

City of Placerville

ADA Self-Evaluation and Transition Plan



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ADA Self-Evaluation and Transition Plan Development Process

Introduction

This Self-Evaluation and ADA Transition Plan provides a report on Placerville's progress in making its programs, services and activities inclusive and accessible for those who use them. The City of Placerville 2025 ADA Transition Plan updates the two earlier transition plans which were created to satisfy the self-evaluation and transition plan requirements of the 1991 ADA Regulations, due in January of 1993.

The ADA requires that government Title II entities keep their transition plans current, and periodically re-evaluate their policies, practices and facilities. Toward this end, the City has assigned an ADA Coordinator to oversee the program and periodically update the plan.

The updated plan includes historical events and timelines to add context to the progress in ADA compliance, as the ADA requires reasonable interpretation and decisions as new technologies, and new guidelines become available. This historical information provides a glimpse of how the City has continued to grow in implementing better ways to serve those with disabilities.

What is a Self-Evaluation?

The Self-Evaluation is a comprehensive review of the public entity's current policies and practices, including communications and employment. Through self-evaluation, the public entity must:

- Identify any policies or practices that do not comply with Title II requirements ▪
- Modify policies and practices to bring them into compliance.

What is a Transition Plan?

The City of Placerville provides accessibility and inclusive participation to its citizens, employees, and visitors by following ADA Regulations for Title II entities. This civil rights law requires access to city facilities and services for persons with disabilities.

Local governments, such as Placerville, which employ fifty or more persons, must also create and maintain a 'transition plan' which identifies accessibility issues within their community. When making structural changes to remove obstacles or otherwise improve accessibility, the transition plan is a mechanism to inform the public of proposed changes, as well as provide a schedule to implement the removal of these barriers to accessibility. The schedule must follow a systematic and prioritized ranking of projects, which complement the overall maintenance and construction activities of the City.

Public entities such as municipalities must develop a transition plan when structural changes to existing facilities are necessary in order to make a program, service, or activity accessible to people with disabilities. The transition plan must include:

1. A list of the physical barriers in a public entity's facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities;
2. A detailed outline of the methods to be utilized to remove these barriers and make the facilities accessible;
3. The schedule for taking the necessary steps to achieve compliance with Title II. If the time period for achieving compliance is longer than one year, the plan should identify the interim steps that will be taken during each year of the transition period; and,
4. The name of the official responsible for the plan's implementation

Notice and ADA Policy Standards

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990, the City of Placerville will not discriminate against qualified individuals with disabilities based on disability in its services, programs, or activities.

The following areas include employment, requests for accommodations or modifications and accessible communications, to ensure equal opportunity:

Employment: The City of Placerville does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the ADA.

Modifications to Policies and Procedures: The City of Placerville will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all its programs, services and activities. For example, individuals with service animals are welcomed in City of Placerville offices, even where pets are generally prohibited. Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service or activity of the City of Placerville, should contact the City Manager's office/ADA coordinator – Melissa Savage, City Engineer, or designee as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City of Placerville to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

Visit www.cityofplacerville.org search "ADA" for full resource page, including online submissions for requests for accommodation, filing a complaint and developer resources.

ADA Self-Evaluation and Transition Plan Requirements

The Americans with Disabilities Act (ADA) prohibits discrimination in access to jobs, public accommodations, government services, public transportation and telecommunications. The City of Placerville is required to undertake a comprehensive multi-year approach to re-evaluate policies, programs, and facilities to determine the level of accessibility of City services, activities and facilities for individuals with disabilities. The ADA Self-Evaluation and Transition Plan Update will take place every five years. This 2025 update is a significant step in demonstrating the City's on-going commitment policies, programs and facilities that are inclusive for all its citizens.

Discrimination and Accessibility

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

Physical access requires a facility to be free of barriers preventing participation. Barriers are any obstacles that prevent or restricts access to or use of a facility, right of way, or park amenities as identified in ADA Title II, Section 35.149

Program access is defined by ADA Title II, Section 35.150(a). It may include physical accessibility, but also covers policies, practices, communications, and procedures. Program access requires that individuals with disabilities be provided an equally effective opportunity to participate in or benefit from programs and services. Program access may be achieved by either structural or non-structural methods. Structural methods include physical modifications to a building or space to ensure accessibility. Non-structural methods include acquisition or redesign of equipment, assignment of auxiliary aids and assistance, or provision of services at alternate sites. In general, both may be utilized to ensure program access, but there are some exceptions where existing facilities are involved. ADA Title II, Section 35.150:

1. Does not require the City of Placerville to make each existing facility accessible.
2. Does not require anything that impacts the historic significance of historic property.
3. Require the City of Placerville to fundamentally alter services, programs, or activities.
4. Create hazardous conditions.
5. Require the City of Placerville to incur undue financial and administrative burden.

Program access includes advertisement, orientation, eligibility, participation, testing or evaluation, physical access, provision of auxiliary aids, transportation, policies, and communication.

Undue Burden

While it is rare that the City of Placerville may not be able to provide program access, there are some instances where it is permissible under the ADA. Access to each service, program, or activity is to be "viewed in its entirety." Program access does not require each facility be made physical accessible, in all instances. However, physical accessibility is a requirement for new

facilities intended to provide City programs. The City of Placerville is not required to incur undue financial or administrative burden.

Definition of Undue Burden: The determination that an undue burden would result from actions must be based on a evaluation of all resources available for use in the matter. The City must then consider options for providing access for programs that do not incur undue burden. The determination of “undue burden” may not be a permanent determination and should be continuously reviewed.

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

Special ADA Regulations for Large Local Governments

Large jurisdictions, such as Placerville, must follow additional requirements in the 2010 ADA Regulations listed in 1-4 below.

Requirement 1: MAINTAIN THE SELF-EVALUATION

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.

Requirement 2: ADA COORDINATORS - Designation of Responsible Employee

“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.

