



City of Pomona

**Americans with Disabilities Act
Transition Plan
for
Public Right-of-Way Improvements**



Prepared by:

**Public Works Department
Engineering Division**

October 2015

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I. Introduction

The City of Pomona has prepared an Americans with Disabilities Act (ADA) Transition Plan ("Plan") for Public Rights-of-Way. This Plan documents the legal and functional goals and objectives of the City in order to make existing pedestrian facilities within the public right-of-way accessible and usable for persons with disabilities.

Immediately prior to this Transition Plan, the City incorporated its ADA Path of Travel plans in the City's Capital Improvement Budget (CIP) each fiscal year. While the City will continue to include this information in the CIP Budget, it also desires to have a consolidated plan that describes in writing the City's commitment to ADA improvements.

Currently, all newly-built City infrastructure projects and developer-initiated projects with public right-of-way facilities are required to be compliant with all ADA regulations and requirements. Existing facilities must be brought into compliance when there is construction performed to the facility. Accordingly, ADA compliance is expected to phase in over an extensive period of time. This Plan describes how ADA compliance will be achieved for existing facilities.

Preparation of the ADA Transition Plan requires multiple steps. These include, but are not limited to, inventory of existing public right-of-way facilities, identification of funding sources and programs, review of ADA codes and standards, preparation of design criteria, preparation of an ADA Capital Implementation Plan and preparation of a project priority list.

This Plan will be periodically reviewed and updated to ensure the City is making progress toward full ADA compliance in a timely manner.

II. Background

The Americans with Disabilities Act, enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and access to public accommodations, transportation, and telecommunications. Subsequent federal regulations promulgated by the Department of Justice require municipalities, such as the City of Pomona, to prepare a plan detailing how they will make their streets, roads and other facilities accessible to disabled individuals. This is recognized as the ADA Transition Plan. The main purpose of the ADA Transition Plan is to develop policies and practices for implementing physical pedestrian improvements within the public right-of-way.

The ADA is divided into five parts including:

Title I: Employment - Under this title, employers, including governmental agencies, must ensure that their practices do not discriminate against persons with disabilities in the application, hiring, advancement, training, compensation, or discharge of an employee, or in other terms, conditions and rights of employment.

Title II: Public Services - This title prohibits state and local governments from discriminating against persons with disabilities or from excluding participation in or denying benefits of programs, services, or activities to persons with disabilities. It is under this title that this transition plan has been prepared, and the transition plan is intended to outline the methods by which physical changes will be made to effect the non-discrimination policies described in Title II.

Title III: Public Accommodations - Title III requires places of public accommodation to be accessible to and usable by persons with disabilities. The term "public accommodation" as used in the definition is often misinterpreted as applying to public agencies, but the intent of the term is to refer to any privately funded and operated facility serving the public.

Title IV: Telecommunications - This title covers regulations regarding private telephone companies and requires common carriers offering telephone services to the public to increase the availability of interstate and intrastate telecommunications relay services to individuals with hearing and speech impairments.

Title V: Miscellaneous Provisions - This title contains several miscellaneous regulations, including construction standards and practices, provisions for attorney's fees and technical assistance provisions.

Title II of the ADA dictates that a public entity must evaluate its services, programs, policies and practices to determine whether they are in compliance with the nondiscrimination regulations of the ADA. The regulations detailing compliance requirements were issued in July 1991. A public agency is required to examine activities and services, identify problems or barriers that may limit accessibility by persons with disabilities and describe potential compliance solutions. The entity must then proceed to make the necessary changes resulting from such an evaluation. The ADA further requires that a formal, written transition plan be prepared to describe any structural or physical changes required to make programs accessible.

Under the ADA, the term "disability" means, with respect to an individual:

- (1) a physical or mental impairment that substantially limits one or more of the major life activities of such individual;
- (2) a record of such an impairment; or
- (3) being regarded as having such an impairment.

If an individual meets any one of these three tests, that person is considered to be an individual with a disability for purposes of coverage under the Americans with Disabilities Act. The Final Rules of the ADA describe in greater detail the conditions included and excluded as disabilities under the ADA. These rules are available upon request from the study team and are incorporated by reference as part of this transition plan.

III. Requirement for Preparation of ADA Transition Plan

The ADA requires a public agency to prepare an ADA Transition Plan if physical or structural modifications to public right-of-way facilities are required to provide access to disabled individuals. The Plan includes the elements required by the Department of Justice to be contained in an ADA Transition Plan which are the following:

1. If a public entity has authority over streets or walkways, its ADA Transition Plan shall include a schedule for providing curb ramps, or other sloped areas, to eliminate physical barriers and provide access to individuals with disabilities.
2. The ADA Transition Plan shall identify physical obstacles in the public entity's facilities that limit accessibility to disabled individuals.
3. The ADA Transition Plan shall describe the methods that will be used to make the facilities accessible.
4. The ADA Transition Plan shall specify the schedule for taking the steps necessary to achieve compliance.

IV. ADA Capital Implementation Plan

The ADA Capital Implementation Plan (ADA-CIP) is a step in determining the extent of City-operated and other participants' projects necessary to implement the ADA Transition Plan within the City of Pomona public right-of-way. The purpose of the ADA-CIP is to recommend specific goals (or scope of work) for the construction of accessibility improvements. While specifying scope of work, the plan is also intended to serve as a conceptual plan, whereby the extent and goals of future projects will be evaluated prior to preparing detailed cost estimates. Once an overall scope of work and its financial impact is established, annual projects can be finalized and the exact number of specific improvements can be set as project goals. All ADA-CIP projects are subject to City Council approval.

As a note, a number of existing programs and funding sources for capital improvement projects will be utilized to fund improvements required in this Plan.

Types of projects included are categorized as follows:

- Curb ramp construction or replacement projects based upon resident request.
- Curb ramp, sidewalk and intersection retrofit projects, included with street overlay, or other street or sidewalk construction projects.
- Curb ramp, sidewalk and intersection retrofit projects, in conjunction with construction by private parties.
- Roadway widening projects.
- Curb ramp, sidewalk and intersection retrofit projects deemed essential for mitigation of barriers based upon the ADA Transition Plan.
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities.

- Signal retrofit projects.

To achieve compliance with accessibility requirements, priority shall be given to walkways serving government buildings and facilities, bus stops and other transportation services, places of public accommodation, and business districts, followed by walkways serving residential areas. .

