved	Crescent City	many driveways with possible cross slope issues	parts of Marshall contain no pedestrian path	
Mason Ct	Yes	paved	Crescent City	many driveways with possible cross slope issues		
Napa St	No	paved	Crescent City	No Sidewalks present		
O St	No	unpaved	Crescent City			
Oregon St	Yes/Partial	paved	Crescent City	many driveways with possible cross slope issues	parts of Oregon contain no pedestrian path	
Pebble Beach Dr	Yes/Partial	paved	Crescent City	parts of Pebble Beach Dr contain no pedestrian path	possible curb ramp and crosswalk issues	Yes

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Play St	Yes/Partial	paved	Crescent City	parts of Play St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
Stamps Way	Yes	paved	Crescent City	newer sidewalks have been installed here		
Sunset Cir	No	paved	Crescent City	heavy foot and bike traffic here from existing trail		
Taylor St	Yes/Partial	paved	Crescent City	parts of Taylor St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
Truman Ct	Yes	paved	Crescent City	many driveways with possible cross slope issues		
Vance Ave	No	unpaved	Crescent City			
W Condor St	Yes	paved	Crescent City	Width of path issues are apparent	possible curb ramp and crosswalk issues	Yes
W Essex St	Yes	paved	Crescent City	many driveways with possible cross slope issues		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
W Indra St	Yes	paved	Crescent City	many driveways with possible cross slope issues		
Walton St	No	paved	Crescent City			
Wendell St	Yes/Partial	paved	Crescent City	parts of Wendell St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
Williams Dr	No	paved	Crescent City			
Wilson Ave	Yes/Partial	paved	Crescent City	many driveways with possible cross slope issues	parts contain no pedestrian path	
Anchor Way	Yes/Partial	paved	Crescent City Harbor		parts contain no pedestrian path	
Starfish Way	Yes	paved	Crescent City Harbor	this area has been improved may need inspection		
US 101 / M St	Yes/Partial	paved	Crescent City/Caltrans	parts of US 101 contain no pedestrian path	possible curb ramp and crosswalk issues	Yes

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
K St	Yes/Partial	paved	Crescent City/Del Norte County	Parts of K St contain no pedestrian path	possible curb ramp and crosswalk issues. Crescent City Information Center houses the visitor center for Redwood National and State Parks. At this location it is important for both agencies to work together if barriers are identified.	Yes. *As specified by Redwood National Park the plan didn't consider width of path issues for visitor center access..
Northcrest Dr	Yes/Partial	paved	Crescent City/Del Norte County	many driveways with possible cross slope issues		
Pacific Ave	Yes/Partial	paved	Crescent City/Del Norte County	many driveways with possible cross slope issues	possible curb ramp and crosswalk issues	Yes
W Harding Ave	Yes/Partial	paved	Crescent City/Del Norte County	many inconsistent pathways		
W Washington Blvd/Rd D1	Yes/Partial	paved	Crescent City/Del Norte County	many driveways with possible cross slope issues		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
J St	Yes/Partial	paved	Crescent City/Del Norte County	parts of J St contain no pedestrian path	possible curb ramp and crosswalk issues	Yes
2nd Street	No	paved	Del Norte County	No pedestrian infrastructure exists		
3rd St	No	paved	Del Norte County	No pedestrian infrastructure exists		
A Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Adair St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Adrian Way	No	paved	Del Norte County	No pedestrian infrastructure exists		
Aile Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Alexandria Way	Yes	paved	Del Norte County	many driveways with possible cross slope issues		
Alpaugh Ave	No	unpaved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Alpine St	No	paved	Del Norte County			
Amador St	No	paved	Del Norte County	No Sidewalks present		
Amber Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Amelia St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Ames Way	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Anderson Way	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Angel Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Annandale Ct	Yes	paved	Del Norte County			
Arenbee Ct	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Ariel Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Arlington Dr	No	paved	Del Norte County	No Sidewalks present		
Arnett St	No	paved	Del Norte County			

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Arnett St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Arrowhead Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Aubell Ln	No	paved	Redwood National Park *As provided by Redwood National and State Park this road is utilized as a road strictly used by maintenance. If this road is not open or used by the public it does not need to be inspected for the transition plan.	No pedestrian infrastructure exists		
Audree Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Autumn Cove	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Azalea Ct	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Azalea Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Bachelor Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Bailey Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Barker St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Barregi Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Bayview Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Bear Hollow Rd	No	partial	Del Norte County	No pedestrian infrastructure exists		
Beasley Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Beckett Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Beech St	No	unpaved	Del Norte County	No Sidewalks present		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Benson St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Bertsch Ave	No	paved	Del Norte County	No pedestrian infrastructure exists		
Bethesda Way	Yes	paved	Del Norte County	many driveways with possible cross slope issues		
Blackberry Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Blackwell Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Blue Jay Ct	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Blueberry Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Bob White Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Bolen Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Bonnie Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Boomer Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Borough Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Boulder Ave	No	paved	Del Norte County	No pedestrian infrastructure exists		
Bow Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Bower Way	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Boyds Way	No	paved	Del Norte County	No pedestrian infrastructure exists		
Boyet Ave	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Breakwater Dr	No	paved	Del Norte County	No Sidewalks present		
Brennan Ln	No	partial	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Brevus St	No	paved	Del Norte County	No Sidewalks present		
Brookings Ave	No	paved	Del Norte County	No pedestrian infrastructure exists		
Brown Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Brown Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Bruegger St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Brush Creek Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Burchum Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Burke Ln	No	partial	Del Norte County	No pedestrian infrastructure exists		
Burtschell St	No	unpaved	Del Norte County			
Butte St	No	paved	Del Norte County	No Sidewalks present		
Buzzini Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Calaveras St	No	paved	Del Norte County	No Sidewalks present		
Camp 5 Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Candlelight Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Cannon Dr	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Captains Hideout	No	paved	Del Norte County	No Sidewalks present		
Carmelita Ct	No	paved	Del Norte County	No pedestrian infrastructure exists		
Carole Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Carson Dr	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Cassel Ln	No	partial	Del Norte County	No pedestrian infrastructure exists		
Cessna Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Charleston Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Charm Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Chelsey Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Cherrywood Ct	Yes	paved	Del Norte County	many driveways with possible cross slope issues		
Chevy Chase Way	Yes	paved	Del Norte County	many driveways with possible cross slope issues		
Childs Ave	No	paved	Del Norte County	No Sidewalks present		
China Creek Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Chinook St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Church Tree Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Claylis Rd	No	partial	Del Norte County	No pedestrian infrastructure exists		
Clayton Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Clifton St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Cloutier St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Club Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Clyde St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Cochrane Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Coho Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Collins Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Colton St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Compass Ct	No	paved	Del Norte County	No pedestrian infrastructure exists		
Cooke St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Cooper Ave	No	paved	Del Norte County	No Sidewalks present		
Cooper Ave	Yes	paved	Del Norte County	many driveways with possible cross slope issues	possible curb ramp and crosswalk issues	
Cotton St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Coulson Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Countless Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Country Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Courtney Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Cowley Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Crashers Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Creekside Ln	No	partial	Del Norte County	No pedestrian infrastructure exists		
Crescent St	Yes/Partial	paved	Del Norte County	Non continuous pedestrian paths		
Crissey Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Critter's Way	No	partial	Del Norte County	No pedestrian infrastructure exists		
Crowville St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Cummins Rd	No	partial	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Cunningham Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Curtain St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Cushing Ave	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Dakota St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Dale Ruper Rd *referenced as Airport Rd.	No	paved	Del Norte County	No Sidewalks present		
Darby St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Darby St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Darlington Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Dayton Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
De Mars Dr	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Dean Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Deer Meadow Way	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Deirdre Ct	No	paved	Del Norte County	No pedestrian infrastructure exists		
Del Mar Rd	No	paved	Del Norte County	No Sidewalks present		
Del Norte St	No	paved	Del Norte County	No Sidewalks present		
Dell Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Deshon Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Devol Ct	No	paved	Del Norte County	No pedestrian infrastructure exists		
Dillman Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Distelrath Dr	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Dodane St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Dogwood Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Donna Declue Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Douglas St	Yes/Partial	paved	Del Norte County	many driveways with possible cross slope issues	Width of path issues are apparent	
Downing Ct	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Downing St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Dream St	Yes	paved	Del Norte County			Yes
Driftwood Ct	No	paved	Del Norte County	No Sidewalks present		
Dryden Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Duffy Ct	No	partial	Del Norte County	No pedestrian infrastructure exists		
Dundas Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Dungeness St	No	paved	Del Norte County	No pedestrian infrastructure exists		
E Denny Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
E Jefferson St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
E Lauff Ave	No	paved	Del Norte County	No pedestrian infrastructure exists		
E Macken Ave	No	paved	Del Norte County	No pedestrian infrastructure exists		
E Madison Ave	Yes	paved	Del Norte County	Many driveways with possible cross slope issues		
Earl St	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Early Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Easter Ct	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Ebba Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Ecnav Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Edwards Ave	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
El Dorado St	Yes/Partial	paved	Del Norte County	many driveways with possible cross slope issues	possible curb ramp and crosswalk issues	
El Monte Rd	Yes/Partial	paved	Del Norte County	Non continuous pedestrian paths		Yes
Elias Way	No	paved	Del Norte County	No pedestrian infrastructure exists		
Elk Creek Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Elk Valley Cross Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Elk View Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Embarcadero Dr	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Emfield Ct	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Emily Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Ender St	No	paved	Del Norte County	No pedestrian infrastructure exists		
English Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Eric St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Esta Ave	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Esta Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Everett Sargent Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Evergreen Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Fairfax Ct	Yes	paved	Del Norte County			
Famosa Rd	No	unpaved	Del Norte County	No Sidewalks present		
Felterwood Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Fern Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Ferndale Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Fernwood Ln	No	partial	Del Norte County	No pedestrian infrastructure exists		
Fire House Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Fisher Dr	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Fleming Ave	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Flint Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Flying Gull Ct	No	paved	Del Norte County	No Sidewalks present		
Foothill Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Forest River Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Forks Placer Mine Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Foxglove Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Franklin Ct	Yes	paved	Del Norte County	many driveways with possible cross slope issues		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Freda St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Freeman St	No	paved	Del Norte County	No Sidewalks present		
Fresno St	No	paved	Del Norte County	No Sidewalks present		
Frontage Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Frosty Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Gahart Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Gale Way	No	paved	Del Norte County	No pedestrian infrastructure exists		
Gardena Rd	No	unpaved	Del Norte County	No Sidewalks present		
Garner Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Garrett Way	No	unpaved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Gasquet Flat Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Gasquet Middle Fork Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Gavin Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Georgetown Place	Yes	paved	Del Norte County	many driveways with possible cross slope issues		
Geroni St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Gertrudes Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Gilbert Way	No	paved	Del Norte County	No pedestrian infrastructure exists		
Ginny Ln	No	partial	Del Norte County	No pedestrian infrastructure exists		
Glenn St	No	paved	Del Norte County	No Sidewalks present		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Grace Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Grand Ave	No	paved	Del Norte County	No Sidewalks present		
Granite Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Griffin Ave	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Haight Ave	No	paved	Del Norte County	No pedestrian infrastructure exists		
Hamilton Ave	Yes/Partial	paved	Del Norte County	many driveways with possible cross slope issues	possible curb ramp and crosswalk issues	
Harbor View Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Harmer's Beach Dr	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Harmony Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Harold St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Heacock Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Heggen Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Hemlock Ave	No	paved	Del Norte County			
Henry Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Hermosa Rd	No	unpaved	Del Norte County	No Sidewalks present		
High Meadow Dr	No	partial	Del Norte County	No pedestrian infrastructure exists		
Highland Ave	No	paved	Del Norte County	No pedestrian infrastructure exists		
Hights Access Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Hights View Dr	No	unpaved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Hill St	No	partial	Del Norte County	No pedestrian infrastructure exists		
Hillcrest Dr	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Hillside Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Hilltop Manor	No	paved	Del Norte County	No pedestrian infrastructure exists		
Hinckley Dr	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Hinky Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Hobbs Wall Rd	No	paved	Del Norte County	No pedestrian infrastructure exists	*Connects to Blackwell Lane and Boulder Avenue	
Hodge	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Holben Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Hollingworth Ct	No	paved	Del Norte County	No pedestrian infrastructure exists		
Howland Hill Rd	Yes/Partial	paved	Del Norte County/Redwood National Park		*Connects to Redwood National Park and could be connected to park trails.	
Humboldt Rd	Yes/Partial	paved	Del Norte County		parts contain no pedestrian path	
Humboldt St	No	paved	Del Norte County	No Sidewalks present		
Hummingbird Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Hyda Way	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Hytrees Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Iler St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Indian Ct	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Inyo St	Yes/Partial	paved	Del Norte County	many driveways with possible cross slope issues	possible curb ramp and crosswalk issues	Yes
Iowa St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Ireland Way	No	paved	Del Norte County	No pedestrian infrastructure exists		
Irene Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Isabella Rd	No	unpaved	Del Norte County	No Sidewalks present		
Island View Dr	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
James Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
James St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Jed Smith Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Jibs Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Jo An St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Joaquin St	No	paved	Del Norte County	No Sidewalks present		
Jones St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Jordan St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Joshua Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Joy Ln	partial	paved	Del Norte County			
Karen Way	No	paved	Del Norte County	No pedestrian infrastructure exists		
Kasey Ct	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Kathryn L Ave	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Katie Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Keller Ave	No	paved	Del Norte County	No Sidewalks present		
Kellog Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Kelly Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Kelly St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Kerby St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Kern St	No	paved	Del Norte County	No Sidewalks present		
Kevin Ct	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Kim Way	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Kings Valley Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Klamath St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Knotty Pine Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Knutsen Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Kristian Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Kyle Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Lado del Rio Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Lafayette Way	Yes	paved	Del Norte County	No Sidewalks present		
Lagoon St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Laguna St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Lake Ave	No	unpaved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Lake Earl Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Lake St	No	paved	Del Norte County	No Sidewalks present		
Lakeside Loop	No	paved	Del Norte County	No pedestrian infrastructure exists		
Lakeview Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Landis St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Langlois Dr	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Lauff Ave	No	paved	Del Norte County	No Sidewalks present		
Laurel Ln	No	unpaved	Del Norte County			
Lazy Ln	No	unpaved	Del Norte County			
Le Clair Ave	No	paved	Del Norte County	No pedestrian infrastructure exists		
Ledford Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Leif Cir	No	paved	Del Norte County	No pedestrian infrastructure exists		
Lela St	No	paved	Del Norte County	No Sidewalks present		
Leland Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Lenore Way	No	paved	Del Norte County	No pedestrian infrastructure exists		
Lesina Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Lexington Ct	Yes	paved	Del Norte County	many driveways with possible cross slope issues		
Lipowitz Ave	No	paved	Del Norte County	No Sidewalks present		
Little Redwood Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Lopez Ct	No	paved	Del Norte County	No pedestrian infrastructure exists		
Lopez St	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Loren Ave	No	paved	Del Norte County	No pedestrian infrastructure exists		
Lorenzo Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Low Divide Rd	No	partial	Del Norte County	No pedestrian infrastructure exists		
Lower Lake Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Lynch Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Lynwood Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Maciel Ln	No	partial	Del Norte County	No pedestrian infrastructure exists		
Macken Ave	No	paved	Del Norte County	No Sidewalks present		
Madame Gasquet Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Madeleine Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Madison Ave	Yes	paved	Del Norte County	many driveways with possible cross slope issues		
Maeghan Way	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Maher Ave	No	paved	Del Norte County	No pedestrian infrastructure exists		
Maiden Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Mallard Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Malone Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Malvin Murphy Ln	No	partial	Del Norte County	No pedestrian infrastructure exists		
Maple Tree Ln	Yes	paved	Del Norte County	Sidewalks appear to be newer		
Maranda Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Marie Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Maris Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Marish St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Martin St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Mathews St	Yes/Partial	paved	Del Norte County			
Mayas Ln	No	partial	Del Norte County	No pedestrian infrastructure exists		
Mc Kay Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
McNamara Ave	No	paved	Del Norte County	No Sidewalks present		
Meadow Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Meridian St	Yes/Partial	paved	Del Norte County	curb ramps may not be up to current standard		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Michigan Ave	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Middle Fork Gasquet Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Middleton Dr	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Minnesota Ave	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Miracle Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Mobile Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Modoc St	No	paved	Del Norte County	No Sidewalks present		
Monopoly Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Monroe St	No	unpaved	Del Norte County	No Sidewalks present		
Montgomery St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Moore Pl	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Morehead Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Morgan Ct	No	paved	Del Norte County	No pedestrian infrastructure exists		
Morrison Creek Rd	No	partial	Del Norte County	No pedestrian infrastructure exists		
Morrison Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Moseley Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Mountain View Rd	No	partial	Del Norte County	No pedestrian infrastructure exists		
Mouth of Smith River Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Movie Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Muncy Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Murphy Ave	No	paved	Del Norte County	No Sidewalks present		
Myrtle Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
N Beckstead Ave	Yes	paved	Del Norte County	Possible width of path issues and cross slope issues		
N Bradford St	No	paved	Del Norte County	No pedestrian infrastructure exists		
N Fork Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
N Indian Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
N Salmon Harbor Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Nadine Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Nara Ln	No	paved	Del Norte County	No Sidewalks present		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
National Blvd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
National Park Way	No	paved	Del Norte County	No pedestrian infrastructure exists	*Appears to connect to Redwood National Park	
Nelson Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Nemeth St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Nemeth St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Nicholas Cove	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Nickel Ave	No	paved	Del Norte County	No pedestrian infrastructure exists		
Norma Ct	No	paved	Del Norte County	No pedestrian infrastructure exists		
Norris Ave	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
North Fork Loop	No	paved	Del Norte County	No pedestrian infrastructure exists		
North St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Northbank Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Oak Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Ocean Dr	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Ocean View Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Old Gasquet Toll Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Old Mill Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Old Wagon Rd	No	partial	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Olive St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Oliver Ave	No	paved	Del Norte County	No pedestrian infrastructure exists		
Olivine Way	No	paved	Del Norte County	No pedestrian infrastructure exists		
Oma Ln	No	partial	Del Norte County	No pedestrian infrastructure exists		
Orchard Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Our Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Ozzie St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Paige Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Pala Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Park Ave	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Park Place	No	paved	Del Norte County	No pedestrian infrastructure exists		
Parker Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Parkview Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Parkway Dr	Yes/Partial	paved	Del Norte County			
Pasture Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Patrick Creek Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Pau Hana	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Paul Pl	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Pelican Beach Vista	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Penny Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Pepperwood Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Perch St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Peregrine Dr	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Peveler Ave	No	paved	Del Norte County	No pedestrian infrastructure exists		
Pike St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Pine Grove Rd	No	partial	Del Norte County	No pedestrian infrastructure exists		
Pine View Ct	No	paved	Del Norte County	No pedestrian infrastructure exists		
Pioneer Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Placone St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Pleasant St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Plumas St	No	unpaved	Del Norte County	No Sidewalks present		
Porteck St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Potomac Ct	Yes	paved	Del Norte County	many driveways with possible cross slope issues		
Powerline Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Prigmore St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Prince Island Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Prince Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Quail Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Quinlan Ave	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Raccoon Ct	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Railroad Ave	No	paved	Del Norte County	No pedestrian infrastructure exists		
Railroad Ave	No	paved	Del Norte County	No pedestrian infrastructure exists		
Rainbow Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Ramey St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Ranch Creek Rd	No	partial	Del Norte County	No pedestrian infrastructure exists		
Randall Ct	No	paved	Del Norte County	No pedestrian infrastructure exists		
Reddy Ave	No	paved	Del Norte County	No Sidewalks present		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Redland Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Redwood Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Reeves Rd	No	partial	Del Norte County	No pedestrian infrastructure exists		
Rellim Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Reneken Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Richards St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Richardson Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Rio Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Ritmer Creek Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Rivers End Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Riverside St	No	paved	Del Norte County	No Sidewalks present		
Robson Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Rockbilly Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Ronrene Way	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Rose Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Rossini Ln	No	partial	Del Norte County	No pedestrian infrastructure exists		
Rowdy Creek Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Roy Ave	No	paved	Del Norte County	No pedestrian infrastructure exists		
Royale St	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Ruchong Ln	No	paved	Del Norte County	No Sidewalks present		
S Bank Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
S Bend Ave	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
S Fred D Haight Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
S Indian Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
S Kraft Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
S Railroad Ave	Yes/Partial	paved	Del Norte County			
Salmon Berry Ct	No	paved	Del Norte County	No pedestrian infrastructure exists		
Sand Hill Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Sandman Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Sandpiper Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Sarina Rd N	No	paved	Del Norte County	No pedestrian infrastructure exists		
Scenic Creek Dr	Yes	paved	Del Norte County			
Schlack Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Scott Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Sea Foam Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Sea Mist Cir	No	paved	Del Norte County	No Sidewalks present		
Sea View Ct	Yes/Partial	paved	Del Norte County	many driveways with possible cross slope issues	possible curb ramp and crosswalk issues	Yes
Seashore Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Sequoia Dr	No	unpaved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Serenity Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Seville Ave	No	paved	Del Norte County	No Sidewalks present		
Shadow Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Shelter Island Blvd	Yes	paved	Del Norte County			
Shelter Island Cir	No	paved	Del Norte County	No pedestrian infrastructure exists		
Shelter Island Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Shelter Island Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Shelter Island Terrace	No	paved	Del Norte County	No pedestrian infrastructure exists		
Shelter Island Way	No	paved	Del Norte County	No pedestrian infrastructure exists		
Sherwood Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Shirley St	No	partial	Del Norte County	No pedestrian infrastructure exists		
Shore Cliff Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Shutt St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Sid Harvard Dr	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Sierka St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Sierra Wood Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Silva Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Siskiyou St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Skinney Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Skookum Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Skycrest Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Sleepy Hollow Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Small Ave	Yes/Partial	paved	Del Norte County		parts contain no pedestrian path	
Snag Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Sorrel Ridge Rd	No	partial	Del Norte County	No pedestrian infrastructure exists		
Spring St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Spruce St	No	paved	Del Norte County			
Spyglass Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Stage Coach Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Staley Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Stanton Ave	No	paved	Del Norte County	No Sidewalks present		
Star Trek Dr	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
State Line Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
State St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Steelhead St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Steeps Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Stony Creek Trail Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Summer Ln	Yes	paved	Del Norte County			
Summer Park Ct	Yes	paved	Del Norte County			
Sunrise Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Surf Dr	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Surfsound Ct	No	paved	Del Norte County	No pedestrian infrastructure exists		
Surfsound Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Susan Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Tamarak Dr	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Tan Oak Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Tanbark Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Tanglewood Ln	No	partial	Del Norte County	No pedestrian infrastructure exists		
Tawnee Way	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Tedsen Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Tell Blvd	No	partial	Del Norte County	No pedestrian infrastructure exists		
Temple St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Ternie Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Terrace Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Tide St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Timber Blvd	partial	paved	Del Norte County			
Titus Dr	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Toad Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Tolowa Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Tomasin Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Tony Rosa Rd	No	partial	Del Norte County	No pedestrian infrastructure exists		
Treadway St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Trey Ln	No	partial	Del Norte County	No pedestrian infrastructure exists		
Trillum Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Troyna Ct	No	paved	Del Norte County	No pedestrian infrastructure exists		
Tsunami Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Turnbull Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Ulrich Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Union St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Valentine St	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Valley View Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Vergine Dr	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Vicotria Ln	No	paved	Del Norte County			
Victory Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
View Dr	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Village Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Vincent Rd	No	paved	Del Norte County			
Vincent St	No	N/A	Del Norte County	No pedestrian infrastructure exists		
Vipond Ct	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Vipond Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		
Vipond Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Vivienne Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
W Adams Ave	No	partial	Del Norte County	No Sidewalks present		
W Alder Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
W First Street	Yes	paved	Del Norte County			
W Jefferson St	No	partial	Del Norte County	No Sidewalks present		
Waldo St	No	paved	Del Norte County	No pedestrian infrastructure exists		
Walker Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Wallace Ave	No	paved	Del Norte County	No pedestrian infrastructure exists		
Wavecrest Dr	No	paved	Del Norte County	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Well Water Rd	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Westbrook Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Wetherell Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Whaleview Ct	No	paved	Del Norte County	No Sidewalks present		
Wheeler Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Whipple St	No	paved	Del Norte County	No pedestrian infrastructure exists		
White Ln	No	partial	Del Norte County	No pedestrian infrastructure exists		
White Rock Loop	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Wila Jean Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Wildwood Ln	No	paved	Del Norte County			
Willow Glen	No	paved	Del Norte County			