City of Placerville ADA Coordinator

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Requirement 3: GRIEVANCE - Adoption of Grievance Procedures

“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.” As a Title II entity, Placerville’s programs and services must provide a procedure for a citizen to make a complaint and a process which

complies with federal standards. If someone with a disability has a complaint, concern, or problem accessing Placerville's programs, services, communications, activities, events, facilities, or vendors, we ask that they fill out the complaint form found online at <https://www.cityofplacerville.org/americans-with-disabilities-act> and include the name, address, email and phone number of the complainant, as well as information about the problem.

Requirement 4: DEVELOP A TRANSITION PLAN

Transition Plan – Public Input and Availability

“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.”

Obtain Public Input: “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.”

Make a Copy Available: “A copy of the transition plan shall be made available for public inspection.” A copy of the DRAFT City of Placerville ADA Transition Plan Update 2025 was available on the City website for public review and input from March 25, 2025 to April 23, 2025.

ADA laws state 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.”

The City of Placerville began updating their transition plan in 1994 by reviewing, inventorying, and creating databases on those areas needing ADA alterations. As work continues, new technology, and computer programs are being incorporated into workorder systems that allow for progress to be measured, tracked, and forecasted.

For example, recent trends toward more pedestrian use of public rights-of-way emphasize the need for increasing structural changes to pedestrian facilities. Such changes to sidewalks, street crossings, signals, and transit must be done in an accessible manner to the maximum extent feasible. The disability community is a significant user group of pedestrian facilities and rely on the accessible features in order to use the facilities and reach their destinations.

Another example is the continued need for accessible publicly owned buildings, sites, and public rights-of-way. Because of uncertain economic shifts, Title II entities now can include federal

funding for many local projects. Utilization of federal funds includes oversight by both the Federal Highway Administration and Department of Transportation. Both agencies take a proactive role in assisting local governments to update their transition plans by providing guidance and training, as well as overseeing the efforts of local governments in removing barriers to people with disabilities.

In the event it is ‘technically infeasible’ to achieve (full) ADA compliance when an alteration project is being undertaken, the project must achieve compliance to the maximum extent that is technically feasible, not simply deferred to a future project. Alternate means of compliance are also allowed through ‘equivalent facilitation’ such as the use of the Public Right of way Accessibility Guidelines (PROWAG) where it meets or exceeds the ADA Standards for the area.

Other ADA Title II Regulations affecting Transition Plans and Inventory

New Construction & Alterations (Scope of Coverage)

“The 1991 Standards and the 2010 Standards apply to fixed or built-in elements of buildings, structures, site improvements, and pedestrian routes or vehicular ways located on a site. Unless specifically stated otherwise, the advisory notes, appendix notes, and figures contained in the 1991 Standards and the 2010 Standards explain or illustrate the requirements of the rule; they do not establish enforceable requirements.” The ADA Standards were developed primarily for on-site facilities.

New Construction & Alterations (Curb Ramps)

“(1) Newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway.”

“(2) Newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways.”

Whenever street resurfacing constitutes an alteration, curb ramp installation and/or analysis of any existing curb ramps must be conducted for determining potential upgrades or new installation.

ADA Self-Evaluation and Transition Plan Development Process

The City utilized the services of its general liability risk pool, the California Intergovernmental Risk Authority (CIRA) to conduct the self-evaluation and develop the City's transition plan. From February through June of 2024, CIRA completed an evaluation of City services, programs, activities, and facilities on public property and within public rights-of-way with regard to accessibility.

An important component of the self-evaluation process is the identification of obstacles or barriers to accessibility, and the corresponding modifications that will be needed to remedy these items. The following sections provide a summary of improvements that have already been made, and obstacles that the City plans to address as part of this Transition Plan.

Communications, Information, and Facility Signage

Title II of ADA includes the following requirements regarding Communications.

General ([28 CFR Sec. 35.160](#))

- A public entity shall take appropriate steps to ensure that communications with applicants, participants, and members of the public with disabilities are as effective as communications with others.
- A public entity shall furnish appropriate auxiliary aids and services where necessary to afford an individual with a disability an equal opportunity to participate in, and enjoy the benefits of, a service, program, or activity conducted by a public entity.
- In determining what type of auxiliary aid and service is necessary, a public entity shall give primary consideration to the requests of the individual with disabilities.

Information and Signage ([28 CFR Sec. 35.163](#))

- A public entity shall ensure that interested persons, including persons with impaired vision or hearing, can obtain information as to the existence and location of accessible services, activities, and facilities.
- A public entity shall provide signage at all inaccessible entrances to each of its facilities, directing users to an accessible entrance or to a location at which they can obtain information about accessible facilities. The international symbol for accessibility shall be used at each accessible entrance of a facility.

Other examples of important communication items/devices include [Accessible Pedestrian Signals \(APS\)](#) used at intersections, and signs, pavement markings and other traffic control devices used to provide advance warning and positive guidance in the vicinity of construction, maintenance or utility work areas/zones that impact sidewalks, crosswalks or other pedestrian access routes. The [Pedestrian Checklist and Considerations for Temporary Traffic Control Zones](#) provides an overview of pedestrian-related considerations to enhance safety and accessibility for these types of situations.

The City of Placerville conducted a detailed evaluation of its communications, information and facility signage with regard to the ADA Title II requirements. All buildings facilities at the time of the self-evaluation have required signage. Department heads were also surveyed regarding providing appropriate auxiliary aids and services where necessary to afford an individual with a disability an equal opportunity to participate in, and enjoy the benefits of, a service, program, or activity conducted by the City. All departments noted that they will provide appropriate aids or modifications to services when requested.

The main area where the City was not fully meeting signage requirements was in regard to ADA parking signage. While all required parking spaces had required striping and painted ADA symbol, some spaces were missing the posted sign, or the sign was too low and not at the required height of 60 inches as measured from the bottom of the sign. Locations requiring signage are noted in the tracking sheet.