V. Extent of Required ADA Work

The extent of work to be included in the ADA Transition Plan includes the type of capital improvements that should be made to intersections, streets, and sidewalks to meet minimum ADA requirements. The extent of work included in the Plan is the typical ADA improvements required of public facilities. Most recommended capital improvements will be comprehensive in their approach. A comprehensive approach refers to making a series of related improvements at each particular location of work in an effort to bring the entire location and any public uses into compliance with the applicable ADA Codes and Standards.

For example, at a typical four-way signalized intersection, the extent of work will include removing accessibility barriers along the pedestrian route leading to the curb ramps, adding curb ramps where none exist, and installing accessible pedestrian signals, crosswalk striping, accessible islands where required, and appropriate signage. It is probable that some capital improvement projects may require only specific elements at a particular location when they are funded by an existing program such as the City of Pomona's Sidewalks – Citywide (CDBG).

The typical extent and scope of work for the most common types of capital improvements, listed from the most to least comprehensive, is provided below:

1. **Complete ADA retrofit of signalized or controlled four-way intersection** - new curb ramps (each corner, unless infeasible due to existing conditions); new accessibility pedestrian signals with push buttons and crosswalk striping, if not existing, for all crossing directions where crosswalks are required by ADA Codes & Standards. Scope may include new island(s) with cut-throughs or curb ramps, if required by the standards or at the City Engineer's discretion.
2. **Complete ADA retrofit of controlled T-intersection** - new curb ramps (each corner except only one on either side of top of the T, unless infeasible due to existing conditions); new accessibility pedestrian signals with push buttons and crosswalk striping, if not existing, for all crossing directions where crosswalks are required by ADA Codes & Standards. Scope may include new island(s) with cut-throughs or curb ramps, if required by the standards or at the City Engineer's discretion.
3. **Non-compliant Pedestrian Push-Buttons** - At signalized intersection, installation of new accessibility pedestrian signals with push buttons and crosswalk striping, if not existing, for all crossing directions where crosswalks are required by ADA Codes & Standards.

4. **Partial ADA retrofit at four-way intersections, single family residential area** - four new curb ramps (one per corner); crosswalk striping at all signalized or stop-controlled intersections for crossing directions where crossing is not prohibited.
5. **Partial ADA retrofit at T-intersections, single family residential area** - two new curb ramps (one per corner); crosswalk striping at all signalized or stop-controlled intersections for crossing directions where crossing is not prohibited.
6. **Missing Curb Ramps** - One or more new single curb ramps where other curb ramps at the intersection are complying.
7. **Damaged Curb Ramps** - Renovation of existing curb ramps to remove hazardous conditions.
8. **Curb, Gutter and Sidewalks** - Installation of new curb, gutter and concrete sidewalks to provide programmatic access (installation of sidewalks should be on a case-by-case basis).
9. **Damaged Sidewalk** - Miscellaneous sidewalk or walkway repair, or replacement.
10. **Sidewalk and Transit Facilities** - Selected sidewalk pavement as required for transit access (installation of sidewalks should be on a case-by-case basis).
11. **Sidewalk Barriers** - Removal of sidewalk barriers (either moving or removing the barriers or reconstructing the pedestrian walkway around the barriers, or reconstruction of driveways).

The above list is for project planning purposes only, and represents an attempt to categorize the general extent of work at each location. Proposed projects will be reviewed on a case-by-case basis. For additional and more detailed information, ADA requirements shall be reviewed.

VI. Sidewalk and Pedestrian Access Standards

The following is a list of standards that shall be utilized for sidewalk and pedestrian access requirements. For additional and more detailed information, the ADA and Standard Specifications for Public Works Construction (SPPWC) shall be reviewed.

Where sidewalk, corners or pedestrian access paths are provided adjacent to streets or roadways within the public right-of-way (ROW), they shall meet the requirements of this section.

Sidewalks

1. Sidewalks shall be constructed in accordance with City Standard No. A-7-02 and the Standard Plans for Public Works Construction (SPPWC), latest edition.

2. Clear Width - For roadways with a ROW width of less than 84 feet, a minimum of 48 inches is required. For roadways with ROW widths of 84 feet or greater, a 72-inch minimum is preferred.
3. Cross-slope - The maximum cross-slope of sidewalks and landings shall not exceed 1:50 (2%).
4. Driveway crossings - Where a sidewalk crosses a driveway, a minimum width of 48-inches and a cross-slope of 1:50 (2%) maximum is required.

Curb Ramps

1. Curb Ramps shall be constructed in accordance with City Standard No. A-28-10 and the Standard Plans for Public Works Construction (SPPWC), latest edition.
2. Running Slope - The running slope of the main portion of the curb ramp shall not exceed 1:12 (8.33%).
3. Landings - A landing measuring 48 inches by 48 inches shall be provided at the top of the curb ramp. Maximum running and cross slopes shall not exceed 1:50 (2%).
4. Flared Sides - Maximum slope of the flared sides shall be 1:12 (8.33%).
5. Clear width of the main portion of the curb ramp shall be 48 inches.
6. Detectable Warning - Detectable warning surfaces (truncated domes) shall be provided for the full width of the main portion of the curb ramp.
7. Grooved Border - A 12-inch wide grooved border with ¼-inch grooves shall be provided.

Detectable Warning Standards

Where detectable warning (truncated domes) surfaces are required, they shall meet the following requirements:

1. Size and Location - Detectable warnings shall be 36 inches in depth and span the full width of the area where they are required.
2. The detectable warning surface shall be prefabricated and shall have in-line square grid pattern truncated domes.
3. Detectable warning surfaces shall be yellow in color for those ramps immediately adjacent to schools and black for all other locations. As a note, ADA requires the color used to be contrasting with surrounding improvements. In the event that this cannot be accomplished with the designated colors, an alternative color may be used with the prior approval of the City Engineer.