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Wilodell Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Wilson Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Winding Creek Cir	Yes	paved	Del Norte County			
Wonder Stump Rd	No	paved	Del Norte County	No pedestrian infrastructure exists		
Wood Duck Ln	No	unpaved	Del Norte County	No pedestrian infrastructure exists		
Yonkers Ln	No	paved	Del Norte County	No pedestrian infrastructure exists		
Acacia Dr	No	paved	Douglas Park	No pedestrian infrastructure exists		
Ashford Rd	No	paved	Douglas Park	No pedestrian infrastructure exists		
Bradbury Pl	No	unpaved	Douglas Park	No pedestrian infrastructure exists		
Cable Ln	No	paved	Douglas Park	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Cable Rock Rd	No	paved	Douglas Park	No pedestrian infrastructure exists		
Christensen Way	No	paved	Douglas Park	No pedestrian infrastructure exists		
Dale Ct	No	paved	Douglas Park	No pedestrian infrastructure exists		
Douglas Park Dr	No	paved	Douglas Park	No pedestrian infrastructure exists		
Dunklee Ln	No	paved	Douglas Park	No pedestrian infrastructure exists		
Gingers Way	No	unpaved	Douglas Park	No pedestrian infrastructure exists		
Hartwick Way	No	paved	Douglas Park	No pedestrian infrastructure exists		
Hawkins Flat Rd	No	paved	Douglas Park	No pedestrian infrastructure exists		
Hazeltine Rd	No	paved	Douglas Park	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Hiouchi Dr	No	paved	Douglas Park	No pedestrian infrastructure exists		
Hiouchi Mountain Rd	No	unpaved	Douglas Park	No pedestrian infrastructure exists		
Houlie Dr	No	paved	Douglas Park	No pedestrian infrastructure exists		
Hyatt Heights Rd	No	paved	Douglas Park	No pedestrian infrastructure exists		
Jedediah Wat	No	paved	Douglas Park	No pedestrian infrastructure exists		
Monument Dr	No	paved	Douglas Park	No pedestrian infrastructure exists		
Neighbors Ln	No	unpaved	Douglas Park	No pedestrian infrastructure exists		
Pacomo Camp Dr	No	unpaved	Douglas Park	No pedestrian infrastructure exists		
Pine Ridge Rd	No	unpaved	Douglas Park	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Rain Tree Rd	No	paved	Douglas Park	No pedestrian infrastructure exists		
Redwood Highway	No	paved	Douglas Park	No pedestrian infrastructure exists		
S Fork Rd	No	paved	Douglas Park	No pedestrian infrastructure exists		
Shady Ln	No	unpaved	Douglas Park	No pedestrian infrastructure exists		
Storm Way	No	paved	Douglas Park	No pedestrian infrastructure exists		
Sunkist Ln	No	paved	Douglas Park	No pedestrian infrastructure exists		
Thimbleberry Ln	No	paved	Douglas Park	No pedestrian infrastructure exists		
Whiskey Ridge Rd	No	unpaved	Douglas Park	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Alder Camp Rd	No	paved	Klamath	No pedestrian infrastructure exists	As directed by Redwood National Parks, the intersection of Klamath Beach Road and Alder Camp Road is identified in the draft Self Evaluation and Transition Plan under Flint Ridge Trailhead as needing improvements for parking and pedestrian accessibility. The Flint Ridge trailhead is located at the intersection of Alder Camp and Klamath Beach Road.	
Alder Ln	No	paved	Klamath	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Arrow Mill Rd	No	paved	Klamath	No pedestrian infrastructure exists		
Ash Rd	No	paved	Klamath	No pedestrian infrastructure exists		
Azalea Dr	partial	paved	Klamath			
Blackberry Patch Circle	No	paved	Klamath	No pedestrian infrastructure exists		
Blake Rd	No	paved	Klamath	No pedestrian infrastructure exists		
Broken Tee Ln	No	unpaved	Klamath	No pedestrian infrastructure exists		
Cedar St	No	paved	Klamath	No pedestrian infrastructure exists		
Chapman	No	paved	Klamath	No pedestrian infrastructure exists		
Church Ln	No	paved	Klamath	No pedestrian infrastructure exists		
Coastal Dr	No	paved	Klamath	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Debacker Rd	No	paved	Klamath	No pedestrian infrastructure exists		
Del Norte Way	No	paved	Klamath	No pedestrian infrastructure exists		
Del Ponte Dr	No	paved	Klamath	No pedestrian infrastructure exists		
Duncan Rd	No	paved	Klamath	No pedestrian infrastructure exists		
Ehlers Ave	Yes	paved	Klamath			
Fizer Ln	No	paved	Klamath	No pedestrian infrastructure exists		
Fizer Rd	No	paved	Klamath	No pedestrian infrastructure exists		
Genshaw Rd	No	paved	Klamath	No pedestrian infrastructure exists		
Hill Rd	No	paved	Klamath	No pedestrian infrastructure exists		
Huckleberry Ln	No	paved	Klamath	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Hughs Rd	No	unpaved	Klamath	No pedestrian infrastructure exists		
Hunter Creek Rd	No	paved	Klamath	No pedestrian infrastructure exists		
King Salmon Resort Rd	No	paved	Klamath	No pedestrian infrastructure exists		
Klamath Beach Rd Transitions into SE Klamath Beach Road which is East of the 101 (Redwood Highway)	No	paved	Klamath / Redwood National Park	No pedestrian infrastructure exists	*Portions of Klamath Beach Road are within Redwood National Park *Flint Ridge trailhead in the national park is located at the intersection of Alder Camp and Klamath Beach Road	
Klamath Blvd	partial	paved	Klamath			
Klamath Cir	No	paved	Klamath	No pedestrian infrastructure exists		
Klamath Glen Rd	No	paved	Klamath	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Klamath Mill Rd	No	paved	Klamath	No pedestrian infrastructure exists		
Lonesome Rd	No	unpaved	Klamath	No pedestrian infrastructure exists		
Maple Rd	No	paved	Klamath	No pedestrian infrastructure exists		
McBeth Way	No	paved	Klamath	No pedestrian infrastructure exists		
McMillan Rd	No	paved	Klamath	No pedestrian infrastructure exists		
Minot Creek Rd	No	paved	Klamath	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Mouth of Klamath Rd *North of Klamath River	No	paved	Klamath	No pedestrian infrastructure exists	As directed by Redwood National Parks, for future planning purposes, the river mouth is within the boundary of Redwood National Park and the Yurok Reservation. Redwood National Park is working with the Yurok Tribe to develop a joint plan for managing lands within the overlapping park/reservation boundaries.	
Patrick J Murphy Memorial	No	paved	Klamath / Redwood National Park	No pedestrian infrastructure exists	As directed by Redwood National Parks, the road leads to the Klamath River Overlook in Redwood National Park and terminates within the park.	

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Peine Rd	No	partial	Klamath	No pedestrian infrastructure exists		
Red Mountain Rd	No	paved	Klamath	No pedestrian infrastructure exists		
Redwood Dr	partial	paved	Klamath			
Redwood Rd	No	paved	Klamath	No pedestrian infrastructure exists		
Requa Rd	No	paved	Klamath / Redwood National Park	No pedestrian infrastructure exists	As directed by Redwood National Parks, the road leads to the Klamath River Overlook in Redwood National Park and terminates within the park.	
Salmon Ln	No	paved	Klamath	No pedestrian infrastructure exists		
Salmon Rd	Yes	paved	Klamath			
Salt Creek Rd	No	unpaved	Klamath	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Sanders Rd	No	unpaved	Klamath	No pedestrian infrastructure exists		
Silco Dr	No	paved	Klamath	No pedestrian infrastructure exists		
Silverside Cir	partial	paved	Klamath			
Siskiyou Way	No	paved	Klamath	No pedestrian infrastructure exists		
Starwein Rd	No	paved	Klamath	No pedestrian infrastructure exists		
Terwer Riffle Rd	No	paved	Klamath	No pedestrian infrastructure exists		
Terwer Valley Rd	No	partial	Klamath	No pedestrian infrastructure exists		
Tewer Park Dr	No	paved	Klamath	No pedestrian infrastructure exists		
Trinity Way	No	paved	Klamath	No pedestrian infrastructure exists		
Trobitz Rd	No	paved	Klamath	No pedestrian infrastructure exists		

Street / Road	Sidewalk	Paved / Unpaved	Jurisdiction	Observations	Additional Observations	Width of path issues
Weber Dr	No	paved	Klamath	No pedestrian infrastructure exists		
Will Rd	No	paved	Klamath	No pedestrian infrastructure exists		
Wilson Creek Rd	No	partial	Klamath	No pedestrian infrastructure exists		
Woodside Dr	No	paved	Klamath	No pedestrian infrastructure exists		
Zwierlein Dr	No	paved	Klamath	No pedestrian infrastructure exists		

Bridge #	Jurisdiction	Feature Intersected	Facility Carried	Year Built	Lanes	Location	Observations	Inspection Needed
Elk Creek Pedestrian Bridge	Crescent City	IN BETWEEN FRONT ST AND SUNSET CIRCLE	Crescent City Coastal Trail	2008	2	80' South of RT 101/L Street	2 lanes for pedestrian path	Yes
01C0001	Del Norte County	HOPPOW CREEK	KLAMATH MILL ROAD	1965	2	500' E OF RT 101/169	No Pedestrian Infrastructure exists	No
01C0002	Del Norte County	HOPPOW CREEK	CHAPMAN STREET	1965	2	101/169 SEP	No Pedestrian Infrastructure exists	No
01C0005	Del Norte County	SOUTH FORK SMITH RIVER	SOUTH FORK ROAD	1948	2	0.4 MI SE OF US 199	No Pedestrian Infrastructure exists	No
01C0006	Del Norte County	MIDDLE FORK SMITH RIVER	SOUTH FORK ROAD	1956	2	0.05 MI SE JCT SR199	No Pedestrian Infrastructure exists	No
01C0008	Del Norte County	GILBERT CREEK	OCEAN VIEW DRIVE	1947	2	0.8 MI S OF RT 101	No Pedestrian Infrastructure exists	No
01C0009	Del Norte County	ROWDY CREEK	ROWDY CREEK ROAD	1962	2	1.75 MI E OF RTE 101	No Pedestrian Infrastructure exists	No
01C0010	Del Norte County	MIDDLE FORK SMITH RIVER	GASQUET FLAT ROAD	1960	2	0.1 MILE N/O RTE 199	No Pedestrian Infrastructure exists	No
01C0011	Del Norte County	HUNTER CREEK	REQUA ROAD	1949	2	0.1 MI WEST OF RT101	No Pedestrian Infrastructure exists	No
01C0012	Del Norte County	SALT CREEK	REQUA ROAD	1958	2	0.4 MI WEST OF RTE 101	No Pedestrian Infrastructure exists	No
01C0015	Del Norte County	ROWDY CREEK	FRED D. HAIGHT DR.	1989	2	1/2 MI S OF RTE 101	No Pedestrian Infrastructure exists	No
01C0017	Del Norte County	JORDAN CREEK	LAKE EARL DRIVE	1954	2	3.7 MI N OF RTE 101	No Pedestrian Infrastructure exists	No
01C0018	Del Norte County	ELK CREEK	OREGON MOUNTAIN RD	1925	2	0.1 MILE NE/O RTE 199	No Pedestrian Infrastructure exists	No
01C0020	Del Norte County	SALT CREEK	SALT CREEK RD	1975	1	0.1 MI N/O REQUA RD	No Pedestrian Infrastructure exists	No
01C0022	Del Norte County	SHEEP PEN CREEK	DOUGLAS PARK ROAD	1975	2	0.74 MI S/O SOUTH FORK RD	No Pedestrian Infrastructure exists	No