Building Facilities and Related Parking Lots/Facilities

The City of Placerville is responsible for the following facilities:

Public Facilities

City Hall
Town Hall
Public Safety Building
Scout Hall

Streets

Commercial Areas
Residential Areas

Public Utility Facilities

Water Treatment Plant (Pardi Way & Country Club Drive)
Water Reclamation Facility
Corporation yard
Gold Bug Park Museum and Gift Shop
Gold Bug Park Stamp Mill

Cemeteries

Mosquito (City)
Rector (City)

Parking Lots

P.P. Small Lot (West of PD)
W.S. Kirk/Historic City Hall
Lot
Town Hall Lot
Public Safety Building Lot (Main St. & Spanish
Ravine)
Center Street Parking Structure
Ivy House Lot
Fox Lot
Milton Lot
Stagecoach Plaza
Village Square
Mooney Lot
Coloma/Conrad St.
Bee Street
Gilette/Tetrault Lot
Small Center Street Lot
Locust Avenue to Broadway Court Trail Lot
Locust Avenue Trail Lot
Placerville Station Park and Ride

Parks

Gold Bug Park
Benham Park (Pool) (Dressing
Rooms)
Lyon's Park
Veteran's Park (Broadway)
Bell Park (Next to D.A. Office)
Rotary Park
Lumsden Park
Railroad Plaza
Bell Tower

The City has conducted a detailed accessibility evaluation of each of its building facilities, and related parking lots/areas, based on the [ADA Checklist for Existing Facilities](#) publication and/or, list other established resources. The findings from this evaluation are provided in Appendix A. The accessibility barriers/issues identified as currently existing have been ranked in order of priority for improvement.

Barrier Removal Priorities—Citywide

Recognizing that the City has limited funds and cannot immediately make all facilities fully accessible, City staff utilized the following criteria as the basis for prioritizing the removal of architectural barriers:

- *Quantity and frequency* of public use.
- *Uniqueness of the facility*: Can the programs offered in this facility be shifted to an alternative, accessible location? (Identify the specific location.)
- *Age or condition of the facility*: Age or condition should not be major criteria but can be factors if the building is scheduled to be vacated or demolished.
- *Geographic distribution*: Distribution of services throughout the City.
- Critical nature of the programs offered at the facility: Police, medical care, etc.

- *Social need:* Facilities that meet social needs such as homeless shelters, health clinics, etc.
- *Citizen rights and responsibilities:* Facilities where services are provided to exercise citizen rights– voting, right to a trial, access to elected officials, etc. Facilities where taxes are paid, permits and licenses are obtained, and where services are obtained.
- *Identified complaints:* Efforts can be focused on where there are identified accessibility complaints.

Barrier Removal Priorities—Within a Facility

The criteria listed below were used to assist in the determination of specific program-based barrier removal actions within a facility for this Transition Plan.

- *Priority One:* The highest priority is placed on those barrier removal items that provide accessibility at the main entrance of a facility or improve a path of travel to the portion of the facility where program activities take place (for example, parking, walks, ramps, stairs, doors, and corridors).
- *Priority Two:* A second level priority is placed on those barrier removal items that improve or enhance access to program use areas (for example, meeting rooms, public offices, and restrooms).
- *Priority Three:* A third level priority is placed on those barrier removal items that improve access to amenities serving program areas (for example, drinking fountains, telephones, site furnishings, and vending machines).
- *Priority Four:* A fourth level priority is given to areas or features not required to be modified for accessibility (for example, no public programs located in this area or duplicate features where accessibility is already provided).

Since not all barriers must be removed in order to provide program access, those barriers that limit access to public programs, services, and activities are given first priority. These criteria will also be used for prioritizing the removal of architectural barriers in future projects.

The complete findings from this evaluation are provided in Appendix A. The accessibility barriers/issues identified as currently existing have been ranked in order of priority for improvement. Overall, the City has made significant progress in addressing accessibility barriers/issues that were identified as “high priority” in the last transition plan, with the exception of the Town Hall and Public Safety buildings. The following are the outstanding barrier removal items for those two facilities.

Town Hall

Customer Counter

- Counter does not accommodate a person in a wheelchair. A section of counter 36 inches long needs to be provided at a height between 28” to 34” above the floor.

Lower Bathrooms

- Accessible lock on toilet compartment doors.
- 48 inch minimum from toilet to door, currently 31 inches.
- Toilet compartment door, 36 inch minimum, currently 33 inches.
- Toilet seat minimum height 17 to 19 inches, currently 15 inches.
- Lavatory center line to wall minimum 18 inches, currently 16 inches.
- Knee space under lavatory 29 inches and 8 inches deep. No more than 25 inches is required.
- Relocate disposable seat dispenser so it is within 40 inches off of floor and 30 inches by 48 inches clear space at floor.
- Control value urinal maximum 44 inches, currently 45 inches.

Exterior Parking/Access to Structure

- Provide one van size accessible parking space next.
- Install parking lot signage.

Doors

- Change Parks and Recreation entry door hardware and all bathroom door hardware to accessible lever hardware.
- Adjust all doors with self-closures so that when door is opened 70°, it will close no faster than 3 seconds.

Room Access

- Hand out rack at Parks and Recreation reception area to be raised to a minimum of 27" above floor.

Drinking Fountain

- Provide 27 inches knee space, currently 25 inches.
- Remove electrical cord from toe space.
- Install slip resistant floor surface at drinking fountain (mat).

Interior and Exterior Stairs Servicing Upper Floor

- Handrails to be continuous.
- Handrails to extend minimum 12" beyond top and bottom riser.
- Install visual striping on treads (exterior).
- Install stairway striping (interior).

Public Safety (Police Department)

Exterior parking access to structure.

- Provide accessible route from public entrance to public sidewalk (currently from public entrance, wheelchairs must travel through driveway and parking area).
- Main entrance door, actually a series of doors that do not comply for adequate clearance, corrective action could be to remove interior door and relocate emergency after hours telephone to exterior location.