Pedestrian Crossing Standards

All controlled intersections shall be provided with marked crosswalks as described in this section. "Controlled intersections" refers to intersections with a traffic signal system or stop signs on all four corners. Uncontrolled intersections may be provided with marked crosswalks as determined by the City Engineer. If provided, all marked crosswalks shall meet the following requirements:

1. Width - Marked crosswalks shall be 120 inches wide minimum, as measured between the painted side lines.
2. Color - Crosswalk stripes shall be 12 inches wide, and white in color. Crosswalks serving schools shall be yellow in color.
3. Cross Slope - The cross slope of the pavement within a marked crosswalk shall be (2%) maximum, measured perpendicular to the direction of pedestrian travel within the crosswalk.
4. Running Slope - The running slope of the pavement within a marked crosswalk shall be 1:20 (5%) maximum measured parallel to the direction of pedestrian travel within the crosswalk.

VII. 5-Year Capital Improvement Program - Specific Action Plan

City-operated programs and projects, which are part of the City's 5-year Capital Improvement Program, shall meet the requirements of the ADA Transition Plan. There are a variety of funding sources that will be utilized for funding CIP programs and projects where improvements required by the ADA Transition Plan are to be implemented.

The following tables describe projects and programs that are part of the 5-Year CIP and where a specific action plan is detailed. The tables represent funding or partial funding of projects, not completion dates.

**Table VII-1
Specific Action Plan - 2014-2015 CIP Projects**

	2014-2015 Project List	Specific Action Plan
1	Alley Improvements - Citywide (CDBG)	Completed implementation and/or upgrade of existing improvements to meet applicable requirements of the ADA Transition Plan.
2	Major Street Rehabilitation - Citywide (FY12-13)	Completed implementation and/or upgrade of existing improvements to meet applicable requirements of the ADA Transition Plan.

3	Major Street Rehabilitation - Citywide (FY13-14 – FY14-15)	Proposed ADA Improvements -Install curb ramps where not existing; replace non-compliant curb ramps and sidewalk; install new or retrofit existing with detectable warning surfaces; re-stripe.
4	Sidewalks – Elwood Avenue and Glenpark Street	Completed implementation and/or upgrade of existing improvements to meet applicable requirements of the ADA Transition Plan.
5	Street Rehabilitation – White Avenue (Grand Avenue to Lexington Avenue)	Completed implementation and/or upgrade of existing improvements to meet applicable requirements of the ADA Transition Plan.
6	ADA Path of Travel – Citywide (CDBG) (FY14-15 – FY16-17)*	Proposed ADA Improvements–Install curb ramps where not existing; replace non-compliant curb ramps and sidewalk; install new or retrofit existing with detectable warning surfaces; re-stripe.
7	Alley Improvements – Citywide (CDBG) (FY14-15 – FY16-17)*	Proposed ADA Improvements–Install curb ramps where not existing; replace non-compliant curb ramps and sidewalk; install new or retrofit existing with detectable warning surfaces; re-stripe.
8	Local Street Rehabilitation - Districts 1 and 6	Proposed ADA Improvements -Install curb ramps where not existing; replace non-compliant curb ramps and sidewalk; install new or retrofit existing with detectable warning surfaces; re-stripe.
9	Local Street Rehabilitation - Districts 2 and 3*	Proposed ADA Improvements -Install curb ramps where not existing; replace non-compliant curb ramps and sidewalk; install new or retrofit existing with detectable warning surfaces; re-stripe.
10	Sidewalks – Citywide (FY13-14) (CDBG)	Completed implementation and/or upgrade of existing improvements to meet applicable requirements of the ADA Transition Plan.
11	Street Improvements – District 3 (CDBG) (FY14-15 – FY16-17)	Proposed ADA Improvements - re-stripe.
12	Street Rehabilitation – Slurry Seal and Overlay – Various Locations Citywide (FY13-14)	Proposed ADA Improvements - re-stripe.
13	Traffic Calming – Phillips Boulevard, La Verne Avenue, Hamilton Boulevard and Lexington Avenue	Completed implementation and/or upgrade of existing improvements to meet applicable requirements of the ADA Transition Plan.
14	Traffic Modification – Lexington Avenue (Garey Avenue to White Avenue)	Completed implementation and/or upgrade of existing improvements to meet applicable requirements of the ADA Transition Plan.

* Partially Funded

**Table VII-2
Specific Action Plan - 2015-2016 CIP Projects**

	2015-2016 Project List	Specific Action Plan
1	ADA Curb Ramps and Sidewalks Compliance Program – Citywide*	Proposed ADA Improvements -Install curb ramps where not existing, replace non-compliant curb ramps, install new or retrofit existing with detectable warning surfaces, re-stripe
2	ADA Path of Travel – Citywide (CDBG) (FY14-15 – FY16-17)*	Proposed ADA Improvements -Install curb ramps where not existing, replace non-compliant curb ramps, install new or retrofit existing with detectable warning surfaces, re-stripe
3	Major Street Rehabilitation - Citywide (FY13-14 – FY15-16)*	Proposed ADA Improvements -Install curb ramps where not existing, replace non-compliant curb ramps, install new or retrofit existing with detectable warning surfaces, re-stripe
4	Street Improvements – Citywide (CDBG) (FY15-16 – FY17-18)*	Proposed ADA Improvements -Install curb ramps where not existing, replace non-compliant curb ramps, install new or retrofit existing with detectable warning surfaces, re-stripe
5	Street Rehabilitation - Districts 2 and 3*	Proposed ADA Improvements -Install curb ramps where not existing, replace non-compliant curb ramps, install new or retrofit existing with detectable warning surfaces, re-stripe
6	Cooperative Agreement – Traffic Signal (Foothill Blvd. and Sumner Ave.)	Proposed ADA Improvements -Install curb ramps where not existing; replace non-compliant curb ramps and sidewalk; install new or retrofit existing with detectable warning surfaces; re-stripe.
7	Garfield Park – ADA Ramps	Proposed ADA Improvements -Install curb ramps where not existing.
8	Playground Rehabilitation – Memorial Park and Hamilton Park	Proposed ADA Improvements– At Memorial Park, modify existing playground equipment to include a ground-level play panel, and replace and expand rubberized playground surface.
9	Lincoln Park – ADA Ramps*	Proposed ADA Improvements -Install curb ramps where not existing; replace non-compliant curb ramps and sidewalk; install new or retrofit existing with detectable warning surfaces; re-stripe.
10	Alley Improvements - Citywide (CDBG) (FY14-15 – FY16-17)**	Proposed ADA Improvements -Install curb ramps where not existing; replace non-compliant curb ramps and sidewalk; install new or retrofit existing with detectable warning surfaces; re-stripe.
11	Street Improvements – District 3 (CDBG) (FY14-15 – FY16-17)	Proposed ADA Improvements - re-stripe.
12	Safety Improvements – At-Grade Crossings	Proposed ADA Improvements–Improve existing at-grade crossings of railroad tracks to current ADA standards to include: ramps and striping.