Bridge #	Jurisdiction	Feature Intersected	Facility Carried	Year Built	Lanes	Location	Observations	Inspection Needed
01C0026 – Pending new number from Caltrans	Del Norte County	HURDYGURDY CREEK	SOUTH FORK ROAD	1955	1	14.2 MI SE OF JCT RTE 199	No Pedestrian Infrastructure exists	No
01C0027 – Pending new number from Caltrans	Del Norte County	SOUTH FORK SMITH RIVER	SOUTH FORK ROAD	1955	1	13.0 MI SE JCT SR199	No Pedestrian Infrastructure exists	No
01C0031	Del Norte County	HURDYGURDY CREEK	BIG FLAT ROAD	1948	1	2.6 MI N/O S FORK ROAD	No Pedestrian Infrastructure exists	No
01C0032	Del Norte County	EIGHTEEN MILE CREEK	OLD GASQUET TOLL	1970	1	5 MI FROM ROUTE 199	No Pedestrian Infrastructure exists	No
01C0033	Del Norte County	WEST FORK PATRICKS CREEK	OLD GASQUET TOLL	1960	1	3.5 MI FROM RTE 199	No Pedestrian Infrastructure exists	No
01C0034	Del Norte County	SHELLY CREEK	PATRICK'S CREEK RD	1976	1	2.3 MILE N/O RTE 199	No Pedestrian Infrastructure exists	No
01C0035	Del Norte County	SHELLY CREEK	COUNTY ROAD 316	1975	1	9.3 MI NORTH OF RTE 199	No Pedestrian Infrastructure exists	No
01C0036	Del Norte County	NORTH FORK SMITH RIVER	COUNTY ROAD 305	1981	2	12 MI E JCT ROWDY CREEK RD	No Pedestrian Infrastructure exists	No
01C0037	Del Norte County	SOUTH FORK SMITH RIVER	SOUTH FORK ROAD	1981	2	6.1 MILE SE OF RTE 199	No Pedestrian Infrastructure exists	No
01C0038	Del Norte County	SOUTH FORK SMITH RIVER	SOUTH FORK ROAD	1981	2	6.5 MI SE LCT RTE 199	No Pedestrian Infrastructure exists	No
01C0039	Del Norte County	CLARKS CREEK	WALKER ROAD	2002	1	.2 MI NORTH OF RTE 199	No Pedestrian Infrastructure exists	No
01C0040	Del Norte County	MYNOT CREEK	MINOT CREEK ROAD	2005	2	0.1 MI SE JCT US 199	No Pedestrian Infrastructure exists	No

Bridge #	Jurisdiction	Feature Intersected	Facility Carried	Year Built	Lanes	Location	Observations	Inspection Needed
01C0041	Del Norte County	ROCK CREEK	SOUTH FORK ROAD	2009	2	8.1 MI SE JCTUS 199	No Pedestrian Infrastructure exists	No
01C0042	Del Norte County	BOULDER CREEK	SOUTH FORK ROAD	2009	2	9.2 MI SE JCT US 199	No Pedestrian Infrastructure exists	No

Bus Stop location	Is there a sign	Transit System	Inspection Needed	Observations	Additional Observations
Humboldt Rd between Roy & Quinland	Yes	Redwood Coast Transit (RCT)	Yes	Non continuous pedestrian path here	
Oliver Ave between Humboldt & Darby	Yes	RCT	Yes	No sidewalk exists here	pedestrian traffic may stand in roadway
Endert St between Nickle & Maher	Yes	RCT	Yes	No sidewalk exists here, bench ADA compliant?	pedestrian traffic may stand in roadway
Le Clair & Darby	Yes	RCT	Yes	No sidewalk exists here	pedestrian traffic may stand in roadway
Humboldt Rd & Carmelita Ct	Yes	RCT	Yes	No sidewalk exists here	pedestrian traffic may stand in roadway
Humboldt Rd near Cushing	Yes	RCT	Yes	No sidewalk exists here	
Elk Valley Casino	N/A	RCT	Yes		
Howland Hill & Mathews Street	Yes	RCT	Yes	Curb ramp north of stop has no DW	
Howland Hill & Elk Valley Rd	Yes	RCT	Yes	No sidewalk exists here	
Rancheria Community Center	N/A	RCT	Yes		
Mill Creek Campground	N/A	RCT	Yes		
101 & Anchor Way	Yes	RCT	Yes	Driveway south of stop may have cross slope issues	
Elk Valley Rd & Iowa	Yes	RCT	Yes	Sidewalk may have width of path issues	
Elk Valley & 101	Yes	RCT	Yes	Sidewalk may have width of path issues	
Cultural Center	Yes	RCT	Yes	Sidewalk may have width of path issues	
2nd & M St	Yes	RCT	Yes	Sidewalk may have width of path issues	

Bus Stop location	Is there a sign	Transit System	Inspection Needed	Observations	Additional Observations
N St near 3rd	N/A	RCT	Yes		
3rd between K & L	Yes	RCT	Yes	Driveway north of stop may have cross slope issues	
3rd between K & J	Yes	RCT	Yes	possible width of path issues, bench needs inspection	
2nd St between G and F	Yes	RCT	Yes	possible width of path issues	
2nd and D	Yes	RCT	Yes	Curb ramp north of stop has no DW	
2nd between B and C	Yes	RCT	Yes	Driveway south of stop may have cross slope issues	
A St between 2nd and 3rd	Yes	RCT	Yes		
3rd and G St	Yes	RCT	Yes	possible width of path issues	
H and 5th St	Yes	RCT	Yes		
Ray's / Safeway	N/A	RCT	Yes		
A St between 5th and 6th	Yes	RCT	Yes	possible width of path issues	
A St between 7th and 8th	Yes	RCT	Yes	Non continuous pedestrian path here	
101 South between 7th and 8th	Yes	RCT	Yes	possible width of path issues	
H and 8th Street	Yes	RCT	Yes	possible width of path issues	
A Street near 10th	Yes	RCT	Yes	possible width of path issues	
A Street near West Condor St	Yes	RCT	Yes	possible width of path issues	
H and 11th	Yes	RCT	Yes	possible width of path issues	
A St and Pacific	Yes	RCT	Yes	possible width of path issues	
Pacific at Glenn	Yes	RCT	Yes		
Pacific and E Street	Yes	RCT	Yes	possible width of path issues	

Bus Stop location	Is there a sign	Transit System	Inspection Needed	Observations	Additional Observations
El Dorado south of Lauff	Yes	RCT	Yes	Driveway north of stop may have cross slope issues	
Inyo St near Machen	Yes	RCT	Yes		
Inyo Street between Cooper and Childs	Yes	RCT	Yes	Driveway south of stop may have cross slope issues	
Inyo Street between Murphy & Keller	Yes	RCT	Yes	Driveway north of stop may have cross slope issues	
Inyo Street between McNamara & Reddy	Yes	RCT	Yes		
El Dorado south of Murphy	Yes	RCT	Yes		
El Dorado south of McNamara	Yes	RCT	Yes	Driveway north of stop may have cross slope issues	
El Dorado north of Hamilton	Yes	RCT	Yes		
Harding Ave at El Dorado St	N/A	RCT	Yes		
Del Norte High School Small Ave	Yes	RCT	Yes		
East Harding at California	N/A	RCT	Yes		
Highway 101 at Northcrest intersection	N/A	RCT	Yes		
101 South at Northcrest intersection	N/A	RCT	Yes		
101 North and Wilson Ave	Yes	RCT	Yes	Curb ramp north of stop has no DW	
Northcrest near Wilson	Yes	RCT	Yes	possible width of path issues	

Bus Stop location	Is there a sign	Transit System	Inspection Needed	Observations	Additional Observations
101 South and Burtshell	N/A	RCT	Yes		
Harding Ave west of Northcrest	Yes	RCT	Yes	Driveway south of stop may have cross slope issues	
Northcrest near Harding	Yes	RCT	Yes	No sidewalk exists here	
Parkway Drive	N/A	RCT	Yes		
Northcrest south of East Coolidge	Yes	RCT	Yes	Driveway south of stop may have cross slope issues	
Northcrest between Hoover and Coolidge	Yes	RCT	Yes	may not have an accessible sidewalk here	
Northcrest south of Washington	Yes	RCT	Yes	Non continuous pedestrian path here	
Washington Blvd near Northcrest SE position	Yes	RCT	Yes	Non continuous pedestrian path here	
Washington Blvd near Northcrest NE position	N/A	RCT	Yes		
Northcrest near Washington	Yes	RCT	Yes		
Sutter Coast Hospital	Yes	RCT	Yes	Curb ramp west of stop has no DW	
Washington Blvd near Leif Circle	Yes	RCT	Yes	Mail box near stop causing possible width issue	
Parkway and Washington	N/A	RCT	Yes		
Walmart	Yes	RCT	Yes		
Northcrest near East Adams	Yes	RCT	Yes		
Northcrest near East Madison (senior center)	Yes	RCT	Yes	Driveway north of stop may have cross slope issues	

Bus Stop location	Is there a sign	Transit System	Inspection Needed	Observations	Additional Observations
Northcrest between Old Mill and East Madison	Yes	RCT	Yes	No sidewalk exists here	
Washington near Lafayette	Yes	RCT	Yes	Curb ramps on both sides of stop are not current	
Washington after Lake St	Yes	RCT	Yes		
Inyo St north of Sea Mist Cir	Yes	RCT	Yes		
Northcrest at Crashers	N/A	RCT	Yes		
Northcrest between Pine Grove and Crashers	Yes	RCT	Yes	Non continuous pedestrian path here	
Northcrest between Pine Grove and Standard	Yes	RCT	Yes	Non continuous pedestrian path here	
Standard Veneer Rd Community Assistance	N/A	RCT	Yes		
J & L Market	N/A	RCT	Yes		

Jurisdiction	Location	Park	Vista Point	Access Point	Public Parking	On Street Parking	Accessible Parking	Accessible Isle	Applicable Sidewalks	Curb Ramps	Additional Observations
County, State, and private	South Beach Highway 101	N	Y	Y	Yes	Yes	No	No	No	No	Does not appear to be access here for disabled
Crescent City	Access at 3rd Street	N	Y	Y	No	Yes	No	No	Yes	No	Steep Stairs, possibly not accessible
Crescent City	Access at 4th Street	N	Y	Y	No	Yes	No	No	No	No	Does not appear to be access here for disabled
Crescent City	Access at 5th Street	N	Y	Y	Yes	Yes	No	No	Yes	No	Does not appear to be access here for disabled
Crescent City	Access at 6th Street	N	N	y	No	Yes	No	No	No	Yes	Does not appear to be access here for disabled
Crescent City	B Street Pier	N	Y	Y	Yes	No	No	No	Yes	Yes	Access is available, would need to be inspected
Crescent City	Beachfront Park	Y	Y	Y	Yes	Yes	Yes	Yes	Yes	No	Access is available, would need to be inspected
Crescent City	Brother Jonathan Vista	Y	Y	Y	Yes	Yes	No	No	No	No	Main crosswalk leading from vista to park has no curb ramp.
Crescent City	Crescent City Skate Park	Y	N	N	Yes	Yes	No	No	Yes	No	Does not appear to be access here for disabled
Crescent City	Cultural Center / Front Street	N	N	N	Yes	No	Yes	Yes	Yes	N/A	Access exists here, would need to be inspected
Crescent City	Howe Park Drive/Bike Path	Y	Y	Y	Yes	Yes	Yes	Yes	Yes	N/A	Access exists here, would need to be inspected
Crescent City	Preston Island Lookout point	N	Y	Y	Yes	No	No	No	No	No	Does not appear to be access here for disabled

Jurisdiction	Location	Park	Vista Point	Access Point	Public Parking	On Street Parking	Accessible Parking	Accessible Isle	Applicable Sidewalks	Curb Ramps	Additional Observations
Crescent City	Public Swimming Pool	N	N	N	Yes	No	Yes	Yes	Yes	N/A	Access exists here, would need to be inspected
Crescent City	Shoreline Campground	Y	N	Y	Yes	No	Yes	Yes	Yes	Yes	Access exists here, would need to be inspected
Crescent City Harbor District	Crescent City Harbor	N	Y	Y	Yes	N/A	Yes	N/A	N/A	N/A	Access exists here, would need to be inspected
Crescent City Harbor District	Whaler Rock Anchor Way	N	Y	Y	Yes	Yes	Yes	Yes	Yes	No	Access is available, would need to be inspected
Del Norte County	Access at Battery Point Lighthouse	Y	Y	Y	Yes	No	Yes	Yes	Yes	No	Access is available, would need to be inspected
Del Norte County	County Recreation Center	N	N	N	Yes	N/A	N/A	N/A	N/A	N/A	N/A
Del Norte County	Del Norte County Fairgrounds	N	N	Y	Yes	No	Yes	Yes	N/A	N/A	Access exists here, would need to be inspected
Del Norte County	Florence Keller County Park	Y	N	N	N/A	N/A	N/A	N/A	N/A	N/A	This area would need to be inspected to determine access
Del Norte County	Kamph Memorial Park	N	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Does not appear to be access here for disabled
Del Norte County	Kellog Beach	N	N	Y	N/A	N/A	N/A	N/A	N/A	N/A	Does not appear to be access here for disabled
Del Norte County	Marhoffer Creek/Pebble Beach	N	Y	Y	Yes	No	No	Yes	No	No	Access is limited, would need to be inspected
Del Norte County & private	Pebble Beach	N	Y	Y	Yes	N/A	N/A	N/A	N/A	N/A	N/A
Del Norte County & Redwood		Y	N *possible	Y	Y	N/A	Cannot identify from	N/A	N/A	N/A	Redwood National Park provided there was an

Jurisdiction	Location	Park	Vista Point	Access Point	Public Parking	On Street Parking	Accessible Parking	Accessible Isle	Applicable Sidewalks	Curb Ramps	Additional Observations
National Park *the park has two facilities along Crescent Beach: Picnic Area & the Crescent Beach Overlook	Crescent Beach		accessible overlook at end of road				preliminary observations				accessible overlook at the end of the road, but the area would need to be inspected in the transition plan (unless previously inspected)
Peterson Park	Peterson Park 7th Street	Y	N	N	Yes	Yes	Yes	Yes	N/A	N/A	Access exists here, would need to be inspected
State of California, Private, Del Norte County	Point St George	N	Y	N	No	No	No	No	No	No	Does not appear to be access here for disabled

*Note: Trails were not identified through the Discovery Process. Any trails that were identified were within State parks/jurisdiction and are not noted in this report

ADAAC's Discovery process began by gathering information through:

- Reviewing information provided by the Del Norte Local Transportation Commission (<http://www.dnltc.org/planning-documents-reports/>)
- Reviewing information from Crescent City's website (<http://www.crescentcity.org/>)
- Reviewing information from the County of Del Norte (<http://www.co.del-norte.ca.us/>)
- Reviewing City/County maps obtained from the on-site visit
- Contacting pertinent personnel within DNLTC's membership to gather greater details regarding city and county owned or governed buildings and facilities
- Reviewing information from computer mapping software

Attachment B

Requirements Specific to Transportation and Paratransit

Part 37--Transportation Services for Individuals with Disabilities (US Department of Transportation)

Sec. 37.11 Administrative enforcement.

Recipients of Federal financial assistance from the Department of Transportation are subject to administrative enforcement of the requirements of this part under the provisions of 49 CFR part 27, subpart C.

Public entities, whether or not they receive Federal financial assistance, also are subject to enforcement action as provided by the Department of Justice.

Subpart C_Transportation Facilities

Sec. 37.41 Construction of transportation facilities by public entities.

A public entity shall construct any new facility to be used in providing designated public transportation services so that the facility is readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs. This requirement also applies to the construction of a new station for use in intercity or commuter rail transportation. For purposes of this section, a facility or station is "new" if its construction begins (i.e., issuance of notice to proceed) after January 25, 1992, or, in the case of intercity or commuter rail stations, after October 7, 1991.

Subpart F_Paratransit as a Complement to Fixed Route Service

Sec. 37.121 Requirement for comparable complementary paratransit service.

Except as provided in paragraph (c) of this section, each public entity operating a fixed route system shall provide paratransit or other special service to individuals with disabilities that is comparable to the level of service provided to individuals without disabilities who use the fixed route system.

To be deemed comparable to fixed route service, a complementary paratransit system shall meet the requirements of Sec. Sec. 37.123- 37.133 of this subpart. The requirement to comply with Sec. 37.131 may be modified in accordance with the provisions of this subpart relating to undue financial burden.