Doors

- Hardware to be changed to lever type.
- Some doors with self-closures do not meet three second maximum closing time from 70° open position.
- All doors to have 10" wide push plate on push side of door.
- Maximum effort interior doors, 5 lbs. Some doors do not comply.
- Maximum effort exterior doors, 8 ½ lbs.

Reception Area

- Drinking Fountain 1. Provide 27" knee space, currently 25".
- Counter 1. Counter height to be lowered to 28" to 34" above floor. Currently 41" above floor. (A section of counter 36" long must be provided.)

Public Bathrooms

- Signage.
- Hardware to be changed to lever type.
- Toilet seat minimum height 17" to 19", currently 15".
- Change light switches from twist timer to single lever control.
- Door pressure maximum 5 lbs.
- Relocate disposable seat dispenser so that within 40" of floor and 30"x48" clear space at floor.
- Control valve urinal maximum 44", currently 47".
- Floor surface to extend up wall 5".
- Knee space under lavatory 29" and 8" deep
- Insulate lavatory pipes.
- Adjust operating mechanism on faucet to maximum 5lbs force.
- Relocate mirrors, soap dispenser, toilet paper dispenser to maximum 40" above floor. Currently all 42" or above.

Pedestrian Facilities / Public Rights-of-Way

As part of the self-evaluation process, the City conducted an inventory and evaluation of pedestrian facilities within its public rights-of-way, which consist of the following:

- Sidewalks
- curb ramps
- crosswalks
- bicycle/pedestrian trails
- traffic control signals
- bus stops (and/or other transit facilities)

A detailed evaluation of these facilities with regard to accessibility compliance is provided in Appendix A and will be updated every five years.

Priorities for Curb Ramp Repair, Replacement, and New Construction

To promote both efficiency and accessibility, the City of Placerville may choose to construct curb ramps at every point where a sidewalk intersects a curb. However, the City is not necessarily required to do so. Alternative routes to buildings that make use of existing curb cuts may be acceptable under the concept of program accessibility in the limited circumstances where individuals with disabilities need only travel a marginally longer route. In addition, the fundamental alteration and undue burden limitations may limit the number of curb ramps that the City may be required to provide.

As a component of the City's Self-Evaluation and Transition Plan, criteria were developed for prioritizing new curb ramp construction and alterations. The categories that will be used to rank curb ramp improvements are:

- Repair of hazardous conditions,
- Installation of new curb ramps to connect existing sidewalks, and
- Repair of existing curb ramps that do not comply with ADAAG technical requirements and State of California standards.

In addition, to achieve or maintain program accessibility, it may be appropriate for the City of Placerville to establish an ongoing procedure for installing curb ramps upon request in areas frequented by individuals with disabilities who are residents, employees, or visitors.

However, when streets, roads, or highways are newly built or altered, the City must provide ramps or sloped areas wherever there are curbs or other barriers to entry from a sidewalk or path. Likewise, when new sidewalks or paths are built or altered, they must contain curb ramps or sloped areas wherever they intersect with streets, roads, or highways.

It is the goal of the City to continue its efforts to improve pedestrian accessibility. To achieve its goal, the City plans to utilize the following criteria to guide its sidewalk and curb ramp program:

- *Provide access to state or local governmental facilities or offices.*
Since the ADA requires that funding priority be given to "walkways serving local and state government offices and facilities," these conditions have received the highest priority in the City's self-evaluation process.
- *Provide access to places of public accommodation.*
Locations that provide access to "public, commercial, medical, professional, educational, or recreational services" are high priorities for curb ramps sites.
- *Provide access to public transit.*
A goal of the curb ramp program is to improve access to bus stops along heavily used bus routes.
- *Enhance safety at pedestrian crossings.*
High priority is given to curb ramps that will allow for safe crossings at controlled or marked intersections.
- *Create connected systems of accessible pathways.*
City staff will look for opportunities to complete a partially accessible intersection or pathway and to expand an existing pathway system.

Previous Practices:

Since the adoption of the ADA, the City of Placerville has striven to provide accessible pedestrian features as part of the City's Capital Improvement Program projects. As additional information was made available regarding the methods of providing accessible pedestrian features, the City has updated its procedures to accommodate these methods.

Since the last ADA Transition Plan update, the City has implemented the following accessibility improvements to its pedestrian facilities on the roadway network:

City of Placerville

ADA Compliant Curb Ramp Improvements - 2007 to 2024

CIP Number	Year Completed	Project Name	Street	ADA-Compliant Curb Ramps Constructed	Cost
40512	2007	Upper Main Street Rehabilitation	Main Street	Northwest - Main St/Locust Ave	\$7,000
				Northeast - Main St/Locust Ave	\$7,000
				Southwest - Main St/Locust Ave	\$7,000
				Midblock North - 549 Main Street	\$7,000
				Midblock South - 549 Main Street	\$7,000
				Southwest - Main St/Bedford Ave	\$7,000
				Southwest - Main St/Turner St	\$7,000
				Southeast - Main St/Turner St	\$7,000
				Northeast - Main St/Spanish Ravine Rd	\$7,000
				Southeast - Main St/Spanish Ravine Rd	\$7,000
				Northeast - Mosquito Rd/Broadway	\$7,000
				Southeast - Mosquito Rd/Broadway	\$7,000
				Southwest - Mosquito Rd/Broadway	\$7,000
N/A	2007	Benham Street Curb Ramps	Benham Street	Northeast - Pacific Street/Benham Street	\$7,000
				Southeast - Pacific Street/Benham Street	\$7,000
				Southwest - Pacific Street/Benham Street	\$7,000
N/A	2008	Orchard Hill Development	Mallard Lane	Southwest - Mallard Lane/McIntosh Drive	\$7,000
				Southwest - Mallard Lane/McIntosh Drive	\$7,000
40312	2008	Canal Street Sidewalks	Canal Street	Southwest - Canal Street/Middletown Road	\$10,000
				Northwest - Canal St/Canal Ct	\$10,000
				Southwest - Canal St/Canal Ct	\$10,000
				Northwest - Canal St/Lawon Way	\$10,000
				Southwest - Canal St/Lawon Way	\$10,000
				Northwest - Canal St/Hilltop Dr	\$10,000
				Northeast - Canal St/Hilltop Drive	\$10,000
				Northeast - Canal Street/Moulton Drive	\$10,000
N/A	2009	"Highway 50 Ops" Project	Main Street	Northwest - Main St/Spring Street	\$10,000
				Southwest - Main St/Spring Street	\$10,000
				Northwest - Main St/Canal Street	\$12,000
				Southwest - Main St/Canal Street	\$12,000
				Northeast - Main St/Canal Street	\$12,000
				Southwest - Main St/Forni Road	\$12,000
				Southeast - Main St/Forni Road	\$12,000
N/A	2010	N/A	Canal Street	Northeast - Canal Street/Simas Way	\$9,000
				Southeast - Canal Street/Simas Way	\$9,000