* Partially Funded

** Unfunded

**Table VII-3
Specific Action Plan - 2016-2017 CIP Projects**

	2016-2017 Project List	Specific Action Plan
1	ADA Curb Ramps and Sidewalks Compliance Program – Citywide	Proposed ADA Improvements -Install curb ramps where not existing, replace non-compliant curb ramps, install new or retrofit existing with detectable warning surfaces, re-stripe
2	ADA Path of Travel – Citywide (CDBG) (FY14-15 – FY16-17)	Proposed ADA Improvements -Install curb ramps where not existing; replace non-compliant curb ramps and sidewalk; install new or retrofit existing with detectable warning surfaces; re-stripe.
3	Street Improvements – Citywide (CDBG) (FY15-16 – FY17-18)	Proposed ADA Improvements -Install curb ramps where not existing; replace non-compliant curb ramps and sidewalk; install new or retrofit existing with detectable warning surfaces; re-stripe.
4	Garfield Park – ADA Ramps	Proposed ADA Improvements -Install curb ramps where not existing.
5	Playground Rehabilitation – Memorial Park and Hamilton Park	Proposed ADA Improvements– At Memorial Park, modify existing playground equipment to include a ground-level play panel, and replace and expand rubberized playground surface.
6	Lincoln Park – ADA Ramps	Proposed ADA Improvements -Install curb ramps where not existing; replace non-compliant curb ramps and sidewalk; install new or retrofit existing with detectable warning surfaces; re-stripe.
7	Alley Improvements - Citywide (CDBG) (FY14-15 – FY16-17)	Proposed ADA Improvements -Install curb ramps where not existing; replace non-compliant curb ramps and sidewalk; install new or retrofit existing with detectable warning surfaces; re-stripe.
8	Street Improvements – District 3 (CDBG) (FY14-15 – FY16-17)	Proposed ADA Improvements - re-stripe.

**Table VII-4
Specific Action Plan - 2017-2018 CIP Projects**

	2017-2018 Project List	Specific Action Plan
1	ADA Curb Ramps and Sidewalks Compliance Program – Citywide*	Proposed ADA Improvements -Install curb ramps where not existing, replace non-compliant curb ramps, install new or retrofit existing with detectable warning surfaces, re-stripe
2	Street Improvements – Citywide (CDBG) (FY15-16 – FY17-18)*	Proposed ADA Improvements -Install curb ramps where not existing; replace non-compliant curb ramps and sidewalk; install new or retrofit existing with detectable warning surfaces; re-stripe.
3	Mission Corridor Improvement*	Proposed ADA Improvements -Install curb ramps where not existing; replace non-compliant curb ramps and sidewalk; install new or retrofit existing with detectable warning surfaces; re-stripe.

* Partially Funded

**Table VII-5
Specific Action Plan - 2018-2019 CIP Projects**

	2018-2019 Project List	Specific Action Plan
1	ADA Curb Ramps and Sidewalks Compliance Program – Citywide*	Proposed ADA Improvements -Install curb ramps where not existing, replace non-compliant curb ramps, install new or retrofit existing with detectable warning surfaces, re-stripe
2	Mission Corridor Improvement*	Proposed ADA Improvements -Install curb ramps where not existing; replace non-compliant curb ramps and sidewalk; install new or retrofit existing with detectable warning surfaces; re-stripe.
3	Streetscape – Downtown Area*	Proposed ADA Improvements -Install curb ramps where not existing; replace non-compliant curb ramps and sidewalk; install new or retrofit existing with detectable warning surfaces; re-stripe.

* Partially Funded

VIII. Overview by District

The City creates a detailed map for each District that guides the planning for ADA Path of Travel improvements. These maps are an integral part of the City's ADA improvement plan and are attached.

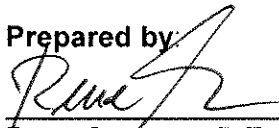
- 1. Attachment 1 – District 1
- 2. Attachment 2 – District 2
- 3. Attachment 3 – District 3
- 4. Attachment 4 – District 4
- 5. Attachment 5 – District 5
- 6. Attachment 6 – District 6

The City's goal is to complete one or more ADA path of travel project(s) in at least two Districts every other year, on a rotating district basis (so all six Districts are covered in a span of six years). Projects may vary in size. Projects will be prioritized by the criteria as described previously within this Plan and will also take into consideration requests by disabled individuals for path of travel needs and funding.

IX. Conclusion

The City of Pomona is committed to full compliance with the ADA and creating a community that is accessible to all. This Plan will be periodically reviewed and updated as more information becomes available. In addition, annual Path of Travel projects will be included in the City's CIP budget each fiscal year. Any questions regarding this Transition Plan should be directed to the City Engineer at (909) 620-2440 or the City's ADA Coordinator, who is the City's Human Resources/Risk Management Director, at (909) 620-2291.

Prepared by:

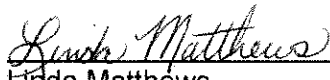


 Rene Guerrero, P.E.
 City Engineer

10/21/15

 Date

Reviewed by:

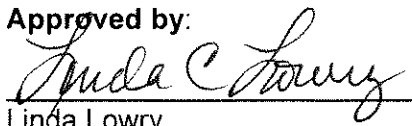


 Linda Matthews
 ADA Coordinator and
 Human Resources/Risk Management Director

10/21/15

 Date

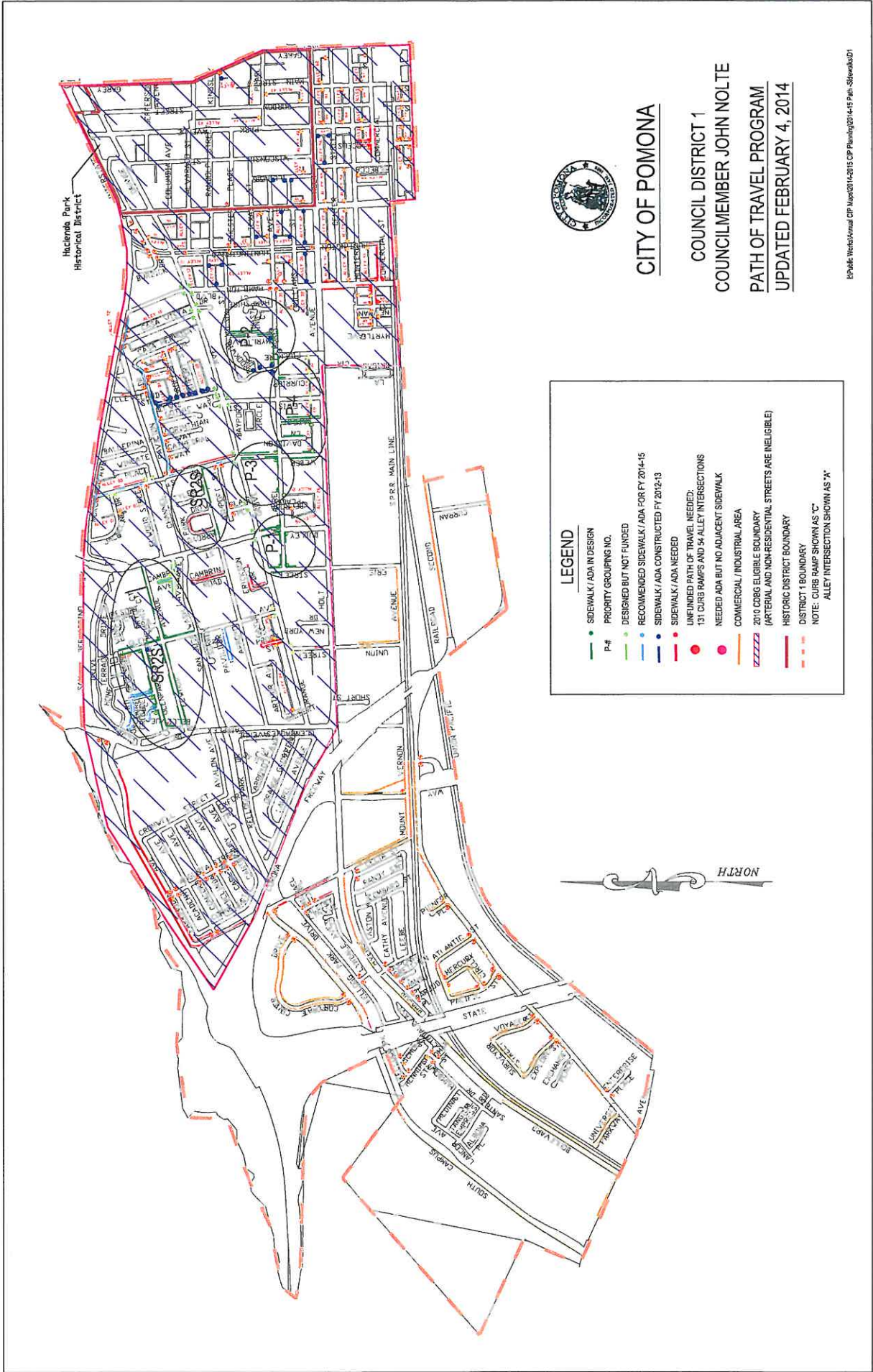
Approved by:



 Linda Lowry
 City Manager

10/21/15

 Date



Hacienda Park
Historical District



CITY OF POMONA

COUNCIL DISTRICT 1
COUNCIL MEMBER JOHN NOLTE
PATH OF TRAVEL PROGRAM
UPDATED FEBRUARY 4, 2014

LEGEND

- SIDEWALK / ADA IN DESIGN
- P-4 PRIORITY GROUPING NO. DESIGNED BUT NOT FUNDED
- RECOMMENDED SIDEWALK / ADA FOR FY 2014-15
- SIDEWALK / ADA CONSTRUCTED FY 2012-13
- SIDEWALK / ADA NEEDED
- UNFUNDED PATH OF TRAVEL NEEDED: 1ST CURB RAMP AND 2nd ALLEY INTERSECTIONS
- NEEDED ADA BUT NO ADJACENT SIDEWALK
- COMMERCIAL / INDUSTRIAL AREA
- 2010 CDRC ELIGIBLE BOUNDARY (ARTERIAL AND NON-RESIDENTIAL STREETS ARE INELIGIBLE)
- HISTORIC DISTRICT BOUNDARY
- DISTRICT 1 BOUNDARY
- NOTE: CURB RAMP SHOWN AS "C"
- ALLEY INTERSECTION SHOWN AS "A"