Requirements for complementary paratransit do not apply to commuter bus, commuter rail, or intercity rail systems.

Sec. 37.135 Submission of paratransit plan.

General. Each public entity operating fixed route transportation service, which is required by Sec. 37.121 to provide complementary paratransit service, shall develop a paratransit plan.

206.3 Location--Modification to 206.3 of Appendix B to 36 CFR Part 1191

Accessible routes shall coincide with, or be located in the same area as general circulation paths. Where circulation paths are interior, required accessible routes shall also be interior. Elements such as ramps, elevators, or other circulation devices, fare vending or other ticketing areas, and fare collection areas shall be placed to minimize the distance which wheelchair users and other persons who cannot negotiate steps may have to travel compared to the general public.

Subpart B--Applicability**Section 37.21 Applicability--General**

This section emphasizes the broad applicability of part 37. Unlike section 504, the ADA and its implementing rules apply to entities whether or not they receive Federal financial assistance. They apply to private and public entities alike. For entities which do receive Federal funds, compliance with the ADA and part 37 is a condition of compliance with section 504 and 49 CFR part 27, DOT's section 504 rule.

Virtually all entities covered by this rule also are covered by DOJ rules, either under 28 CFR part 36 as state and local program providers or under 28 CFR part 35 as operators of places of public accommodation. Both sets of rules apply; one does not override the other. The DOT rules apply only to the entity's transportation facilities, vehicles, or services; the DOJ rules may cover the entity's activities more broadly. For example, if a public entity operates a transit system and a zoo, DOT's coverage would stop at the transit system's edge, while DOJ's rule would cover the zoo as well.

DOT and DOJ have coordinated their rules, and the rules have been drafted to be consistent with one another. Should, in the context of some future situation, there be an apparent inconsistency between the two rules, the DOT rule would control within the sphere of transportation services, facilities and vehicles.

Attachment C

ADA Standards for Transportation Facilities

206 Accessible Routes

206.1 General. Accessible routes shall be provided in accordance with 206 and shall comply with Chapter 4.

206.2 Where Required. Accessible routes shall be provided where required by 206.2.

206.2.1 Site Arrival Points. At least one accessible route shall be provided within the site from accessible parking spaces and accessible passenger loading zones; public streets and sidewalks; and public transportation stops to the accessible building or facility entrance they serve.

EXCEPTIONS: 1. Where exceptions for alterations to qualified historic buildings or facilities are permitted by 202.5, no more than one accessible route from a site arrival point to an accessible entrance shall be required.

2. An accessible route shall not be required between site arrival points and the building or facility entrance if the only means of access between them is a vehicular way not providing pedestrian access.

Advisory 206.2.1 Site Arrival Points. Each site arrival point must be connected by an accessible route to the accessible building entrance or entrances served. Where two or more similar site arrival points, such as bus stops, serve the same accessible entrance or entrances, both bus stops must be on accessible routes. In addition, the accessible routes must serve all of the accessible entrances on the site.

Advisory 206.2.1 Site Arrival Points Exception 2. Access from site arrival points may include vehicular ways. Where a vehicular way, or a portion of a vehicular way, is provided for pedestrian travel, such as within a shopping center or shopping mall parking lot, this exception does not apply.

206.2.2 Within a Site. At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.

EXCEPTION: An accessible route shall not be required between accessible buildings, accessible facilities, accessible elements, and accessible spaces if the only means of access between them is a vehicular way not providing pedestrian access.

Advisory 206.2.2 Within a Site. An accessible route is required to connect to the boundary of each area of sport activity. Examples of areas of sport activity include: soccer fields, basketball courts, baseball fields, running tracks, skating rinks, and the area surrounding a piece of gymnastic equipment. While the size of an area of sport activity may vary from sport to sport, each includes only the space needed to play. Where multiple sports fields or courts are provided, an accessible route is required to each field or area of sport activity.

206.2.3 Multi-Story Buildings and Facilities. At least one accessible route shall connect each story and mezzanine in multi-story buildings and facilities.

EXCEPTIONS: 1. In private buildings or facilities that are less than three stories or that have less than 3000 square feet (279 m²) per story, an accessible route shall not be required to connect stories provided that the building or facility is not a shopping center, a shopping mall, the professional office of a health care provider, a terminal, depot or other station used for specified public transportation, an airport passenger terminal, or another type of facility as determined by the Attorney General.

2. Where a two story public building or facility has one story with an occupant load of five or fewer persons that does not contain public use space, that story shall not be required to be connected to the story above or below.

3. In detention and correctional facilities, an accessible route shall not be required to connect stories where cells with mobility features required to comply with 807.2, all common use areas serving cells with mobility features required to comply with 807.2, and all public use areas are on an accessible route.

4. In residential facilities, an accessible route shall not be required to connect stories where residential dwelling units with mobility features required to comply with 809.2 through 809.4, all common use areas serving residential dwelling units with mobility features required to comply with 809.2 through 809.4, and public use areas serving residential dwelling units are on an accessible route.

5. Within multi-story transient lodging guest rooms with mobility features required to comply with 806.2, an accessible route shall not be required to connect stories provided that spaces complying with 806.2 are on an accessible route and sleeping accommodations for two persons minimum are provided on a story served by an accessible route.

6. In air traffic control towers, an accessible route shall not be required to serve the cab and the floor immediately below the cab.

7. Where exceptions for alterations to qualified historic buildings or facilities are permitted by 202.5, an accessible route shall not be required to stories located above or below the accessible story.

Advisory 206.2.3 Multi-Story Buildings and Facilities. Spaces and elements located on a level not required to be served by an accessible route must fully comply with this document. While a mezzanine may be a change in level, it is not a story. If an accessible route is required to connect stories within a building or facility, the accessible route must serve all mezzanines.

Advisory 206.2.3 Multi-Story Buildings and Facilities Exception 4. Where common use areas are provided for the use of residents, it is presumed that all such common use areas "serve" accessible dwelling units unless use is restricted to residents occupying certain dwelling units. For example, if all residents are permitted to use all laundry rooms, then all laundry rooms "serve" accessible dwelling units. However, if the laundry room on the first floor is restricted to use by residents on the first floor, and the second floor laundry room is for use by occupants of the second floor, then first floor accessible units are "served" only by laundry rooms on the first floor. In this example, an accessible route is not required to the second floor provided that all accessible units and all common use areas serving them are on the first floor.

206.2.3.1 Stairs and Escalators in Existing Buildings. In alterations and additions, where an escalator or stair is provided where none existed previously and major structural modifications are necessary for the installation, an accessible route shall be provided between the levels served by the escalator or stair unless exempted by 206.2.3 Exceptions 1 through 7.

206.2.4 Spaces and Elements. At least one accessible route shall connect accessible building or facility entrances with all accessible spaces and elements within the building or facility which are otherwise connected by a circulation path unless exempted by 206.2.3 Exceptions 1 through 7.

EXCEPTIONS: 1. Raised courtroom stations, including judges' benches, clerks' stations, bailiffs' stations, deputy clerks' stations, and court reporters' stations shall not be required to provide vertical access provided that the required clear floor space, maneuvering space, and, if appropriate, electrical service are installed at the time of initial construction to allow future installation of a means of vertical access complying with 405, 407, 408, or 410 without requiring substantial reconstruction of the space.

2. In assembly areas with fixed seating required to comply with 221, an accessible route shall not be required to serve fixed seating where wheelchair spaces required to be on an accessible route are not provided.

3. Accessible routes shall not be required to connect mezzanines where buildings or facilities have no more than one story. In addition, accessible routes shall not be required to connect stories or mezzanines where multi-story buildings or facilities are exempted by 206.2.3 Exceptions 1 through 7.

Advisory 206.2.4 Spaces and Elements. Accessible routes must connect all spaces and elements required to be accessible including, but not limited to, raised areas and speaker platforms.

Advisory 206.2.4 Spaces and Elements Exception 1. The exception does not apply to areas that are likely to be used by members of the public who are not employees of the court such as jury areas, attorney areas, or witness stands.

206.2.5 Restaurants and Cafeterias. In restaurants and cafeterias, an accessible route shall be provided to all dining areas, including raised or sunken dining areas, and outdoor dining areas.

EXCEPTIONS: 1. In buildings or facilities not required to provide an accessible route between stories, an accessible route shall not be required to a mezzanine dining area where the mezzanine contains less than 25 percent of the total combined area for seating and dining and where the same decor and services are provided in the accessible area.

2. In alterations, an accessible route shall not be required to existing raised or sunken dining areas, or to all parts of existing outdoor dining areas where the same services and decor are provided in an accessible space usable by the public and not restricted to use by people with disabilities.

3. In sports facilities, tiered dining areas providing seating required to comply with 221 shall be required to have accessible routes serving at least 25 percent of the dining area provided that accessible routes serve seating complying with 221 and each tier is provided with the same services.

Advisory 206.2.5 Restaurants and Cafeterias Exception 2. Examples of "same services" include, but are not limited to, bar service, rooms having smoking and non-smoking sections, lotto and other table games, carry-out, and buffet service. Examples of "same decor" include, but are not limited to, seating at or near windows and railings with views, areas designed with a certain theme, party and banquet rooms, and rooms where entertainment is provided.

206.2.6 Performance Areas. Where a circulation path directly connects a performance area to an assembly seating area, an accessible route shall directly connect the assembly seating area with the performance area. An accessible route shall be provided from performance areas to ancillary areas or facilities used by performers unless exempted by 206.2.3 Exceptions 1 through 7.

206.2.7 Press Boxes. Press boxes in assembly areas shall be on an accessible route.

EXCEPTIONS: 1. An accessible route shall not be required to press boxes in bleachers that have points of entry at only one level provided that the aggregate area of all press boxes is 500 square feet (46 m²) maximum.

2. An accessible route shall not be required to free-standing press boxes that are elevated above grade 12 feet (3660 mm) minimum provided that the aggregate area of all press boxes is 500 square feet (46 m²) maximum.

Advisory 206.2.7 Press Boxes Exception 2. Where a facility contains multiple assembly areas, the aggregate area of the press boxes in each assembly area is to be calculated separately. For example, if a university has a soccer stadium with three press boxes elevated 12 feet (3660 mm) or more above grade and each press box is 150 square feet (14 m²), then the aggregate area of the soccer stadium press boxes is less than 500 square feet (46 m²) and Exception 2 applies to the soccer stadium. If that same university also has a football stadium with two press boxes elevated 12 feet (3660 mm) or more above grade and one press box is 250 square feet (23 m²), and the second is 275 square feet (26 m²), then the aggregate area of the football stadium press boxes is more than 500 square feet (46 m²) and Exception 2 does not apply to the football stadium.

206.2.8 Employee Work Areas. Common use circulation paths within employee work areas shall comply with 402.

EXCEPTIONS: 1. Common use circulation paths located within employee work areas that are less than 1000 square feet (93 m²) and defined by permanently installed partitions, counters, casework, or furnishings shall not be required to comply with 402.

2. Common use circulation paths located within employee work areas that are an integral component of work area equipment shall not be required to comply with 402.

3. Common use circulation paths located within exterior employee work areas that are fully exposed to the weather shall not be required to comply with 402.

Advisory 206.2.8 Employee Work Areas Exception 1. Modular furniture that is not permanently installed is not directly subject to these requirements. The Department of Justice ADA regulations provide additional guidance regarding the relationship between these requirements and elements that are not part of the built environment. Additionally, the Equal Employment Opportunity Commission (EEOC) implements title I of the ADA which requires non-discrimination in the workplace. EEOC can provide guidance regarding employers' obligations to provide reasonable accommodations for employees with disabilities.

Advisory 206.2.8 Employee Work Areas Exception 2. Large pieces of equipment, such as electric turbines or water pumping apparatus, may have stairs and elevated walkways used for overseeing or monitoring purposes which are physically part of the turbine or

pump. However, passenger elevators used for vertical transportation between stories are not considered "work area equipment" as defined in Section 106.5.

206.2.9 Amusement Rides. Amusement rides required to comply with 234 shall provide accessible routes in accordance with 206.2.9. Accessible routes serving amusement rides shall comply with Chapter 4 except as modified by 1002.2.

206.2.9.1 Load and Unload Areas. Load and unload areas shall be on an accessible route. Where load and unload areas have more than one loading or unloading position, at least one loading and unloading position shall be on an accessible route.

206.2.9.2 Wheelchair Spaces, Ride Seats Designed for Transfer, and Transfer Devices. When amusement rides are in the load and unload position, wheelchair spaces complying with 1002.4, amusement ride seats designed for transfer complying with 1002.5, and transfer devices complying with 1002.6 shall be on an accessible route.

206.2.10 Recreational Boating Facilities. Boat slips required to comply with 235.2 and boarding piers at boat launch ramps required to comply with 235.3 shall be on an accessible route. Accessible routes serving recreational boating facilities shall comply with Chapter 4, except as modified by 1003.2.

206.2.11 Bowling Lanes. Where bowling lanes are provided, at least 5 percent, but no less than one of each type of bowling lane, shall be on an accessible route.

206.2.12 Court Sports. In court sports, at least one accessible route shall directly connect both sides of the court.

206.2.13 Exercise Machines and Equipment. Exercise machines and equipment required to comply with 236 shall be on an accessible route.

206.2.14 Fishing Piers and Platforms. Fishing piers and platforms shall be on an accessible route. Accessible routes serving fishing piers and platforms shall comply with Chapter 4 except as modified by 1005.1.

206.2.15 Golf Facilities. At least one accessible route shall connect accessible elements and spaces within the boundary of the golf course. In addition, accessible routes serving golf car rental areas; bag drop areas; course weather shelters complying with 238.2.3; course toilet rooms; and practice putting greens, practice teeing grounds, and teeing stations at driving ranges complying with 238.3 shall comply with Chapter 4 except as modified by 1006.2.

EXCEPTION: Golf car passages complying with 1006.3 shall be permitted to be used for all or part of accessible routes required by 206.2.15.

206.2.16 Miniature Golf Facilities. Holes required to comply with 239.2, including the start of play, shall be on an accessible route. Accessible routes serving miniature golf facilities shall comply with Chapter 4 except as modified by 1007.2.

206.2.17 Play Areas. Play areas shall provide accessible routes in accordance with 206.2.17. Accessible routes serving play areas shall comply with Chapter 4 except as modified by 1008.2.

206.2.17.1 Ground Level and Elevated Play Components. At least one accessible route shall be provided within the play area. The accessible route shall connect ground level play components required to comply with 240.2.1 and elevated play components required to comply with 240.2.2, including entry and exit points of the play components.

206.2.17.2 Soft Contained Play Structures. Where three or fewer entry points are provided for soft contained play structures, at least one entry point shall be on an accessible route. Where four or more entry points are provided for soft contained play structures, at least two entry points shall be on an accessible route.

206.3 Location. Accessible routes shall coincide with or be located in the same area as general circulation paths. Where circulation paths are interior, required accessible routes shall also be interior.

Note to Reader: The Department of Transportation's ADA standards include additional requirements for the location of accessible routes:

206.3 Location. Accessible routes shall coincide with, or be located in the same area as general circulation paths. Where circulation paths are interior, required accessible routes shall also be interior. Elements such as ramps, elevators, or other circulation devices, fare vending or other ticketing areas, and fare collection areas shall be placed to minimize the distance which wheelchair users and other persons who cannot negotiate steps may have to travel compared to the general public.

Advisory 206.3 Location. The accessible route must be in the same area as the general circulation path. This means that circulation paths, such as vehicular ways designed for pedestrian traffic, walks, and unpaved paths that are designed to be routinely used by pedestrians must be accessible or have an accessible route nearby. Additionally, accessible vertical interior circulation must be in the same area as stairs and escalators, not isolated in the back of the facility.

206.4 Entrances. Entrances shall be provided in accordance with 206.4. Entrance doors, doorways, and gates shall comply with 404 and shall be on an accessible route complying with 402.

EXCEPTIONS: 1. Where an alteration includes alterations to an entrance, and the building or facility has another entrance complying with 404 that is on an accessible route, the altered entrance shall not be required to comply with 206.4 unless required by 202.4.

2. Where exceptions for alterations to qualified historic buildings or facilities are permitted by 202.5, no more than one public entrance shall be required to comply with 206.4. Where no public entrance can comply with 206.4 under criteria established in 202.5 Exception, then either an unlocked entrance not used by the public shall comply with 206.4; or a locked entrance complying with 206.4 with a notification system or remote monitoring shall be provided.

206.4.1 Public Entrances. In addition to entrances required by 206.4.2 through 206.4.9, at least 60 percent of all public entrances shall comply with 404.

206.4.2 Parking Structure Entrances. Where direct access is provided for pedestrians from a parking structure to a building or facility entrance, each direct access to the building or facility entrance shall comply with 404.

206.4.3 Entrances from Tunnels or Elevated Walkways. Where direct access is provided for pedestrians from a pedestrian tunnel or elevated walkway to a building or facility, at least one direct entrance to the building or facility from each tunnel or walkway shall comply with 404.

206.4.4 Transportation Facilities. In addition to the requirements of 206.4.2, 206.4.3, and 206.4.5 through 206.4.9, transportation facilities shall provide entrances in accordance with 206.4.4.

206.4.4.1 Location. In transportation facilities, where different entrances serve different transportation fixed routes or groups of fixed routes, at least one public entrance serving each fixed route or group of fixed routes shall comply with 404.