City of Placerville

ADA Compliant Curb Ramp Improvements - 2007 to 2024

CIP Number	Year Completed	Project Name	Street	ADA-Compliant Curb Ramps Constructed	Cost
41301	2012	Western Placerville Interchanges - Phase 1A	Ray Lawyer Drive	Northwest - Ray Lawyer Dr/US 50 On ramp	\$10,000
				Southwest - Ray Lawyer Dr/US 50 On ramp	\$10,000
40915	2012	Point View Drive Extension	Jaquier Road	Northwest - Jacquier Rd/Smith Flat Rd	\$10,000
				Northeast - Jacquier Rd/Smith Flat Rd	\$10,000
N/A	2012	Gateway Dr Undercrossing (Caltrans)	Point View Drive	Northeast - Point View/US 50 Off ramp	\$10,000
				Southeast - Point View/US 50 Off ramp	\$10,000
41013	2014	Thompson Sidewalk	Thompson Way	Southwest - Thompson Way/Edythe Ct	\$12,000
				Southeast - Thompson Way/Edythe Ct	\$12,000
	2014	Marshall Medical Expansion	Marshall Way	Northwest - Marshall Way/Corker St	\$12,000
				Northeast - Marshall Way/Corker St	\$12,000
				Southeast - Marshall Way/Corker St	\$12,000
N/A	2016	Boys and Girls Club	Green Valley Road	Northwest - Green Valley Road/Mallard Lane	\$12,000
				Northeast - Green Valley Road/Mallard Lane	\$12,000
41506	2016	Broadway Crosswalks	Broadway	Northwest - Broadway/Carson Rd	\$12,000
				Northeast - Broadway/Carson Rd	\$12,000
				Southeast - Broadway/Carson Rd	\$12,000
				Northeast - Broadway/Blairs Lane	\$12,000
				Midblock - 1361 Broadway North	\$12,000
				Midblock - 1360 Broadway South	\$12,000
				Southwest - Broadway/Wiltse Rd	\$12,000
				Southeast - Broadway/Wiltse Rd	\$12,000
				Northwest - Broadway/Schnell School Rd	\$12,000
				Northeast - Broadway/Schnell School Rd	\$12,000
				Southwest - Broadway/Schnell School Rd	\$12,000

City of Placerville

ADA Compliant Curb Ramp Improvements - 2007 to 2024

CIP Number	Year Completed	Project Name	Street	ADA-Compliant Curb Ramps Constructed	Cost
41412	2016	Main Street Rehabilitation	Main Street	Northeast - Main St/Sacramento St	\$15,000
				Northwest - Main St/Sacramento St	\$15,000
				Southeast - Main St/Sacramento St	\$15,000
				Northwest - Main St/Center St	\$15,000
				Southwest - Main St/Center St	\$15,000
				Northeast - Main St/Center St	\$15,000
				West - Center Street/Stagecoach Alley	\$15,000
				East - Center Street/Stagecoach Alley	\$15,000
				West - Main Street/Stagecoach Alley	\$15,000
				East - Main Street/Stagecoach Alley	\$15,000
				Midblock North - 347 Main Street	\$15,000
				Midblock South - 347 Main Street	\$15,000
				Northwest - Main St/Belltower Plaza	\$15,000
				Northwest - Main St/Belltower Plaza	\$15,000
				Midblock North - 460 Main Street	\$15,000
				Midblock South - 460 Main Street	\$15,000
				Northwest - Main St/Bedford Ave	\$15,000
40604	2017	Blairs Lane Bridge	Broadway	Southwest - Broadway/Blairs Lane	\$12,000
				Southeast - Broadway/Blairs Lane	\$12,000
41413	2017	Western Placerville Interchanges - Phase 1B	Fair Lane	West - Fair Lane/Fairgrounds Entrance	\$12,000
				East - Fair Lane/Fairgrounds Entrance	\$12,000
41905	2018	Pacific Street Pavement Rehab	Pacific Street	Northwest - Cedar Ravine Road/Main Street	\$15,000
				Southwest - Cedar Ravine Road/Main Street	\$15,000
41828	2020	Western Placerville Interchanges - Phase 2	Forni Road	North - Forni Road/Park and Ride Lot	\$15,000
				South - Forni Road/Park and Ride Lot	\$15,000
				West - El Dorado Trail / Driveway	\$15,000
				East - El Dorado Trail / Driveway	\$15,000
				West - El Dorado Trail / Jail Driveway	\$15,000
				East - El Dorado Trail / Jail Driveway	\$15,000
				North - Forni Road/ Jail Driveway	\$15,000
				South - Forni Road/Jail Driveway	\$15,000
				Northeast - Forni Road/ Ray Lawyer Drive	\$15,000
				Southwest - Forni Road/ Ray Lawyer Drive	\$15,000
				Northwest - Forni Road/ Ray Lawyer Drive	\$15,000