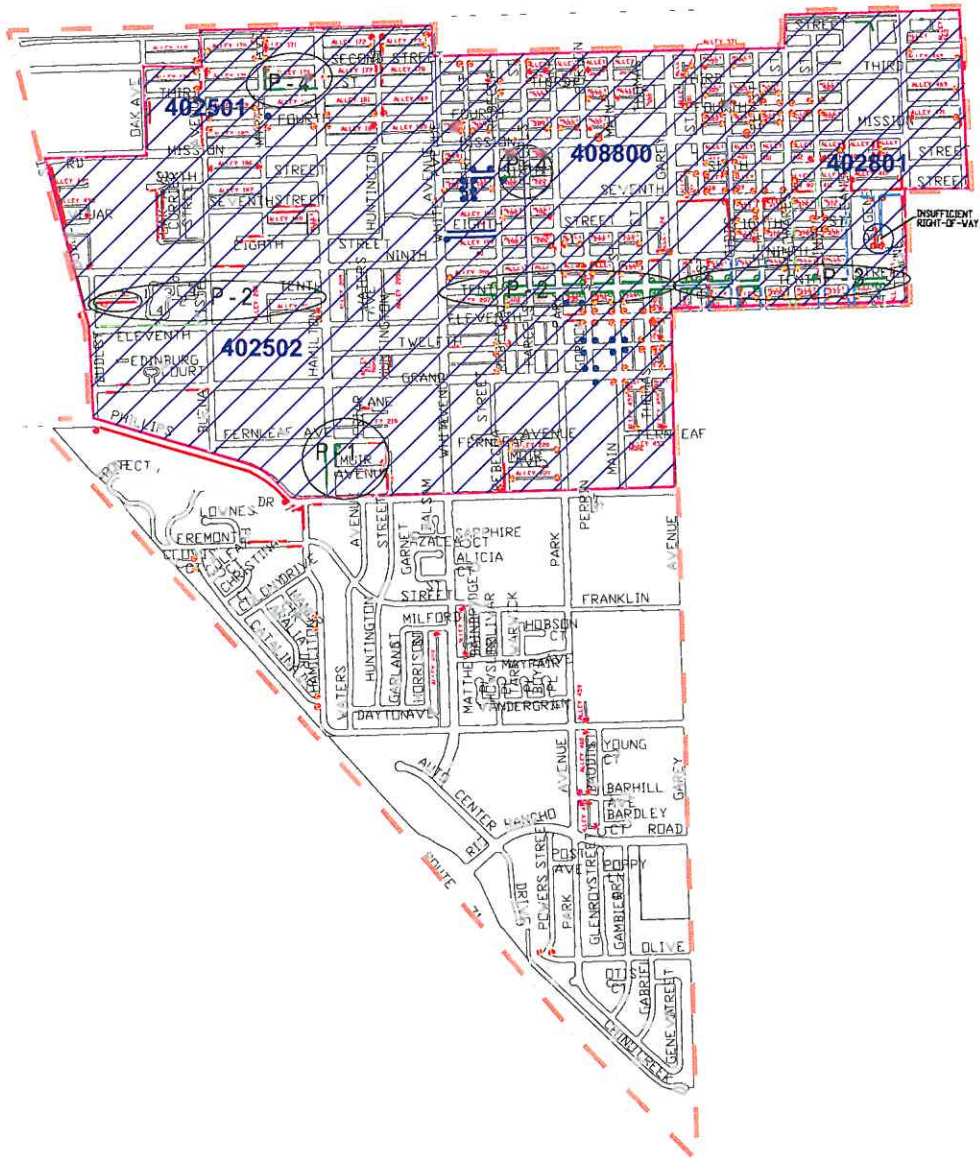
Up-Date: Hnolte@pomona.org CP August 2011-4-2015, CP Planning 2014-15 Pen: Sidewalk021

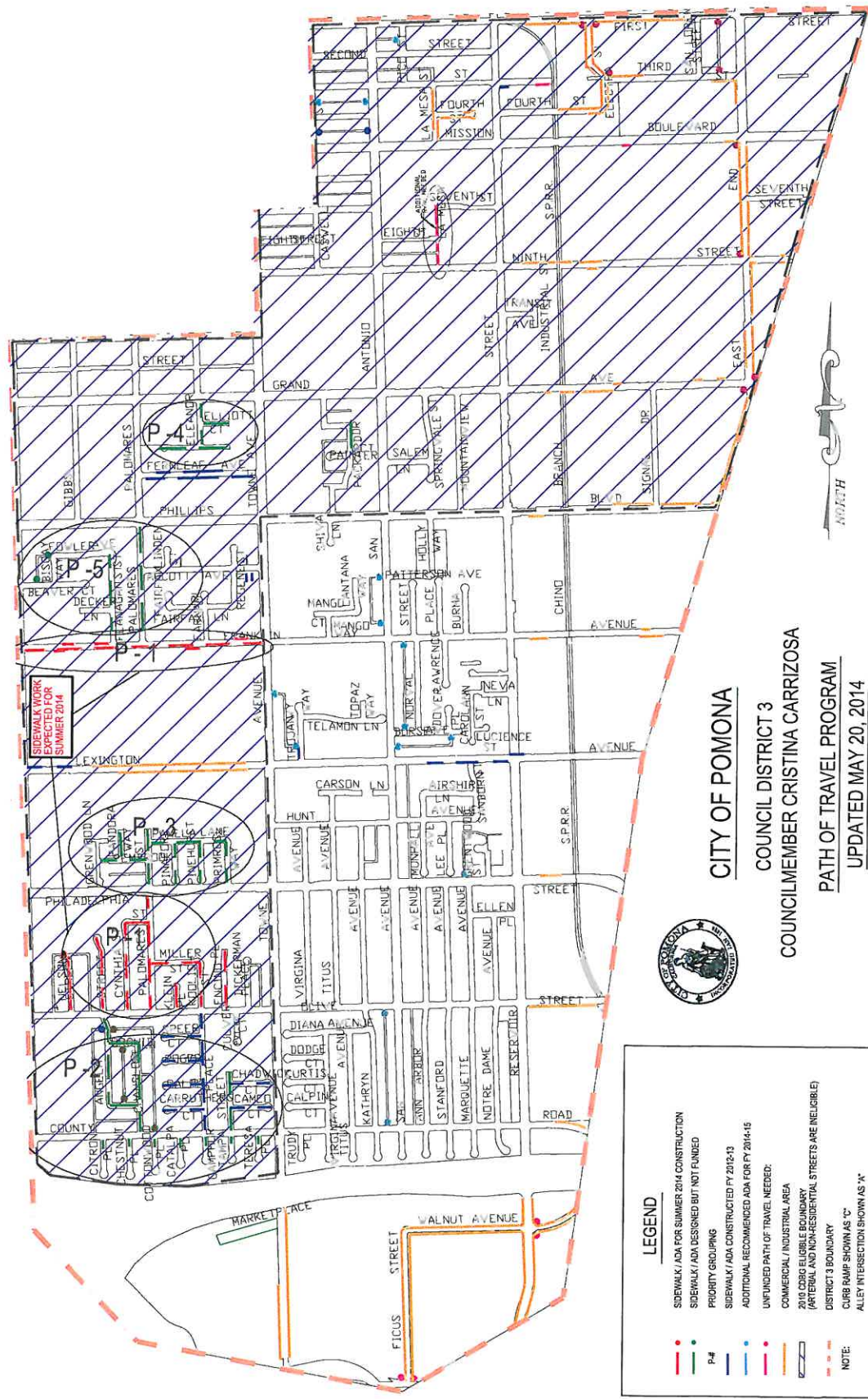


CITY OF POMONA
COUNCIL DISTRICT 2
COUNCILMEMBER ADRIANA ROBLEDO
PATH OF TRAVEL PROGRAM
UPDATED FEBRUARY 3, 2014

LEGEND

- SIDEWALK / ADA IN DESIGN FOR 2014 CONSTRUCTION
- IN DESIGN BUT NOT FUNDED FOR CONSTRUCTION
- PRIORITY GROUPING
- P-#
- ADDITIONAL RECOMMENDATION FOR FY 2014-15
- NEEDED ADA BUT NO ADJACENT SIDEWALK OR RW
- SIDEWALK / ADA CONSTRUCTED FY 2012-13
- UNFUNDED PATH OF TRAVEL NEEDED:
- 131 CURB RAMPS AND 34 ALLEY INTERSECTIONS
- 2010 CDBG ELIGIBLE BOUNDARY (ARTERIAL AND NON-RESIDENTIAL STREETS ARE INELIGIBLE)
- DISTRICT 2 BOUNDARY