EXCEPTION: Entrances to key stations and existing intercity rail stations retrofitted in accordance with 49 CFR 37.49 or 49 CFR 37.51 shall not be required to comply with 206.4.4.1.

206.4.4.2 Direct Connections. Direct connections to other facilities shall provide an accessible route complying with 404 from the point of connection to boarding platforms and all transportation system elements required to be accessible. Any elements provided to facilitate future direct connections shall be on an accessible route connecting boarding platforms and all transportation system elements required to be accessible.

EXCEPTION: In key stations and existing intercity rail stations, existing direct connections shall not be required to comply with 404.

206.4.4.3 Key Stations and Intercity Rail Stations. Key stations and existing intercity rail stations required by Subpart C of 49 CFR part 37 to be altered, shall have at least one entrance complying with 404.

206.4.5 Tenant Spaces. At least one accessible entrance to each tenancy in a facility shall comply with 404.

EXCEPTION: Self-service storage facilities not required to comply with 225.3 shall not be required to be on an accessible route.

206.4.6 Residential Dwelling Unit Primary Entrance. In residential dwelling units, at least one primary entrance shall comply with 404. The primary entrance to a residential dwelling unit shall not be to a bedroom.

206.4.7 Restricted Entrances. Where restricted entrances are provided to a building or facility, at least one restricted entrance to the building or facility shall comply with 404.

206.4.8 Service Entrances. If a service entrance is the only entrance to a building or to a tenancy in a facility, that entrance shall comply with 404.

206.4.9 Entrances for Inmates or Detainees. Where entrances used only by inmates or detainees and security personnel are provided at judicial facilities, detention facilities, or correctional facilities, at least one such entrance shall comply with 404.

206.5 Doors, Doorways, and Gates. Doors, doorways, and gates providing user passage shall be provided in accordance with 206.5.

206.5.1 Entrances. Each entrance to a building or facility required to comply with 206.4 shall have at least one door, doorway, or gate complying with 404.

206.5.2 Rooms and Spaces. Within a building or facility, at least one door, doorway, or gate serving each room or space complying with these requirements shall comply with 404.

206.5.3 Transient Lodging Facilities. In transient lodging facilities, entrances, doors, and doorways providing user passage into and within guest rooms that are not required to provide mobility features complying with 806.2 shall comply with 404.2.3.

EXCEPTION: Shower and sauna doors in guest rooms that are not required to provide mobility features complying with 806.2 shall not be required to comply with 404.2.3.

206.5.4 Residential Dwelling Units. In residential dwelling units required to provide mobility features complying with 809.2 through 809.4, all doors and doorways providing user passage shall comply with 404.

206.6 Elevators. Elevators provided for passengers shall comply with 407. Where multiple elevators are provided, each elevator shall comply with 407.

EXCEPTIONS: 1. In a building or facility permitted to use the exceptions to 206.2.3 or permitted by 206.7 to use a platform lift, elevators complying with 408 shall be permitted.

2. Elevators complying with 408 or 409 shall be permitted in multi-story residential dwelling units.

206.6.1 Existing Elevators. Where elements of existing elevators are altered, the same element shall also be altered in all elevators that are programmed to respond to the same hall call control as the altered elevator and shall comply with the requirements of 407 for the altered element.

206.7 Platform Lifts. Platform lifts shall comply with 410. Platform lifts shall be permitted as a component of an accessible route in new construction in accordance with 206.7. Platform lifts shall be permitted as a component of an accessible route in an existing building or facility.

206.7.1 Performance Areas and Speakers' Platforms. Platform lifts shall be permitted to provide accessible routes to performance areas and speakers' platforms.

206.7.2 Wheelchair Spaces. Platform lifts shall be permitted to provide an accessible route to comply with the wheelchair space dispersion and line-of-sight requirements of 221 and 802.

206.7.3 Incidental Spaces. Platform lifts shall be permitted to provide an accessible route to incidental spaces which are not public use spaces and which are occupied by five persons maximum.

206.7.4 Judicial Spaces. Platform lifts shall be permitted to provide an accessible route to: jury boxes and witness stands; raised courtroom stations including, judges' benches, clerks' stations, bailiffs' stations, deputy clerks' stations, and court reporters' stations; and to depressed areas such as the well of a court.

206.7.5 Existing Site Constraints. Platform lifts shall be permitted where existing exterior site constraints make use of a ramp or elevator infeasible.

Advisory 206.7.5 Existing Site Constraints. This exception applies where topography or other similar existing site constraints necessitate the use of a platform lift as the only feasible alternative. While the site constraint must reflect exterior conditions, the lift can be installed in the interior of a building. For example, a new building constructed between and connected to two existing buildings may have insufficient space to coordinate floor levels and also to provide ramped entry from the public way. In this example, an exterior or interior platform lift could be used to provide an accessible entrance or to coordinate one or more interior floor levels.

206.7.6 Guest Rooms and Residential Dwelling Units. Platform lifts shall be permitted to connect levels within transient lodging guest rooms required to provide mobility features complying with 806.2 or residential dwelling units required to provide mobility features complying with 809.2 through 809.4.

206.7.7 Amusement Rides. Platform lifts shall be permitted to provide accessible routes to load and unload areas serving amusement rides.

206.7.8 Play Areas. Platform lifts shall be permitted to provide accessible routes to play components or soft contained play structures.

206.7.9 Team or Player Seating. Platform lifts shall be permitted to provide accessible routes to team or player seating areas serving areas of sport activity.

Advisory 206.7.9 Team or Player Seating. While the use of platform lifts is allowed, ramps are recommended to provide access to player seating areas serving an area of sport activity.

206.7.10 Recreational Boating Facilities and Fishing Piers and Platforms. Platform lifts shall be permitted to be used instead of gangways that are part of accessible routes serving recreational boating facilities and fishing piers and platforms.

206.8 Security Barriers. Security barriers, including but not limited to, security bollards and security check points, shall not obstruct a required accessible route or accessible means of egress.

EXCEPTION: Where security barriers incorporate elements that cannot comply with these requirements such as certain metal detectors, fluoroscopes, or other similar devices, the accessible route shall be permitted to be located adjacent to security screening devices. The accessible route shall permit persons with disabilities passing around security barriers to maintain visual contact with their personal items to the same extent provided others passing through the security barrier.

Attachment D

Requirements Specific to trails and bicycles

About the Standards for Outdoor Developed Areas

Achieving accessibility in outdoor environments has long been a source of inquiry due to challenges and constraints posed by terrain, the degree of development, construction practices and materials, and other factors.

The Board has issued requirements that are now part of the [Architectural Barriers Act \(ABA\) Accessibility Standards](#) and apply to national parks and other outdoor areas developed by the federal government. They do not apply to outdoor areas developed with federal grants or loans. A [guide](#) that explains these requirements also is available.

The new provisions address access to trails, picnic and camping areas, viewing areas, beach access routes and other components of outdoor developed areas on federal sites when newly built or altered. They also provide exceptions for situations where terrain and other factors make compliance impracticable. The new requirements are located in sections [F201.4](#), [F216.3](#), [F244](#) to [F248](#), and [1011](#) to [1019](#) of the ABA Standards.

The Board intends to develop guidelines for non-federal outdoor sites covered by the Americans with Disabilities Act (ADA) and areas developed with federal grants and loans covered by the ABA through a subsequent rulemaking.

Bicycles/Trails Comparison

TABLE 1
Comparison of American Association of State Highway and Transportation Officials (AASHTO) Guidelines for [Bicycle](#) Facilities and the Proposed Guidelines for Trails

Outdoor Developed Areas Accessibility Guidelines	AASHTO Guide for the Development of Bicycle Facilities, 1999
16.2.1 Surface: Firm and stable.	Bicycle s need the same firmness and stability as wheelchairs; skaters usually require a smooth, paved surface. Most shared use paths are paved, although crushed aggregate surfaces are used on some paths.
16.2.2, Clear Tread Width: 36 inches (3 feet; 915 mm); exception for 32 inches (815 mm).	Shared use paths usually require a minimum 3 meter (10 foot) width, plus a 0.6 meter (2 foot) safety buffers on both sides. A 2.4 m (8 ft) width may be allowed in low use facilities. Posts or bollards installed to restrict motor vehicle traffic should be spaced 1.5 m (5 feet) apart. Posts or bollards should be brightly painted and reflectorized for visibility. When more than one post is used, use an odd number, with one on the centerline to help direct opposing traffic.

<p>16.2.3, Surface Openings (Gaps):</p> <p>To prevent wheelchair wheels and cane tips from being caught in surface openings or gaps, openings in trail surfaces shall be of a size which does not permit passage of a ½ inch (13 mm) diameter sphere, elongated openings must be perpendicular or diagonal to the direction of travel; exception to permit parallel direction elongated openings if openings do not permit passage of a ¼ inch (6 mm) sphere; second exception to permit openings which do not permit passage of a ¾ inch (19 mm) sphere.⁽¹⁾</p>	<p>The AASHTO Guide does not specify a maximum dimension for a surface opening, but openings should be minimized. Openings should not permit a bicycle wheel to enter.⁽²⁾ Grates should be flush with the surface, and elongated openings should be perpendicular to the direction of travel. (Diagonal openings are more difficult for bicyclists to negotiate). Where openings are unavoidable, they should be clearly marked.</p>
<p>16.2.4, Protruding Objects:</p> <p>ADAAG 4.4; provide a warning if vertical clearance is less than 80 inches (2030 mm).</p>	<p>Protruding objects should not exist within the clear tread width of a shared use path. Vertical clearance on shared use paths should be a minimum of 3 m (10 feet) or the full clear width and the safety buffers. Where vertical barriers and obstructions, such as abutments, piers, and other features are unavoidable, they should be clearly marked.</p>
<p>16.2.5, Tread Obstacles (Changes in level, roots, rocks, ruts):</p> <p>Up to 2 inches (50 mm); exception up to 3 inches (75 mm).</p>	<p>Tread obstacles are hazardous to bicyclists and skaters. The surface of a shared use path should be smooth and should not have tread obstacles.</p>
<p>16.2.6, Passing Space:</p> <p>At least 60 inches (1525 mm) width within 1,000 foot (300 m) intervals. Appendix note recommends more frequent intervals for some trail segments.</p>	<p>Shared use paths should have a minimum clear width of 3 m (10 ft), exception for 2.4 m (8 ft).</p>
<p>16.2.7.1 Cross slope:</p> <p>1:20 (5%) maximum; exceptions for open drains up to 1:10 (10%).</p>	<p>For drainage, shared use paths should have a minimum 2% (1:50) cross slope on a paved surface. On unpaved shared use paths, particular attention should be paid to drainage to avoid erosion. Curves on shared use paths may require super elevation beyond 2% (1:50) for safety reasons. The Guide suggests limited cross slope for accessibility reasons.</p>
<p>16.2.7.2 Running Slope:</p> <p>1:20 (5%) any length</p> <p>1:12 (8.33%) for up to 200 feet</p> <p>1:10 (10%) for up to 30 feet</p> <p>1:8 (12.5%) for up to 10 feet</p>	<p>Running slopes on shared use paths should be kept to a minimum; grades greater than 5 percent are undesirable. Grades steeper than 3 percent may not be practical for shared use paths with crushed stone or other unpaved surfaces. Where terrain dictates, grade lengths are recommended as follows:</p> <p>< 5% (< 1:20) any length</p> <p>5-6% (1:20-16.7) for up to 240 m (800 ft)</p>

<p>No more than 30% of the total trail length shall exceed 1:12</p>	<p>7% (1:14.3) for up to 120 m (400 ft) 8% (1:12.5) for up to 90 m (300 ft) 9% (1:11.1) for up to 60 m (200 ft) 10% (1:10) for up to 30 m (100 ft) 11+% (1:9.1) for up to 15 m (50 ft)</p>
<p>16.2.8, Resting Intervals: Size: 60 inch (1525 mm) length, at least as wide as the widest trail segment adjacent to the rest area. Less than 1:20 (5%) slope in any direction. Resting areas are required where trail running slopes exceed 1:20 (5%), at intervals no greater than the lengths permitted under running slope (see 16.2.7.2 above).</p>	<p>The Guide does not address resting intervals.</p>
<p>16.2.9, Edge protection: Where provided, 3 inch (75 mm) minimum height. Handrails are not required.</p>	<p>The Guide does not address edge protection. Some kinds of edge protection may be hazardous to bicyclists and skaters. The Guide has minimum railing height recommendations when needed for safety reasons.</p>
<p>16.2.10, Signs: Accessible trails require designation with a symbol of accessibility, and information on total length of the accessible segment. No traffic control sign information.</p>	<p>Guidance on signing and marking is provided in the Manual on Uniform Traffic Control Devices (MUTCD), incorporated by reference as a Federal regulation (23 CFR 655.601). A proposed amendment for Part 9 (Traffic Controls for Bicycle Facilities) was published in the Federal Register on June 24, 1999 (64 FR 33802-33806). A rulemaking is scheduled for March 2000 that will have an update for Part 4 (Signals), that will include provisions for pedestrian signals for people with disabilities.</p>

The Guide for the Development of **Bicycle** Facilities is available through the American Association of State Highway and Transportation Officials (AASHTO), 1999, 444 North Capitol St NW, Washington DC 20001, telephone 202-624-5800, fax 202-624-5806, www.aashto.org/bookstore.

A16.2.1 TRAIL SURFACE

Trail surfaces are required to be firm and stable. There are a spectrum of surfaces considered firm and stable and appropriate surfaces are not limited to surfacing materials such as asphalt and concrete. Many naturally occurring surfaces, such as crushed aggregate or soils containing some clay and a spectrum of sieve sizes, are considered firm and stable. Other natural surfaces may also become firm and stable when combined with a stabilizing agent. Wood planks, stone, grass, and packed dirt may also be considered accessible. The degree of firmness and stability may vary depending on the intended use and the expected direction and length of travel.

Preliminary information obtained through a small research project suggests that surfaces considered "firm" (i.e., does not give way significantly under foot) can range from very firm to moderately firm (defined in table A.) Similarly, surfaces considered stable (i.e., do not shift from side-to-side or when turning) can range from very stable to moderately stable.

The degree of firmness and stability desired or most appropriate is related to the intended use of the trail, the predominant direction(s) of travel, and the overall length of the trail. For example, a surface which is both very firm and very stable, is recommended for trails of more than .5 mile in length due to the duration of travel for a person with a disability. However, it may be acceptable for the surface to be moderately firm (rather than very firm) (using calculations and classifications in Table A below) for trails less than .5 but greater than .1 mile in length, and where the travel pattern is primarily linear. It may also be acceptable for the surface to be both moderately firm and moderately stable for trails less than .1 miles in length, and where the trail is moderately level (<3% slope).

Table A

Measurement and Classification of Firmness and Stability

Firmness classification

Firm

- Very Firm = 0.3 inch or less penetration
- Moderately Firm = greater than 0.3 and less than 0.5 inch penetration

Not Firm = greater than 0.5 inch penetration

Stability classification

Stable

- Very Stable = 0.5 inch or less penetration
- Moderately Stable = greater than 0.5 and less than 1.0 inch penetration

Not Stable = greater than 1.0 inch penetration

Surfaces that are moderately firm or stable may be appropriate in areas where a cushioned surface is preferred (e.g., for a multi use trail that includes equestrians.) Surfaces that are moderately firm and stable may also be appropriate on trails for winter use only because most trail surfaces are very firm and stable when frozen. Surfaces with a high degree of firmness and stability is critical for long distance trails so users may expend a minimum amount of energy over a given distance. A high degree of stability would be desirable for areas with multi-directional traffic.

Test Method for Firmness and Stability

The following test methodology is based on a preliminary test procedure for the measurement of surface firmness and stability which is one of the ways that firmness and stability can be measured. For more information, consult the "Accessible Exterior Surfaces Technical Report" available through the U. S. Access Board.

Test Equipment

The recommended test equipment for determining firmness and stability on outdoor surfaces is the rotational penetrometer, a device consisting of three main components: penetrator, frame, and reference base. The penetrator consists of an 8 x 1¼ inch (20 cm x 3 cm) pneumatic caster and a means to press the caster into the surface with a known force. The frame is an attachment to the reference base that provides a means for allowing the penetrator to move freely, perpendicular to the reference base. The reference base is a flat, rigid, surface used to

position and anchor the testing equipment relative to the test surface. It has an area through which the penetrator can pass and rotate freely without hindering the movement of the surface material being tested or interfering with the test results. The reference base may also provide a platform for the device operator during testing. The rotational penetrometer is instrumented with a method to measure the amount of vertical displacement of the penetrator into the test surface.

Test Procedure

To test surface firmness and stability, the rotational penetrometer is placed on the surface to be tested. A person stands on the reference base of the rotational penetrometer to stabilize its position during testing. The penetrator is lowered onto the test surface and an initial vertical displacement measurement is taken. A load of 44 ± 1 lbs. (20 ± 0.5 kg) is applied to the penetrator and then a second measurement of the amount of vertical displacement is completed. Then, with the load still applied, the penetrator caster is rotated through four 90 degree rotations about an axis perpendicular to the surface, alternating the direction of rotation (clockwise, counter-clockwise) after each 90 degree rotation. The final amount of vertical displacement is then measured. This test procedure is repeated on the same surface in a different test area until a total of five trials have been completed.

A16.2.2 CLEAR TRAIL TREAD WIDTH

The clear tread width of the trail is the width of the useable trail tread. It should be measured perpendicular to the direction of travel and on or parallel to the surface of the useable trail tread. The clear tread width should be measured at intervals no greater than 100 ft (30.5 m).