City of Placerville

ADA Compliant Curb Ramp Improvements - 2007 to 2024

CIP Number	Year Completed	Project Name	Street	ADA-Compliant Curb Ramps Constructed	Cost
41508	2021	Upper Broadway Bike Lanes	Broadway	Southwest - Broadway/Airport Road	\$12,000
				Southeast - Broadway/Airport Road	\$12,000
				Southwest - Broadway/Academy Drive	\$12,000
				Southeast - Broadway/Academy Drive	\$12,000
				Southwest - Broadway/Point View Drive	\$12,000
				Southeast - Broadway/Point View Drive	\$12,000
				Northeast - Broadway/Point View Drive	\$12,000
				Southeast - Point View/US 50 on ramp	\$12,000
42013	2022	Benham Street Pavement Rehabilitation	Benham Street	Southwest - Benham Street/Pacific Street	\$12,000
42342	2023	Spring Street Storm Drain Repair	Spring Street	Northwest - Spring St/Bedford Ave	\$12,000
				Northeast - Spring St/Bedford Ave	\$12,000
40708	2023	Placerville Station II Park-n-Ride	Mosquito Road	Northwest - Locust Avenue/Mosquito Road	\$12,000
				Southwest- Locust Avenue/Mosquito Road	\$12,000
				Southwest - Clay Street/Mosquito Road	\$12,000
				West - El Dorado Trail at Mosquito Road	\$12,000
41606	2024	Broadway Sidewalks	Broadway	1277-1283 Broadway - removing stairs and elevated sidewalk	\$600,000
				Northeast - Broadway/Blairs Lane	\$12,000
				Southeast - Broadway/Blairs Lane	\$12,000
42003	2024	Broadway Maintenance	Broadway	Northeast - Broadway/Mosquito Rd/Main St (2)	\$10,000
				Southeast - Broadway/Mosquito Rd/Main St (2)	\$10,000
				Northwest - Broadway/Mosquito Rd/Main St (2)	\$10,000
Total of Constructed Improvements					\$1,912,000

Methodology

The City of Placerville will utilize two methods for upgrading pedestrian facilities to current ADA standards. The first and most comprehensive method is through scheduled street and utility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. A current listing of the scheduled projects with ADA improvements is included in Appendix B.

The second method is through specific sidewalk and ADA accessibility improvement projects that are identified individually. These projects will be incorporated into the Capital Improvement Program (CIP) on a case-by-case basis as determined.

Policy

The City's goal is to continue to provide accessible pedestrian design features as part of its Capital Improvement Projects. The City has adopted ADA design standards and procedures. The City also has adopted a Pedestrian Circulation Plan (2006) which identifies roadways in need of pedestrian facilities.

The City will consider and respond to all accessibility improvement requests. All accessibility improvements that are deemed reasonable will be scheduled in a manner consistent with transportation project priorities. The City will coordinate with external agencies to ensure that all new or altered pedestrian facilities within the City jurisdiction are ADA compliant to the maximum extent feasible.

Maintenance of pedestrian facilities within the public rights-of-way will continue to follow the policies set forth by the City. Examples of typical maintenance items relating to accessibility include: snow removal and ice control for sidewalks, sidewalk repair policy, renewal of crosswalk markings, and signal hardware.

Requests for accessibility improvements can be submitted to the ADA Coordinator.

Improvement Schedule

The City has established the following schedule of goals for improving the accessibility of its pedestrian facilities within the City's jurisdiction:

- Within 5 years (2025 to 2030), 75% of the pedestrian facility features constructed after January 26, 1991 are to be ADA compliant.
- Within 10 years (2025 to 2035), 80% of all pedestrian facility features (including those constructed on or before January 26, 1991) within the priority areas identified by City staff are to be ADA compliant.
- Within 20 years (2025 to 2045), 100% of all pedestrian facility features (including those constructed on or before January 26, 1991) within the entire jurisdiction of City are to be ADA compliant.

Based on results from the self-evaluation of pedestrian facilities, the City has prepared a **curb ramp installation schedule** to address specific locations where accessibility improvements will be incorporated in other planned City projects, and can be found within Appendix B.

Public Outreach

The City recognizes that public participation is an important component in the development of this ADA Transition Plan. Input from the community will continue to be gathered and used to help define priority areas for improvements and refine future versions of the ADA Transition Plan. The 2025 Draft ADA Transition Plan was made available for public review through the City of Placerville website from March 25, 2025 to April 23, 2025. No written comments were received on the document, and three responses to the online survey were received. Appendix F contains a summary of the online survey results. Overall, the online survey results indicated the need to improve mobility and make Placerville more pedestrian-friendly by adding ADA compliant curb ramps and improving sidewalk conditions.

The City will update the Transition Plan every five years considering any subsequent comments.

Public Notice of ADA Requirements and Grievance Procedure

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities with regard to ADA compliance. A draft of this public notice is provided in Appendix D.

If users of the City of Placerville facilities and services believe the City has not provided a reasonable accommodation, they have the right to file a grievance. In accordance with [28 CFR Sec. 35.107\(b\)](#), the City has developed a grievance procedure for the purpose of the prompt and equitable resolution of citizens' complaints or concerns. This grievance procedure is outlined in Appendix D.

Progress Monitoring and Transition Plan Management

This Transition Plan is considered to be a living document that will continue to be updated as conditions within the City evolve. The initial schedule is to formally review the complete document (main body and appendices) at least once every five years, to identify any need for updates. Updates to the appendices or attachments may be made more frequently, as needed. Any substantive updates to the main body of this document will include a public comment period to continue the City's public outreach efforts.

The City recognizes that ADA compliance is an ongoing responsibility which will require monitoring to identify future accessibility issues that may be encountered. For example, facilities that currently meet ADA requirements could fall out of compliance in the future due to factors such as damage, disrepair, or changes within public rights-of-way that could create new accessibility obstacles. Therefore, the ADA Coordinator will establish an on-going monitoring/inspection program or process to ensure that facilities continue to comply with ADA requirements. City employees will also be encouraged to report any accessibility concerns or deficiencies that are identified.