REDUCED SIDEWALK/ADA PROJECTS FOR SUMMER 2014

CITY OF POMONA
COUNCIL DISTRICT 3
COUNCILMEMBER CRISTINA CARRIZOSA
PATH OF TRAVEL PROGRAM
UPDATED MAY 20, 2014



LEGEND

- SIDEWALK / ADA FOR SUMMER 2014 CONSTRUCTION
- SIDEWALK / ADA DESIGNED BUT NOT FUNDED
- PRIORITY GROUPING
- SIDEWALK / ADA CONSTRUCTED FY 2012-13
- ADDITIONAL RECOMMENDED ADA FOR FY 2014-15
- UNFINISHED PATH OF TRAVEL NEEDED
- COMMERCIAL / INDUSTRIAL AREA
- 2010 CDBG ELIGIBLE BOUNDARY (ARTERIAL AND NON-RESIDENTIAL STREETS ARE INELIGIBLE)
- DISTRICT 3 BOUNDARY
- CURB RAMP SHOWN AS "C"
- ALLEY INTERSECTION SHOWN AS "X"



CITY OF POMONA

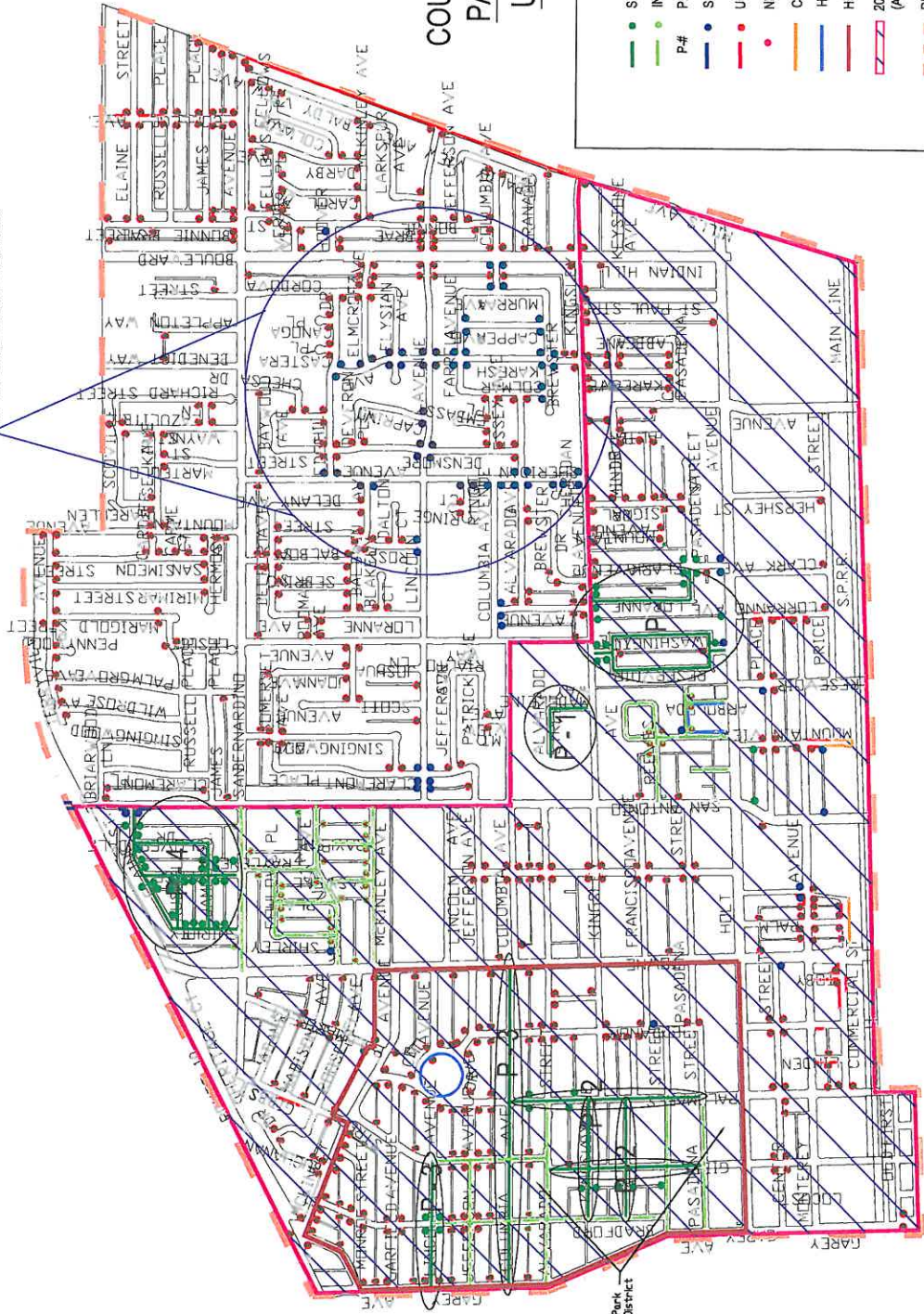
COUNCIL DISTRICT 4

COUNCILMEMBER PAULA LANTZ

PATH OF TRAVEL PROGRAM

UPDATED MARCH 20, 2014

FY 12/13 LOCAL PAVEMENT PROJECT AREA



LEGEND

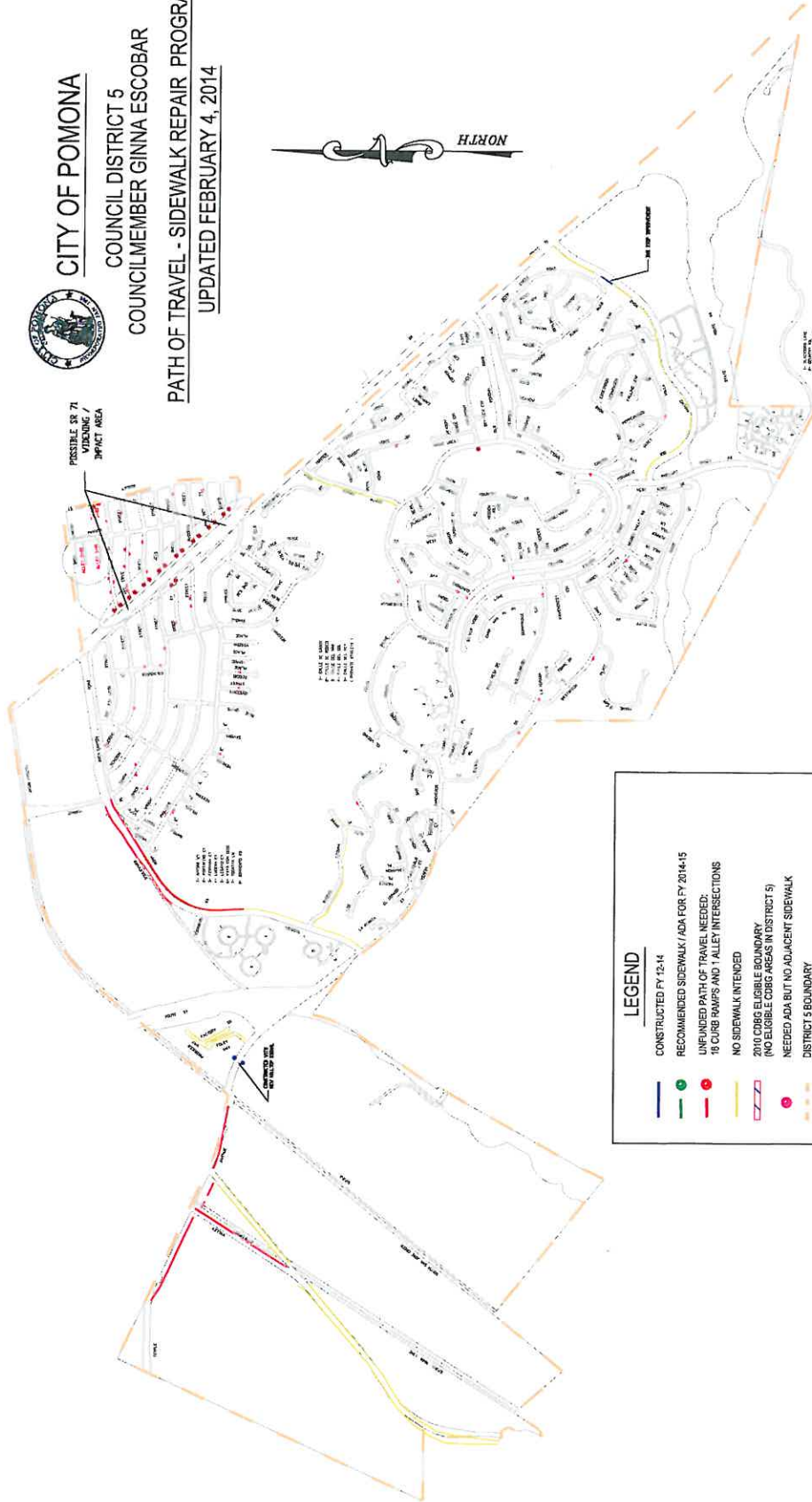
- SIDEWALK / ADA IN DESIGN
- IN DESIGN BUT NOT FUNDED
- PRIORITY GROUPING
- P# SIDEWALK / ADA CONSTRUCTED FY 12-13
- UNFUNDED PATH OF TRAVEL NEEDED:
- NEEDED ADA BUT NO ADJACENT SIDEWALK
- COMMERCIAL / INDUSTRIAL AREA
- HILLSIDE OR PARK EDGE LOCATION
- HISTORIC DISTRICT BOUNDARY