The minimum clear width of the trail is the width of the usable trail where obstructions restrict the clear tread width and where there is no alternate route to bypass the narrow area. The minimum clear width should be measured at the narrowest point on the trail or trail segment, perpendicular to the direction of travel and on or parallel to the surface of the useable trail tread.

A16.2.5 TRAIL TREAD OBSTACLES

Tread obstacles are natural features, such as roots, rocks, and ruts that cannot be avoided. The trail tread corridor is the area on or above the useable trail tread and below the specified design height for the trail. Tread obstacles in the trail tread corridor should comply with 16.2.5.

The dimensions of the tread obstacle within the trail tread corridor are as follows:

Width - the size of the obstacle within the trail tread corridor, measured perpendicular to the direction of travel;

Length - the size of the obstacle within the trail tread corridor, measured parallel to the direction of travel;

Height - the vertical dimension of the tread obstacle, measured from the trail surface to the top or bottom of the obstacle; and

Remaining clear tread width - the remaining tread corridor that is available to traverse around or past the obstacle, should also be measured perpendicular to the direction of travel.

A16.2.6 TRAIL PASSING SPACE

Passing spaces are required on trails a minimum of every 1000 feet (305 m). However, if a clear tread width less than 60 in (1525 mm) occurs in an area where users cannot easily move off the trail tread, such as a boardwalk or other surface that is not at the same level as the surrounding

natural ground surface or where noxious plants are adjacent to the trail tread, passing spaces should be provided at more frequent intervals. The provision of more frequent passing spaces should also be considered in areas with steep or difficult terrain or limited sight lines, so that users do not have to back up long distances to reach a passing space. More frequent passing intervals should also be considered on trails with heavier use, especially closer to trailheads and prominent features. If a bridge less than 60 in (1525 mm) wide is provided, a 60 in x 60 in (1525 mm x 1525 mm) minimum passing space should be provided at either end of the bridge. Passing intervals may be located to one side of the trail and/or co-located with resting intervals.

A16.2.7.1 TRAIL CROSS SLOPE

Trail cross slope is the angle of the trail tread perpendicular to the direction of travel (the side to side slope of the trail). The recommended unit of measurement is percent or rise over run (e.g., 2% or 1:50). Cross slope measurements should be determined across a 24 in (610 mm) width, at intervals not exceeding 100 ft (30.5 m) in length, from the trail head to the destination. Cross slope measurements are taken perpendicular to the path of travel over the most level section of tread at each point.

See A16.2.10 for more information on measuring maximum cross slope.

A16.2.7.2 TRAIL RUNNING SLOPES

The running slope represents the steepness of individual segments of the trail and should be measured parallel to the direction of travel. The recommended unit of measurement is percent or rise over run (e.g., 2% or 1:50). Uphill and downhill trail segments should be measured separately. The distance measured may be as short as 10 ft. (3.1m), but should not exceed 100 ft (30.5m) in length. The running slope should be measured for each consecutive trail segment, from the trail head to the destination.

Uphill trail segments and downhill trail segments should not be located sequentially. A sudden grade change without a transition creates difficulties for wheelchair users.

If there is no transition, there may be insufficient ground clearance. Then the footrests or anti-tip wheels may get caught on the surface.

A sudden grade change without enough of a transition may cause a rapid weight transfer, causing an individual using a wheelchair to lose dynamic stability.

Therefore, uphill and downhill trail segments should be separated by a relatively level transition segment with a slope no greater than 1:20.

See A16.2.10 for information on measuring maximum running slope.

Handrails are not required on trails, even where a maximum running slope occurs. To counterbalance the lack of handrails, the length of steep trail segments permitted is limited and resting intervals are required. Where handrails are provided on a trail, they should comply with ADAAG 4.26.

It is recommended that the use of steps as an alternative route (i.e., in addition to the trail tread surface) be considered for areas where the running slope exceeds 10%, significant changes in elevation are required over a short distance, or significant changes in elevation occur repeatedly along a trail. Providing steps will improve trail conditions for ambulatory people with disabilities, such as those who use crutches or walkers and those with heart or respiratory conditions.

Slope and Rise

Slope represents the proportion of vertical rise to horizontal length and can be represented as a ratio, percentage, pitch or in degrees.

rise:length	percent	pitch (tangent)	degree
1:8	12.50%	0.1250	7.13
1:10	10	0.1000	5.71
1:12	8.33	0.0833	4.76
1:13	7.69	0.0769	4.40
1:14	7.14	0.0714	4.09
1:15	6.67	0.0667	3.81
1:16	6.25	0.0625	3.58
1:17	5.88	0.0588	3.37
1:18	5.55	0.0555	3.18
1:19	5.26	0.0526	3.01
1:20	5.00	0.0500	2.86
1:50	2.00	0.0200	1.15

A16.2.8 TRAIL RESTING INTERVALS

Resting intervals should be provided between uphill and downhill trail segments if the running slope for either segment exceeds 1:12, as well as at intervals on a continuous slope as specified by 16.2.7.2. Rest intervals should be positioned so that a smooth, gradual transition is provided between running slope segments. Rest intervals may be located within the trail tread. However, locating the rest interval outside of the main path of travel will ensure that users who are resting are not at risk of collisions with other trail users.

More frequent resting intervals should be considered on trails with heavier use, and especially close to trailheads and prominent features. Resting intervals may be located to one side of the trail, and/or co-located with passing intervals.

A16.2.9 TRAIL EDGE PROTECTION

If edge protection is provided, a 3 in (75 mm) minimum height is required. The higher edge protection is required because trail surfaces are likely to have natural variations in the height of the surface. As a result, people with limited vision using navigation canes may search or scan at a higher level in natural outdoor environments than they would in an indoor environment. The higher edge protection will assist in its detection and identification and help to distinguish it from variations in the natural surface of the outdoor environment.

Regardless of the orientation or design of the edge protection, the height of edge protection provided on the trail should be measured in the vertical dimension to the highest point on the edge protection. Where edge protection is provided, small openings may be placed at the base of the edge protection close to the trail surface to allow water to drain off the trail. Care should be taken to clear debris that may build up along the edge protection.

A16.2.10 TRAIL SIGNS

Trails complying with the technical provisions and exceptions of 16 must be identified by an access symbol. While the committee did not decide on a particular sign, possible designs for considerations follow.



These are symbols that could be used to represent a trail that fully complies with Section 16.

Given the wide variability in the actual trail characteristics that may be encountered on a trail, it is strongly recommended that objective information about the actual trail conditions be provided for all trails, whether or not they are accessible. Objective information about actual trail condition for all trails will assist users in determining whether the trail meets their own abilities. The provision of objective information regarding the accessibility of the actual trail conditions is strongly recommended for all trails or trail segments that do not fully comply with the ADAAG Technical Specifications for Recreational Trails. The variability of conditions on these trails can be very dramatic, and may range from relatively minor variations from the technical standards to extreme conditions. Objective information about the trail conditions will enhance the accessibility, safety, and satisfaction of all trail users, both with and without disabilities.

It is further recommended that where more extensive trail information is provided (e.g., a top view map of trail and facilities), that the location of specific trail features and obstacles that do not comply with accessibility provisions be identified and that a profile of the trail grade and surface be included.

Where more extensive trail information is provided (e.g., a top view map of trail and facilities), a profile of the trail grade and surface should be included, identifying any parts of the trail that are not accessible, along with the location of the accessible trail segments.

Recommendations for measurement techniques for the individual trail variables are included at the end of this section.

Recommended Information to be provided for Recreational Trails

Trails or Trail Segments that Comply with the ADAAG Technical Specifications for Recreational Trails (Section 16.2, including the exception levels):

For trails that comply with the ADAAG specifications for recreational trails it is recommended that the following additional information be provided:

- Trail Symbol (see A16.2.10)
- Running slope (average and maximum);
- Cross slope (maximum);
- Clear Tread Width (minimum);
- Surface type;
- Trail length;
- Trail elevation (at trailhead); and
- Maximum elevation attained.

Trails that do not comply with one or more provisions of the ADAAG Technical Specifications for Recreational Trails (Section 16.2, including exemption levels):

For trails that do not comply with the ADAAG Technical Provisions for Recreational Trails, it is recommended that the following information be provided:

- Running slope (average and maximum);
- Cross slope (average and maximum);
- Clear tread width (minimum and average);
- Surface type, firmness, and stability;
- Tread obstacles (magnitude and frequency);
- Trail length;
- Trail elevation (at trailhead);
- Total elevation change; and
- Maximum and lowest elevation attained

Recommended Measurement Techniques for Trail Information Variables

The following definitions describe how measurements should be made in order to provide the recommended information for trail sign age:

Surface Information:

The type of material that makes up the majority of the surface should be described (e.g., packed soil, asphalt, crushed rock, wood). The firmness of the surface should be described as "very firm" or "moderately firm". The stability of the surface should be described as "very stable" or "moderately stable". (See Table A in Section A16.2.1 for information on measuring firmness and stability.)

Clear Tread Width (Minimum and Average)

Average clear tread width represents the typical clear tread width over the entire length of the trail. Average clear tread width should be determined by averaging the individual clear trail widths for each sequential segment of the trail from the trail head to the destination. (See Section A16.2.2 for additional information on measuring clear tread width).

Tread Obstacles

See Section A16.2.4 for information on measuring tread obstacles.

Slope

Average running slope represents the typical steepness of the entire length of the trail. The running slope should be measured for each sequential trail segment, from the trail head to the destination. It is recommended that trail segments be identified in 100 ft (30.5 m) maximum lengths. Calculation of the average running slope should be based on the running slope for each trail segment taking into consideration the interval over which each measurement was made.

Maximum running slope represents the section(s) of the trail with the steepest grade. Maximum running slope should be determined over the best (i.e., most level) path of travel for that segment of the trail. For example, a 10 feet wide trail may have a steep rut on one edge of the trail because that side of the trail has eroded significantly. The rut is 3 feet wide and continues along the trail for 50 feet. The running slope when you walk down into the rut is 20%. The remaining 7 feet on the right-hand side of the trail has a running slope of 10%. The maximum running slope would be measured as 10%.

Cross Slope

Average cross slope represents the angle of the tread over the entire length of the trail. The average cross slope should be determined by taking the average of the cross slope measurements taken at intervals of 100 ft (30.5 m) or less from the trailhead to the destination, along the easiest or most level path of travel along the trail. Trail cross slope should be measured over a 24 in (610 mm) width. Calculation of the average cross slope is the average value of all cross slope measurements taking into consideration the length of the interval between each measurement.

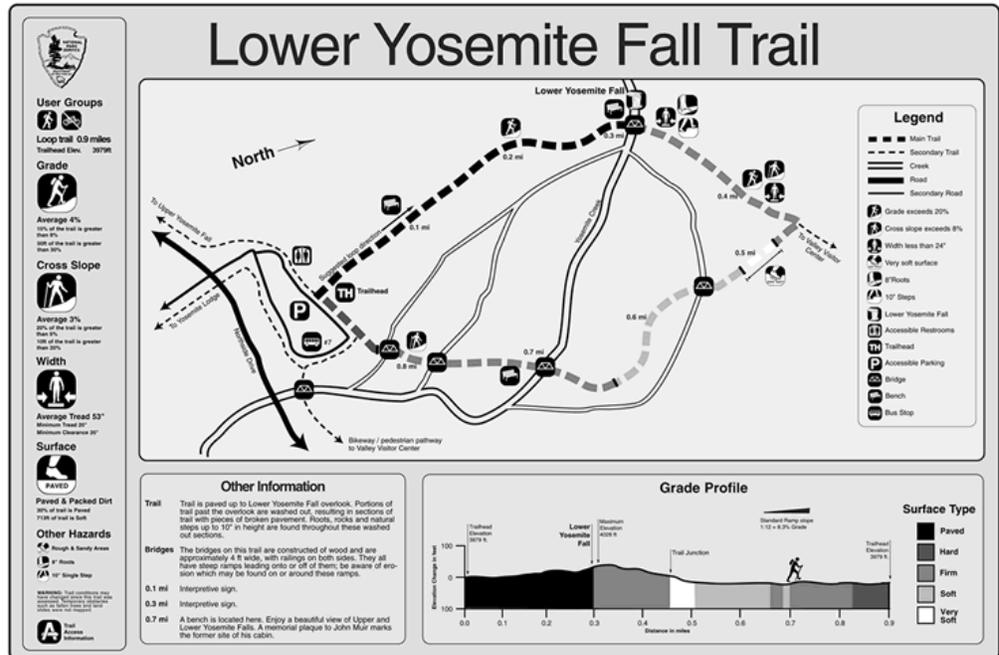
Maximum cross slope should be determined over the best (i.e., most level) path of travel for that segment of the trail. For example, a 6 foot wide trail may have a steep side slope on one edge of the trail. This section has an 8% cross slope that extends 2 feet from the edge of the trail tread. The remaining 4 feet on the other side of the trail has a cross slope of 3%. The maximum cross slope would be measured as 3%.

Trail Length

The distance from the trailhead to the destination or end of trail should be measured in linear feet along the center line of the trail.

Trail Elevation

The elevation should be recorded at the trail head, at the highest point on the trail and at the lowest point on the trail. Total elevation change is the sum of all elevation gains and losses, indicating the total amount of elevation which must be negotiated. The following are examples of generic sign age formats that include the access information recommended in Section A16.2.11.



This is sample of full trailhead signage that would be printed in full color and could be placed at the beginning of the trail. It could also be formatted to fit into a fold up pocket guide.

Happy Falls Trail

Length 2.3 mi

Trailhead Elevation 1100 ft

Users/Activities



This is one of the most scenic walks in our park. As you work your way up to the falls, you will be amazed at the spectacular views off the sides of the trail. When you reach the lookout point you will need to take a moment to get a few snap shots with you and your friend in front of this natural canvas. The Falls start 300 ft. above you and cascade down the cliffs.

Other Hazards



10 in Dropoff



Poisonous Plants



8 in Roots



The Average Grade of the trail is 6%
6% of the trail is greater than 10%
580 ft are greater than 14%



The Average Cross Slope of the trail is 3%
10% of the trail is greater than 6%
72 ft are greater than 12%

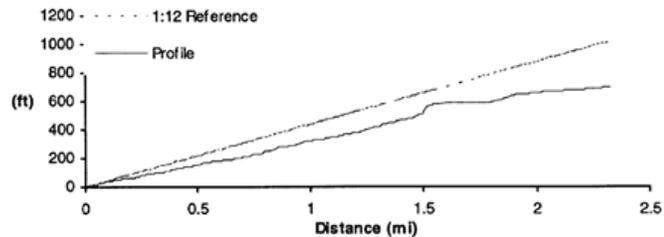


The Average Tread Width of the trail is 69 in
The Minimum Tread Width of the trail is 28 in
The Minimum Clearance Width of the trail is 24 in



The trail surface is Decomp. Granite
75 % of the trail is Firm
351 ft of the trail is Soft

Trail Profile



Trailhead Location

The trailhead is located off of highway 143, just north of Mono Lake Road. Take highway 143, 7 miles east to Mono Lake Road. Get off on Mono Lake Road north for 2 miles and you'll see the parking lot for the trail on the left side.

Warning: Trail conditions may have changed since this trail was assessed. Temporary obstacles such as fallen trees and land slides were not mapped.



Trail Access Information

Abraham Lincoln Birthplace National Historic Site

This is a sample of trail information that could be distributed at a visitor center or used as trailhead signage.

Attachment E

Overview of Requirements

State and local governments –

May not refuse to allow a person with a disability to participate in a service, program, or activity simply because the person has a disability. For example, a city may not refuse to allow a person with epilepsy to use parks and recreational facilities.

Must provide programs and services in an integrated setting, unless separate or different measures are necessary to ensure equal opportunity.

Must eliminate unnecessary eligibility standards or rules that deny individuals with disabilities an equal opportunity to enjoy their services, programs or activities unless "necessary" for the provisions of the service, program or activity. Requirements that tend to screen out individuals with disabilities, such as requiring a driver's license as the only acceptable means of identification, are also prohibited. Safety requirements that are necessary for the safe operation of the program in question, such as requirements for eligibility for drivers' licenses, may be imposed if they are based on actual risks and not on mere speculation, stereotypes, or generalizations about individuals with disabilities.

Are required to make reasonable modifications in policies, practices, and procedures that deny equal access to individuals with disabilities, unless a fundamental alteration in the program would result. For example, a city office building would be required to make an exception to a rule prohibiting animals in public areas in order to admit guide dogs and other service animals assisting individuals with disabilities.

Must furnish auxiliary aids and services when necessary to ensure effective communication, unless an undue burden or fundamental alteration would result.

May provide special benefits, beyond those required by the regulation, to individuals with disabilities.

May not place special charges on individuals with disabilities to cover the costs of measures necessary to ensure nondiscriminatory treatment, such as making modifications required to provide program accessibility or providing qualified interpreters.

Shall operate their programs so that, when viewed in their entirety, they are readily accessible to and usable by individuals with disabilities.

Program Access

State and local governments—

Must ensure that individuals with disabilities are not excluded from services, programs, and activities because buildings are inaccessible.

Need not remove physical barriers, such as stairs, in all existing buildings, as long as they make their programs accessible to individuals who are unable to use an inaccessible existing facility.