Formal Adoption of ADA Transition Plan

The 2025 ADA Transition Plan was adopted by the Placerville City Council on May 27, 2025.

Appendices

- A. Self-Evaluation Findings and Recommendations
- B. Capital Improvement and Major Projects
- C. ADA Resources and Design Standards
- D. Public Notice of ADA Requirements and Grievance Procedure
- E. Glossary of Terms
- F. Online Survey Results

Appendix A – Self Evaluation Findings and Recommendations

The City has conducted a detailed accessibility evaluation of each of its buildings pedestrian facilities within the agency's public rights-of-way, based on the [*ADA Checklist for Existing Facilities*](#) publication. Examples of building facilities include offices, garages, rest areas, and other types of buildings. Examples of common types of pedestrian facilities include sidewalks, curb ramps, traffic control signals, trails, bus stops, and other types of facilities that would be used by pedestrians. Pedestrian paths/facilities that provide access to government offices, medical facilities, public buildings, commercial and business areas, school zones, libraries, and parks are given higher priority.

The checklist follows four priority areas that were identified in the Department of Justice ADA Title III regulations:

- Priority 1 – Accessible approach and entrance
- Priority 2 – Access to goods and services
- Priority 3 – Access to public toilet rooms
- Priority 4 – Access to other items such as water fountains and public telephones

Under Priority 1, an accessible route from site arrival points and an accessible entrance to the facility should be provided. This includes an evaluation of parking lots and other parking facilities (such as parking garages) with regard to ADA requirements for provision of accessible parking spaces. Refer to the Priority 1 section of the [*ADA Checklist for Existing Facilities*](#) for details.

Parking

Facility Type	Location	Picture	Problem	Requirement	Proposed Solution	Estimated Cost	Priority
Parking	Orchird Hill Park		No ADA parking sign is located in front of the ADA parking stalls.	CBC Title 24 Chapter 2 11B-502.6 Identification. Parking space identification signs shall include the International Symbol of Accessibility complying with Section 11B-703.7.2.1 in white on a blue background. Signs identifying van parking spaces shall contain additional language or an additional sign with the designation "van accessible". Signs shall be 60 inches (1524 mm)	Install ADA parking signs in front of the stalls at a height of 60" measured from the bottom of the sign to the ground. Also install minimum fine signs.	\$200	1
Parking	All parking locations		All locations observed were missing sign stating "Minimum Fine \$250", below ADA signage.	CBC Title 24 Chapter 2 11B-502.6.2 Minimum fine. Additional language or an additional sign below the International Symbol of Accessibility shall state "Minimum Fine \$250".	Install additional sign stating "Minimum Fine \$250", below ADA signage.	\$1,000	1
Parking	Parking garage		Multiple ADA parking signs are below the 60" minimum as measured from the bottom of the sign.	CBC Title 24 Chapter 2 11B-502.6 Identification. Parking space identification signs shall include the International Symbol of Accessibility complying with Section 11B-703.7.2.1 in white on a blue background. Signs identifying van parking spaces shall contain additional language or an additional sign with the designation "van accessible". Signs shall be 60 inches (1524 mm)	Relocate ADA signage so that the bottom of the sign is a minimum of 60" as measured from the bottom of the sign to the ground	\$200	1

City of Placerville ADA Self-Evaluation and Transition Plan

Parking	Gold Bug Park		ADA parking sign is too low.	CBC Title 24 Chapter 2 11B-502.6 Identification. Parking space identification signs shall include the International Symbol of Accessibility complying with Section 11B-703.7.2.1 in white on a blue background. Signs identifying van parking spaces shall contain additional language or an additional sign with the designation "van accessible". Signs shall be 60 inches (1524 mm)	Relocate ADA signage so that the bottom of the sign is a minimum of 60" as measured from the bottom of the sign to the ground	\$50	1
Parking	Benham Park		ADA parking sign is too low.	CBC Title 24 Chapter 2 11B-502.6 Identification. Parking space identification signs shall include the International Symbol of Accessibility complying with Section 11B-703.7.2.1 in white on a blue background. Signs identifying van parking spaces shall contain additional language or an additional sign with the designation "van accessible". Signs shall be 60 inches (1524 mm)	Relocate ADA signage so that the bottom of the sign is a minimum of 60" as measured from the bottom of the sign to the ground	\$25	1
Parking	Public Safety		The accessible route from the sidewalk requires a person in a wheelchair to enter the driveway entrance and is not marked.	https://www.access-board.gov/ada/#ada-206.2.1	Install a concrete pathway between the sidewalk and accessible route to the building. As an alternative, the City may consider marking a portion of the driveway area as an accessible route, with the understanding it should not be used for vehicles.	\$1,500	2
Parking	Town Hall		No ADA parking sign is located in front of the ADA parking stall at Town Hall.	CBC Title 24 Chapter 2 11B-502.6 Identification. Parking space identification signs shall include the International Symbol of Accessibility complying with Section 11B-703.7.2.1 in white on a blue background. Signs identifying van parking spaces shall contain additional language or an additional sign with the designation "van accessible". Signs shall be 60 inches (1524 mm)	Install required ADA parking sign on building a minimum height of 60" measured from bottom of sign to the ground. Also include signage regarding minimum fine of \$250.	\$100	1

Park/Playground

Facility Type	Location	Picture	Problem	Requirement	Proposed Solution	Estimated Cost	Priority
Park/Playground	Orchird Hill Park		Transition from accessible route to the playground surface area is greater than 1".	https://www.access-board.gov/ada/#ada-303.2	Install additional groundcover in playground area for decrease transition to 1/4" or less. This will need to be monitored on a monthly basis.	\$500	3
Park/Playground	Lyons Park		Bridge that provides accessible route to the tennis courts has a transition edge greater than 3/4 inch.	https://www.access-board.gov/ada/#ada-303.2	Install addition ground cover or transition ramp to reduce the transition from the accessible route to bridge to no more than 1/4".	\$500	2