- 2010 CDBG ELIGIBLE BOUNDARY (ARTERIAL AND NON-RESIDENTIAL STREETS ARE INELIGIBLE)
- DISTRICT 4 BOUNDARY
- NOTE: CURB RAMP SHOWN AS "C"
- ALLEY INTERSECTION SHOWN AS "A"



CITY OF POMONA

**COUNCIL DISTRICT 5
COUNCILMEMBER GINNA ESCOBAR**

**PATH OF TRAVEL - SIDEWALK REPAIR PROGRAM
UPDATED FEBRUARY 4, 2014**



LEGEND

- CONSTRUCTED FY 12-14
- RECOMMENDED SIDEWALK / ADA FOR FY 2014-15
- UNFUNDED PATH OF TRAVEL NEEDED:
- 18 CURB RAMPS AND 1 ALLEY INTERSECTIONS
- NO SIDEWALK INTENDED
- 2010 CDBG ELIGIBLE BOUNDARY
(NO ELIGIBLE CDBG AREAS IN DISTRICT 5)
- NEEDED ADA BUT NO ADJACENT SIDEWALK
- DISTRICT 5 BOUNDARY



CITY OF POMONA

**COUNCIL DISTRICT 6
COUNCILMEMBER DEBRA MARTIN**

PATH OF TRAVEL - SIDEWALK REPAIR PROGRAM

UPDATED FEBRUARY 4, 2014

LEGEND

- SIDEWALK / ADA IN DESIGN FOR 2014 CONSTRUCTION
- ADA DESIGNED FOR 2014 CONSTRUCTION
- P-# RECOMMENDED PRIORITY GROUPING
- SIDEWALK / ADA CONSTRUCTED FY 2012-13
- UNFUNDED PATH OF TRAVEL NEEDED:
- NEEDED ADA BUT NO ADJACENT SIDEWALK
- HISTORIC DISTRICT BOUNDARY
- 2010 CDRS ELIGIBLE BOUNDARY (ARTERIAL AND NON-RESIDENTIAL STREETS ARE INELIGIBLE)
- DISTRICT & BOUNDARY
- NOTE: CURB RAMP SHOWN AS 'C'
- ALLEY INTERSECTION SHOWN AS 'X'