Can provide the services, programs, and activities offered in the facility to individuals with disabilities through alternative methods, if physical barriers are not removed, such as –

Relocating a service to an accessible facility, e.g., moving a public information office from the third floor to the first floor of a building.

Providing an aide or personal assistant to enable an individual with a disability to obtain the service.

Providing benefits or services at an individual's home, or at an alternative accessible site.

May not carry an individual with a disability as a method of providing program access, except in oemanifestly exceptional circumstances.

Are not required to take any action that would result in a fundamental alteration in the nature of the service, program, or activity or in undue financial and administrative burdens. However, public entities must take any other action, if available, that would not result in a fundamental alteration or undue burdens but would ensure that individuals with disabilities receive the benefits or services.

Integrated Programs

Integration of individuals with disabilities into the mainstream of society is fundamental to the purposes of the Americans with Disabilities Act.

Public entities may not provide services or benefits to individuals with disabilities through programs that are separate or different, unless the separate programs are necessary to ensure that the benefits and services are equally effective.

Even when separate programs are permitted, an individual with a disability still has the right to choose to participate in the regular program. For example, it would not be a violation for a city to offer recreational programs specially designed for children with mobility impairments, but it would be a violation if the city refused to allow children with disabilities to participate in its other recreational programs.

State and local governments may not require an individual with a disability to accept a special accommodation or benefit if the individual chooses not to accept it.

Communications

State and local governments must ensure effective communication with individuals with disabilities.

Where necessary to ensure that communications with individuals with hearing, vision, or speech impairments are as effective as communications with others, the public entity must provide appropriate auxiliary aids. "Auxiliary aids" include such services or devices as qualified interpreters, assistive listening headsets, television captioning and decoders, telecommunications devices for deaf persons (TDD's), videotext displays, readers, taped texts, Braille materials, and large print materials.

A public entity may not charge an individual with a disability for the use of an auxiliary aid.

Telephone emergency services, including 911 services, must provide direct access to individuals with speech or hearing impairments.

Public entities are not required to provide auxiliary aids that would result in a fundamental alteration in the nature of a service, program, or activity or in undue financial and administrative burdens. However, public entities must still furnish another auxiliary aid, if available, that does not result in a fundamental alteration or undue burdens.

*Information from Overview of Requirements was expressed from the document Title II Highlights produced from the U.S. Department of Justice, <http://www.ada.gov/t2hlt95.htm>

Administrative Requirements

Part 35 Nondiscrimination on the Basis of Disability in State and Local Government Services (as amended by the final rule published on September 15, 2010)

§ 35.105 Self-evaluation

- A public entity shall, within one year of the effective date of this part, evaluate its current services, policies, and practices, and the effects thereof, that do not or may not meet the requirements of this part and, to the extent modification of any such services, policies, and practices is required, the public entity shall proceed to make the necessary modifications.
- A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the self-evaluation process by submitting comments.
- A public entity that employs 50 or more persons shall, for at least three years following completion of the self-evaluation, maintain on file and make available for public inspection:
 - (1) A list of the interested persons consulted;
 - (2) A description of areas examined and any problems identified; and
 - (3) A description of any modifications made.
- If a public entity has already complied with the self-evaluation requirement of a regulation implementing section 504 of the Rehabilitation Act of 1973, then the requirements of this section shall apply only to those policies and practices that were not included in the previous self-evaluation.

§ 35.106 Notice

A public entity shall make available to applicants, participants, beneficiaries, and other interested persons information regarding the provisions of this part and its applicability to the services, programs, or activities of the public entity, and make such information available to them in such manner as the head of the entity finds necessary to apprise such persons of the protections against discrimination assured them by the Act and this part.

§ 35.107 Designation of responsible employee and adoption of grievance procedures

Designation of responsible employee. A public entity that employs 50 or more persons shall designate at least one employee to coordinate its efforts to comply with and carry out its responsibilities under this part, including any investigation of any complaint communicated to it alleging its noncompliance with this part or alleging any actions that would be prohibited by this part. The public entity shall make available to all interested individuals the name, office address, and telephone number of the employee or employees designated pursuant to this paragraph.

Complaint procedure. A public entity that employs 50 or more persons shall adopt and publish grievance procedures providing for prompt and equitable resolution of complaints alleging any action that would be prohibited by this part.

§ 35.150 Existing facilities

(d) Transition plan.

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

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

(3) The plan shall, at a minimum—

- (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.

(4) If a public entity has already complied with the transition plan requirement of a Federal agency regulation implementing section 504 of the Rehabilitation Act of 1973, then the

requirements of this paragraph (d) shall apply only to those policies and practices that were not included in the previous transition plan.

Attachment F

Federal Highway Administration Q & A

Taken from: http://www.fhwa.dot.gov/civilrights/programs/ada_sect504qa.cfm#q16

Public Agencies covered by ADA and Section 504

1. *What authority requires public agencies to make public right-of-way accessible for all pedestrians with disabilities?*

Public rights-of-way and facilities are required to be accessible to persons with disabilities through the following statutes: Section 504 of the Rehabilitation Act of 1973 (Section 504) (29 U.S.C. §794) and Title II of the Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. §§ 12131-12164). The laws work together to achieve this goal. (9-12-06)

2. *What do these statutes require public agencies to do?*

These statutes prohibit public agencies from discriminating against persons with disabilities by excluding them from services, programs, or activities. These statutes mean that the agency must provide pedestrian access for persons with disabilities to the agency's streets and sidewalks, whenever a pedestrian facility exists. Regulations implement this requirement by imposing standards for accessible features such as curb cuts, ramps, continuous sidewalks, and detectable warnings. (9-12-06)

3. *Does the ADA require public agencies to provide pedestrian facilities?*

No. However, when a public agency provides a pedestrian facility, it must be accessible to persons with disabilities to the extent technically feasible.

4. *What is FHWA's responsibility for assuring access for persons with disabilities?*

FHWA is responsible for ensuring access for persons with disabilities in four areas:

1. For surface transportation projects under direct FHWA control (e.g., Federal Lands projects): FHWA is responsible for ensuring that project planning, design, construction, and operations adequately address pedestrian access for people who have disabilities.

2. For Federally funded surface transportation projects that provide pedestrian facilities within the public right-of-way: FHWA is responsible for ensuring that the public agencies' project planning, design, and construction programs provide pedestrian access for persons with disabilities. FHWA-funded projects outside of the public right-of-way, such as Transportation Enhancement projects, must also adhere to these requirements.

3. For pedestrian facilities within the public right-of-way, or any other FHWA enhancement project, regardless of funding source: FHWA is responsible for investigating complaints. 28 CFR §§ 35.170 – 35.190.

4. FHWA should provide or encourage accessibility training for Federal, State, and local agencies and their contractors.

FHWA does not have ADA oversight responsibilities for projects outside of the public right-of-way that do not use Federal surface transportation program funds. (9-12-06)

5. *What public agencies must provide accessible pedestrian walkways for persons with disabilities?*

All State and local governmental agencies must provide pedestrian access for persons with disabilities in compliance with ADA Title II. 42 U.S.C. §12131 (1). Federal, State, and local governments must provide pedestrian access for persons with disabilities in compliance with Section 504 standards. 29 U.S.C. §794(a). (9-12-06)

6. *Can a public agency make private individuals or businesses responsible for ADA and Section 504 mandated pedestrian access?*

No. The public agency is responsible for providing access for persons with disabilities. Private entities with joint responsibility for a public right-of-way, such as a private tenant on public property, are responsible for accessibility for persons with disabilities on the public right-of-way under Title II of ADA. The lease or other document creating this legal relationship should commit the private party to ensuring accessibility. In addition, public/private partnership relationships for the public right-of-way retain accessibility obligations to persons with disabilities under Title II. If the private entity eventually takes over the right-of-way in its entirety, then the private entity becomes responsible for accessibility for persons with disabilities under the private entity's obligations under Title III of the ADA. (9-12-06)

7. *What United States Department of Justice (DOJ) and United States Department of Transportation (DOT) regulations govern accessibility requirements?*

The DOJ ADA regulation is 28 CFR Part 35. The DOT Section 504 regulation at 49 CFR Part 27 governs public agencies, with the ADA incorporated at 49 CFR §27.19. Additional regulations drafted specifically for recipients of the Federal Transit Administration are at 49 CFR Part 37. (9-12-06)

8. *What is FHWA's authority to implement ADA and Section 504 requirements?*

The DOJ regulations designate the DOT as the agency responsible for overseeing public agencies' compliance with the ADA. 28 CFR §35.190(b) (8). The DOT has delegated to the FHWA the responsibility to ensure ADA compliance in the public right-of-way and on projects using surface transportation funds. (9-12-06)

9. *What is the public right-of-way?*

The public right-of-way consists of everything between right-of-way limits, including travel lanes, medians, planting strips, sidewalks, and other facilities. (9-12-06)

Transition plans

10. *What authority requires public agencies to make transition plans?*

The ADA requires public agencies with more than 50 employees to make a transition plan. 28 CFR §35.150(d). (9-12-06)

11. *What should a transition plan include?*

The transition plan must include a schedule for providing access features, including curb ramps for walkways. 28 CFR §35.150(d) (2). The schedule should first provide for pedestrian access upgrades to State and local government offices and facilities, transportation, places of public

accommodation, and employers, followed by walkways serving other areas. 28 CFR §35.150(d) (2). The transition plan should accomplish the following four tasks:

1. identify physical obstacles in the public agency's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
 2. describe in detail the methods that will be used to make the facilities accessible;
 3. specify the schedule for taking the steps necessary to upgrade pedestrian access to meet ADA and Section 504 requirements in each year following the transition plan; and
 4. Indicate the official responsible for implementation of the plan. 28 CFR §35.150(d) (3). (9-12-06)
12. *How does the transition plan relate to a public agency's transportation planning process?*

The ADA transition plan is intended to identify system needs and integrate them with the State's planning process. The transition plan and its identified needs should be fully integrated into the public agency's Statewide Transportation Improvement Program (STIP) and metropolitan Transportation Improvement Program (TIP). Agencies should incorporate accessibility improvements into the transportation program on an ongoing basis in a variety of ways:

1. Any construction project that is programmed must meet accessibility requirements when built.
 2. Accessibility improvements identified in the transition plan that are not within the scope of an alteration project should be incorporated into the overall transportation planning process. This can be accomplished through the development of stand-alone accessibility projects.
 3. As a means to identify ADA compliance needs, during scheduling maintenance activities, the agencies should identify ADA accessibility needs and incorporate them into the overall transportation planning process. (9-12-06)
13. *What public agencies must make a transition plan?*

The ADA requires any public agency with more than 50 employees to make a transition plan setting forth the steps necessary to make its facilities accessible to persons with disabilities. 28 CFR §35.150(d). (9-12-06)

14. *When should the FHWA review an agency's transition plan?*

DOT Section 504 regulation requires FHWA to monitor the compliance of the self-evaluation and transition plans of Federal-aid recipients (49 CFR §27.11). The FHWA Division offices should review pedestrian access compliance with the ADA and Section 504 as part of its routine oversight activities as defined in their stewardship plan. (9-12-06)

15. *When and how should a transition plan be updated?*

An agency's transition plan should have been completed by January 26, 1992, and should be based on updates of the self-evaluation conducted to comply with the requirements of Section 504. 28 CFR §35.105. The plan should be updated periodically to ensure the ongoing needs of the community continue to be met. The transition plan should be coordinated appropriately with the STIP and the TIP. Changes to the plan shall be made available to the public for comment. The public agency should specifically target any local community groups representing persons with disabilities for comment, to ensure that the agency is meeting the local priorities of the persons with disabilities in that community. If a public agency has never completed a transition plan, the Division should inform the public agency to complete a transition plan now and review that public agency's completed transition plan.

The ADA deadline for completing the improvements listed in the transition plans was January 26, 1995. For those State and localities that have not completed their self-evaluation and transition plans, it is critical that they complete this process. (9-12-06)

Projects Covered by the ADA and Section 504

16. *What projects must provide pedestrian access for persons with disabilities?*

Any project for construction or alteration of a facility that provides access to pedestrians must be made accessible to persons with disabilities. 42 U.S.C. §§ 12131 - 12134; 28 CFR §§ 35.150, 35.151; **Kinney v. Yerusalim**, 9 F.3d 1067 (3d Cir. 1993), cert. denied, 511 U.S. 1033 (1994). (9-12-06)

17. *What projects constitute an alteration to the public right-of-way?*

An alteration is a change to a facility in the public right-of-way that affects or could affect access, circulation, or use. Projects altering the use of the public right-of-way must incorporate pedestrian access improvements within the scope of the project to meet the requirements of the ADA and Section 504. These projects have the potential to affect the structure, grade, or use of the roadway. Alterations include items such as reconstruction, rehabilitation, widening, resurfacing ([see USDOJ-FHWA technical assistance dated 6-28-13 for additional clarification](#)), signal installation and upgrades, and projects of similar scale and effect (6-28-2013).

18. *What activities are not considered to be alterations?*

The DOJ does not consider maintenance activities, such as filling potholes, to be alterations. The DOJ does consider resurfacing beyond normal maintenance to be an alteration. DOJ's ADA Title II Technical Assistance Manual, § II-6.6000, 1993, [USDOJ-FHWA Technical Assistance dated 6-28-2013](#).

The FHWA has determined that maintenance activities include actions that are intended to preserve the system, retard future deterioration, and maintain the functional condition of the roadway without increasing the structural capacity. These activities include, but are not limited to, joint repair, pavement patching (filling potholes), shoulder repair, signing, striping, minor signal upgrades, and repairs to drainage systems. (6-28-2013)

Timing of Accessibility Improvements

19. *Does a project altering a public right-of-way require simultaneous accessibility improvements?*

Yes. An alteration project must be planned, designed, and constructed so that the accessibility improvements within the scope of the project occur at the same time as the alteration. 29 CFR § 35.151; **Kinney v. Yerusalim**, 9 F.3d 1067 (3d Cir. 1993), cert. denied, 511 U.S. 1033 (1994).

The ADA does not stipulate how to perform simultaneous accessibility improvements. For example, a public agency may select specialty contractors to perform different specialized tasks prior to completion of the alteration project or concurrently with an ongoing project. (9-12-06)

20. *When does the scope of an alteration project trigger accessibility improvements for people with disabilities?*

The scope of an alteration project is determined by the extent the alteration project directly changes or affects the public right-of-way within the project limits. The public agency must improve

the accessibility of only that portion of the public right-of-way changed or affected by the alteration. If a project resurfaces the street, for accessibility purposes the curbs and pavement at the pedestrian crosswalk are in the scope of the project, but the sidewalks are not. Any of the features disturbed by the construction must be replaced so that they are accessible. All remaining access improvements within the public right-of-way shall occur within the schedule provided in the public agency's planning process. (9-12-06)

21. *Do maintenance activities require simultaneous improvements of the facility to meet ADA standards?*

No. Maintenance activities do not require simultaneous improvements to pedestrian accessibility under the ADA and Section 504. However, in the development of the maintenance scope of work identified accessibility needs should be incorporated into the transition process. (9-12-06)

22. *When should accessible design elements be incorporated into projects in the public right-of-way?*

FHWA encourages the consideration of pedestrian needs in all construction, reconstruction, and rehabilitation projects. If a public agency provides pedestrian facilities, those facilities must be accessible to persons with disabilities. A public agency is not relieved of its obligation to make its pedestrian facilities accessible if no individual with a disability is known to live in a particular area. This is true regardless of its funding source. DOJ's ADA Title II Technical Assistance Manual, § II-5.1000, 1993. (9-12-06)

Cost

23. *How does cost factor into a public agency's decision in its transition plan concerning which existing facilities must comply with ADA and Section 504 pedestrian access requirements?*

For existing facilities requiring accessibility improvements as scheduled in the transition plans, the public agency must provide accessibility improvements unless the cost of the upgrades is unduly burdensome. The test for being unduly burdensome is the proportion of the cost for accessibility improvements compared to the agency's overall budget, not simply the project cost. 28 CFR Part 35, App. A, discussion at §35.150, 4 – 7.

The decision that pedestrian access would be unduly burdensome must be made by the head of a public agency or that official's designee, accompanied by a written statement of the reasons for the decision. 28 CFR §35.150(a) (3). (9-12-06)

24. *For a new project planned outside of the transition plan, with ADA accessibility improvements required to make the facility readily accessible and useable by individuals with disabilities, can cost be a reason not to complete an ADA-required accessibility improvement?*

No. Cost may not be a reason to fail to construct or delay constructing a new facility so that the facility is readily accessible to and useable by persons with disabilities under the ADAAG standards. 28 CFR §35.151 (a); see DOJ Technical Assistance Manual for Title II of the ADA, II-6.3100(3). (9-12-06)

25. *For an alteration project planned outside of the transition plan, with ADA accessibility improvements required within the scope of the project, can cost be a reason to decide what ADA-required improvements will be completed?*

No. Cost may not be a reason for a public entity to fail to complete an ADA-required improvement within the scope of an alteration project under the ADAAG standards. A public agency must complete any ADA-required accessibility improvements within the scope of an alteration project to the maximum extent feasible. 28 CFR §35.151 (b); DOJ Technical Assistance Manual for Title II of the ADA, II-6.3100(4). (9-12-06)

26. *What role does the "maximum extent feasible" standard play for ADA accessibility requirements in altered projects?*

In an alteration project, the public agency must incorporate the ADA accessibility standards to the maximum extent feasible. 28 CFR §35.151(b). The feasibility meant by this standard is physical possibility only. A public agency is exempt from meeting the ADA standards in the rare instance where physical terrain or site conditions restrict constructing or altering the facility to the standard. ADA Accessibility Guidelines 4.1.6(1) (j).

Cost is not a factor in determining whether meeting standards has been completed to the maximum extent feasible. DOJ's ADA Title II Technical Assistance Manual, § II-6.3200(3)-(4), 1993. No particular decisionmaking process is required to determine that an accessibility improvement is not technically feasible, but the best practice is to document the decision to enable the public agency to explain the decision in any later compliance review. (9-12-06)

27. *What should a public agency do when it does not control all of the public right-of-way required to provide access for persons with disabilities?*

The public agency should work jointly with all others with interests in the highway, street, or walkway to ensure that pedestrian access improvements occur at the same time as any alteration or new project. The ADA encourages this cooperation by making each of the public agencies involved subject to complaints or lawsuits for failure to meet the ADA and Section 504 requirements. 28 CFR §§ 35.170 – 35.178. (9-12-06)

28. *Can a public agency delay compliance with the ADA and Section 504 on alteration projects through a systematic approach to schedule projects?*

No. All pedestrian access upgrades within the scope of the project must occur at the same time as the alteration. **Kinney v. Yerusalim**, 9 F.3d 1067 (3d Cir. 1993), cert. denied, 511 U.S. 1033 (1994). (9-12-06)

Elements of Accessible Design

29. *What are the elements of an accessible design?*

Public agencies have the choice of whether to follow the standards in the ADA Accessibility Guidelines (ADAAG) or the Uniform Federal Accessibility Standards (UFAS). 28 CFR §35.151(c); (appendix A to 28 CFR Part 36). FHWA encourages public agencies to use ADAAG. Under the ADAAG standards, an accessible design to a highway, street, or walkway includes accessible sidewalks and curb ramps with detectable warnings. 28 CFR §35.151(c) and (e) (curb ramps), ADAAG 4.3-4.5 (accessible routes), 4.7 (curb ramps with detectable warnings), 4.29 (detectable warnings). Continuously maintained sidewalks are required by the case of **Barden v. City of Sacramento**, 292 F.3d 1073 (9th Cir. 2002), cert. denied, 123 S.Ct. 2639 (2003).

Accessible pedestrian signals and signs must be considered, with a reasonable and consistent plan to facilitate safe street crossings. 28 CFR §35.151(c); 23 U.S.C. §217(g) (2). (9-12-06)

Funding

30. *What sources of funding may be used to comply with ADA and Section 504 requirements?*

(Please see next page)

Federal Funding Opportunities for Pedestrian Projects and Programs

ACTIVITY	NHS	STP	HSIP	RHC	TE	CMAQ	RTP	FTA	TrE	BRI	402	PLA	TCSP	FLH	BYW	SRTS
Pedestrian plan		*	*			*						*	*			
Paved shoulders	*	*	*	*	*	*				*			*	*	*	
Shared-use path/trail	*	*	*		*	*	*			*			*	*	*	*
Recreational trail							*							*		
Spot improvement program		*	*		*	*							*			*
Maps		*			*	*					*		*			*
Trail/highway intersection	*	*	*		*	*	*						*	*	*	*
Sidewalks, new or retrofit	*	*	*	*	*	*		*	*	*			*	*	*	*
Crosswalks, new or retrofit	*	*	*	*	*	*		*	*				*	*	*	*

Federal Funding Opportunities for Pedestrian Projects and Programs

ACTIVITY	NHS	STP	HSIP	RHC	TE	CMAQ	RTP	FTA	TrE	BRI	402	PLA	TCSP	FLH	BYW	SRTS
Signal improvements	*	*	*	*	*	*							*			*
Curb cuts and ramps	*	*	*	*	*	*							*			*
Traffic calming		*	*	*									*			*
Safety brochure/book		*			*	*					*		*			*
Training	*	*	*		*	*	*				*		*			*

NHS National Highway System	TrE Transit Enhancements
STP Surface Transportation Program	BRI Bridge (HBRRP)
HSIP Highway Safety Improvement Program	402 State and Community Traffic Safety Program
RHC Railway-Highway Crossing Program	PLA State/Metropolitan Planning Funds
TE Transportation Enhancement Activities	TCSP Transportation and Community and System Preservation Program
CMAQ Congestion Mitigation/Air Quality Program	FLH Federal Lands Highways Program
RTP Recreational Trails Program	BYW Scenic Byways
FTA Federal Transit Capital, Urban & Rural Funds	SRTS Safe Routes to School

30. Each program has its own specific requirements and provisions. Further details on these sources of funding may be found in the following memo: *Flexible Funding for Highways and Transit and Funding for Bicycle & Pedestrian Programs*, February 6, 2006, at www.fhwa.dot.gov/hep/flexfund.htm. (9-12-06)

Highway Authorizations: Moving Ahead for Progress in the 21st Century Act

	FY 2013	FY 2014	Total	Average	Source	CA or STA	CA Citation
Division A--Federal-aid and Highway Safety Construction Programs							
Title I - Federal-aid Highways							
Federal-aid Highway Program 1/	37,476,819,674	37,798,000,000	75,274,819,674	37,637,409,837	HTF-HA	CA	23 USC 118
<i>Estimated Split among Programs:</i>							
National Highway Performance Program	[21,751,779,050]	[21,935,691,598]	[43,687,470,648]	[21,843,735,324]			
Surface Transportation Program	[10,005,135,419]	[10,089,729,416]	[20,094,864,835]	[10,047,432,418]			
Highway Safety Improvement Program	[2,390,305,390]	[2,410,515,560]	[4,800,820,950]	[2,400,410,475]			
Railway-Highway Crossings (setaside)	[220,000,000]	[220,000,000]	[220,000,000]	[220,000,000]			
Congestion Mitigation & Air Quality Improvement Program	[2,209,172,618]	[2,227,860,477]	[4,437,033,095]	[2,218,516,548]			
Metropolitan Transportation Planning	[311,667,197]	[314,302,948]	[625,970,145]	[312,985,073]			
Transportation Alternatives 4/	[808,760,000]	[819,900,000]	[1,628,660,000]	[814,330,000]			
Transportation Infrastructure Finance and Innovation Program	750,000,000	1,000,000,000	1,750,000,000	875,000,000	HTF-HA	CA	23 USC 608(b)(2)
Tribal Transportation Program	450,000,000	450,000,000	900,000,000	450,000,000	HTF-HA	CA	23 USC 201(b)
Federal Lands Transportation Program	300,000,000	300,000,000	600,000,000	300,000,000	HTF-HA	CA	23 USC 201(b)
Federal Lands Access Program	250,000,000	250,000,000	500,000,000	250,000,000	HTF-HA	CA	23 USC 201(b)
Territorial and Puerto Rico Highway Program	190,000,000	190,000,000	380,000,000	190,000,000	HTF-HA	CA	23 USC 118
Puerto Rico Highway Program	[150,000,000]	[150,000,000]	[300,000,000]	[150,000,000]			
Territorial Highway Program	[40,000,000]	[40,000,000]	[80,000,000]	[40,000,000]			
FHWA Administrative Expenses	454,180,326	440,000,000	894,180,326	447,090,163	HTF-HA	CA	23 USC 118
Emergency Relief	100,000,000	100,000,000	200,000,000	100,000,000	HTF-HA	CA	
Projects of National and Regional Significance (General Fund)	500,000,000	-	500,000,000	250,000,000	GF	STA	N/A
Construction of Ferry Boats and Ferry Terminal Facilities	67,000,000	67,000,000	134,000,000	67,000,000	HTF-HA	CA	23 USC 118
Tribal High Priority Projects Program (General Fund)	30,000,000	30,000,000	60,000,000	30,000,000	GF	STA	N/A
Total -- Division A	40,568,000,000	40,625,000,000	81,193,000,000	40,596,500,000			
Highway Account of the Highway Trust Fund - Contract Authority	40,038,000,000	40,595,000,000	80,633,000,000	40,316,500,000			
General Fund - Subject to Appropriation	530,000,000	30,000,000	560,000,000	280,000,000			
	40,568,000,000	40,625,000,000	81,193,000,000	40,596,500,000			
<i>Federal-Aid Highway Program Obligation Limitation</i>	39,699,000,000	40,256,000,000	79,955,000,000	39,977,500,000			
Division E--Research and Education							
Highway Research and Development Program	115,000,000	115,000,000	230,000,000	115,000,000	HTF-HA	CA	MAP-21 51001(b)(1)
Technology and Innovation Deployment Program	62,500,000	62,500,000	125,000,000	62,500,000	HTF-HA	CA	MAP-21 51001(b)(1)
Training and Education	24,000,000	24,000,000	48,000,000	24,000,000	HTF-HA	CA	MAP-21 51001(b)(1)
Intelligent Transportation Systems Program	100,000,000	100,000,000	200,000,000	100,000,000	HTF-HA	CA	MAP-21 51001(b)(1)
University Transportation Centers	72,500,000	72,500,000	145,000,000	72,500,000	HTF-HA	CA	MAP-21 51001(b)(1)
Bureau of Transportation Statistics	26,000,000	26,000,000	52,000,000	26,000,000	HTF-HA	CA	MAP-21 51001(b)(1)
Total -- Division E	400,000,000	400,000,000	800,000,000	400,000,000			
Highway Account of the Highway Trust Fund - Contract Authority	400,000,000	400,000,000	800,000,000	400,000,000			
General Fund - Subject to Appropriation	-	-	-	-			
	400,000,000	400,000,000	800,000,000	400,000,000			
GRAND TOTAL							
Total Authorizations	40,968,000,000	41,025,000,000	81,993,000,000	40,996,500,000			

1/ Combined amount authorized for: National Highway Performance Program (§1106 & 23 USC 119) Surface Transportation Program (§1108 & 23 USC 133) Highway Safety Improvement Program (§1112 & 23 USC 148) Congestion Mitigation & Air Quality Improvement Program (§1113 & 23 USC 149) Metropolitan Transportation Planning (§1201 & 23 USC 134) Transportation Alternatives funds are derived from the apportioned programs listed above.

2/ 2% of each State's apportionments from the National Highway Performance Program, Surface Transportation Program, Highway Safety Improvement Program, and Congestion Mitigation and Air Quality Improvement Program are set aside and combined into a single pool for State Planning and Research. A portion of each State's SPR funds, the proportion to be determined by agreement of at least 3/4ths of the States, must be provided to the Secretary for implementation of the Future Strategic Highway Research Program findings and results.

3/ The setaside for bridges not on Federal-aid highways is equal to the amount setaside for such bridges in FY 2009 under the Highway Bridge Program

The national amount for Transportation Alternatives is equal to 2% of the amounts authorized for the year to carry out chapters 1, 2, 5 and 6 of 23 USC. The amounts are deducted from the amounts apportioned to each state under 23 USC 104(b) (the National Highway Performance Program, the Surface Transportation Program, the Highway Safety Improvement Program, the Congestion Mitigation and Air Quality Improvement Program and the Metropolitan Planning Program). Funds from this setaside may be used for Transportation Alternatives, Recreational Trails Program, Safe Routes to School Program, planning, designing or constructing boulevards and other roadways largely in the ROW of former Interstate System routes or other divided highways. Unless the Governor of a State notifies the Secretary that he is opting out, a further setaside is made for the Recreational Trails Program equal to the amount apportioned to the State for the Recreational Trails program in FY 2009. Of the remainder after the Recreational Trails setaside, 50% is subject to suballocation based on population among individual urbanized areas with a population over 200,000, other urban areas, and rural areas. The remaining 50% may be used anywhere in the State.

5/ Up to 1% of the funds authorized under section 51001 may be used for prize competitions.

MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

MAP-21 is a milestone for the U.S. economy and the Nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

Maintenance

31. *What obligation does a public agency have regarding snow removal in its walkways?*

A public agency must maintain its walkways in an accessible condition, with only isolated or temporary interruptions in accessibility. 28 CFR §35.133. Part of this maintenance obligation includes reasonable snow removal efforts. (9-12-06)

32. *What day-to-day maintenance is a public agency responsible for under the ADA?*

As part of maintenance operations, public agencies' standards and practices must ensure that the day-to-day operations keep the path of travel on pedestrian facilities open and usable for persons with disabilities, throughout the year. This includes snow removal, as noted above, as well as debris removal, maintenance of accessible pedestrian walkways in work zones, and correction of other disruptions. ADAAG 4.1.1(4). Identified accessibility needs should be noted and incorporated into the transition plan. (9-12-06)

Criteria

33. *What accessibility training is available?*

FHWA has the following training courses available:

1. National Highway Institute: Pedestrian Facility Design, Course Number 142045. See www.nhi.fhwa.dot.gov/training/brows_catalog.aspx, and search for Course 142045.
 2. Association of Pedestrian and Bicycle Professionals/FHWA: Designing Pedestrian Facilities for Accessibility. See www.apbp.org.
 3. Resource Center Civil Rights Team: Designing Pedestrian Facilities for Accessibility.
34. *Where is information on the criteria to be used in developing accessible facilities?*

The following list of documents contains resources from several agencies and organizations

US Access Board: The Access Board is the Federal agency responsible for developing ADA design standards. The following publications on accessible pedestrian design are available on the Board's Web site at www.access-board.gov:

- o Accessibility Guidelines (ADAAG)
- o Notice of Availability of Draft Public Rights-of-Way Guidelines
- o Accessibility Guidelines Accessible Public Rights-of-Way Design Guide

- Pedestrian Access to Roundabouts
- Detectable Warnings: Synthesis of US and International Practice
- Accessible Pedestrian Signals
- Advisory Committee Report: *Building a True Community*
- Accessible Public Rights-of-Way
- Interfacing Accessible Pedestrian Signals and Traffic Signal
- Controllers

Call 1-800-872-2253, 1-800-993-2822 (TDD) to order the US Access Board Video, *Accessible Sidewalks: Design Issues for Pedestrians with Disabilities*

- Program 1: Pedestrians who use wheelchairs
- Program 2: Pedestrians who have ambulatory impairments
- Program 3: Pedestrians who have low vision
- Program 4: Pedestrians who are blind

The Federal Highway Administration: Pedestrian documents and reports are available at www.fhwa.dot.gov/environment/bikeped/publications.htm. A bicycle and pedestrian publications order form is at www.fhwa.dot.gov/environment/bikeped/order.htm.

Research and best practices design publications on pedestrian accessibility:

- *Designing Sidewalks and Trails for Access, Part I, A Review of Existing Guidelines*, www.fhwa.dot.gov/environment/sidewalks/ (electronic formats only; hard copies out of print).
- *Designing Sidewalks and Trails for Access, Part II, Best Practices Guide*, www.fhwa.dot.gov/environment/sidewalk2/ (electronic formats only; hard copies out of print, HTML version incorporates all the changes listed in the errata sheet: www.fhwa.dot.gov/environment/bikeped/errata.htm).
- Design Guidance Accommodating Bicycle and Pedestrian Travel:
- A Recommended Approach, A DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure.
- *Manual on Uniform Traffic Control Devices (MUTCD)* provides the standards for traffic control devices and includes guidance on Accessible Pedestrian Signals, Chapter 4E. and Temporary Traffic Control Elements, Chapter 6D. The MUTCD is available at <http://mutcd.fhwa.dot.gov>.
- [Detectable Warnings Memorandum](#) (July 30, 2004).
- [Detectable Warnings Memorandum](#) (May 6, 2002): FHWA and the US Access Board encourage the use of the latest recommended design for truncated domes.

Accessible Pedestrian Signals

- [Synthesis and Guide to Best Practices Web site](#) - this Web site provides overall information on installation criteria and design considerations.
- [Synthesis and Guide to Best Practices Article](#) - this article provides the latest recommended technical specifications for installing accessible pedestrian signals.
- FHWA Pedestrian and Bicycle Safety - includes pedestrian and bicycle safety resources. http://safety.fhwa.dot.gov/ped_bike/ped/index.htm.
- FHWA Pedestrian and Bicycle Safety Research - provides information on issues and research related to improving pedestrian and bicyclist safety. www.tfhrc.gov/safety/pedbike/index.htm.

Other DOT Web sites

- U.S. Department of Transportation Accessibility Web site - The Department is committed to building a transportation system that provides access for all Americans. See www.dot.gov/accessibility.
- [Bureau of Transportation Statistics](http://www.bts.gov/publications/freedom_to_travel/) (BTS), Freedom to Travel, (www.bts.gov/publications/freedom_to_travel/), a report on the travel issues for people who have disabilities.

Institute of Transportation Engineers

- [Alternative Treatments for At-Grade Pedestrian Crossings](#) (an informational report which documents studies on crosswalks and warrants used by various entities).
- ITE's Web site, www.ite.org/accessible/, has information on accessible intersection design, *Electronic Toolbox for Making Intersections More Accessible for Pedestrians Who are Blind or Visually Impaired*

Informational Web sites

- Accessible Design for the Blind: information and research on making travel safer and accessible for pedestrians with disabilities, www.accessforblind.org.
- The Pedestrian/Bicycle Information Center (sponsored by FHWA):
 - www.walkinginfo.org
 - www.bicyclinginfo.org

Comments:

**This survey form is designed to assist you in identifying common barriers to access – not all barriers.
To identify all barriers, you must survey for compliance with §§ 4–10 of the ADA Standards**

*Note this survey form was taken from the ADA Toolkit:
<http://www.ada.gov/pcaatoolkit/app2curbramps.htm>