Building

Facility Type	Location	Picture	Problem	Requirement	Proposed Solution	Estimated Cost	Priority
Building	Lions Park		Access to bathroom has a transition from the ground to concrete greater than 3/4".	https://www.access-board.gov/ada/#ada-303.2	Install addition ground cover or transition ramp to reduce the transition from the accessible route to bridge to no more than 1/4".	\$500	1
Building	Public Safety		Main entrance door, actually a series of doors that do not comply for adequate clearance, corrective action could be to remove interior door and relocate emergency after hours telephone to exterior location.	https://www.access-board.gov/ada/#ada-217 https://www.access-board.gov/ada/#ada-404	Modify entrance so that 60" clearance is provided between the doors and relocate emergency after hours telephone to exterior location.	\$2,000	3
Building	Town Hall		Counter does not accommodate a person in a wheel chair. A section of counter 36 inches long needs to be provided at a height between 28" to 34" above the floor.	https://www.access-board.gov/ada/#ada-904.4	Provide an accessible service counter as required under ADA. This could be a permanent alteration to the counter or a separate service area.	\$2,000	2

City of Placerville ADA Self-Evaluation and Transition Plan

Building	Town Hall		•Provide 27 inches knee space, currently 25 inches. •Remove electrical cord from toe space. •Install slip resistant floor surface at drinking fountain (mat).	https://www.access-board.gov/ada/#ada-306 https://www.access-board.gov/ada/#ada-601	Relocate drinking fountain so that it meets the required access requirements.	\$2,000	3
Building	Town Hall		Interior and Exterior Stairs Servicing Upper Floor •Handrails to be continuous. •Handrails to extend minimum 12" beyond top and bottom riser. •Install visual striping on treads (exterior). •Install stairway striping (interior).	https://www.access-board.gov/ada/#ada-505	Replace handrails to meet ADA requirements and striping on treads.	\$1,500	4

Bathroom

Facility Type	Location	Picture	Problem	Requirement	Proposed Solution	Estimated Cost	Priority
Bathroom	Public Safety		•Signage. •Hardware to be changed to lever type. •Toilet seat minimum height 17" to 19", currently 15". •Change light switches from twist timer to single lever control. •Door pressure maximum 5 lbs. •Relocate disposable seat dispenser so that within 40" of floor and 30"x48" clear space at floor. •Control valve urinal maximum 44", currently 47".	https://www.access-board.gov/ada/#ada-603	Make modifications as noted.	\$1,000	2
Bathroom	Town Hall		Accessible lock on toilet compartment doors.	309.4 Operation Operable parts shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist. The force required to activate operable parts shall be 5 pounds (22.2 N) maximum.	Replace door lock with lever lock.	\$100	1
Bathroom	Town Hall		•Accessible lock on toilet compartment doors. •48 inch minimum from toilet to door, currently 31 inches. •Toilet compartment door, 36 inch minimum, currently 33 inches. •Toilet seat minimum height 17 to 19 inches, currently 15 inches. •Lavatory center line to wall minimum 18 inches, currently 16 inches. •Knee space under lavatory 29 inches and 8 inches deep. No	https://www.access-board.gov/ada/#ada-603	Modify bathroom fixtures as noted.	\$5,000	2

Appendix B - Capital Improvement and Major Projects

City of Placerville

ADA Compliant Curb Ramp Improvements - Upcoming City Projects

CIP Number	Construction Year	Project Name	Street	ADA Improvement to be Constructed	Cost
N/A	2025	PG&E Vault Relocation Project	Broadway	Southwest - One ramp and PG&E vault out of ramp - work by PG&E	\$450,000
N/A	2025	Middletown Apartments	Cold Springs Road	Southeast - Middletown Rd/Cold Springs Rd	\$10,000
				Northeast - Cold Springs Road/Placerville Drive	\$10,000
N/A	2025	Mallard Apartments	Mallard Lane	Southwest - McIntosh/Mallard Lane	\$10,000
				Southeast - McIntosh/Mallard Lane	\$10,000
				Mallard/Lemon Place (2)	\$20,000
42206	2025	Thompson Way Repaving Project	Thompson Way	Southwest - Cedar Ravine Road/Thompson Way	\$10,000
				Southeast - Cedar Ravine Road/Thompson Way	\$10,000
41816	2026	Placerville Dr Bicycle and Pedestrian Facilities - Phase 1	Placerville Drive	All curb ramps from Ray Lawyer Drive to Cold Springs Road	\$225,000
			Green Valley Road	All curb ramps from Mallard Lane to Placerville Drive	\$50,000
42337	2026	Placerville Dr Pedestrian Connectivity	Placerville Drive	North side - Placerville Dr/Armory	\$15,000
				South side - Placerville Dr/Armory	\$15,000
				Fairgrounds midblock crosswalk improvements	\$50,000
				North side - Placerville Dr/Helmrich	\$15,000
42403	2027	Combella Road Sidewalk	Combella Road	Northeast - at David Circle (east)	\$15,000
				Southeast - at David Circle (east)	\$15,000
				Northeast - at David Circle (west)	\$15,000
				Southeast - at David Circle (west)	\$15,000
				Northeast - at Canal Street	\$15,000
42323	2027	Upper Main Street Pavement Rehab	Main Street	Main Street/Turner Street - 2 ramps	\$30,000
				Main Street/Sheridan Street - 1 ramps	\$15,000
				Main Street/Locust Avenue -potentially new 2 ramps	\$30,000
42402	2028	Canal Street - Phase 1	Canal Street	All ramps - High School to Combella	\$150,000
		Coombella Road to Cougar Lane		(10 curb ramps estimated)	
42404	2028	Canal Street - Phase 1	Canal Street	All ramps - High School to US 50	\$150,000
		Cougar Lane to US 50		(10 curb ramps estimated)	
40617	2028	Clay Street Bridge Replacement	Main Street	Northeast - at Clay Street	\$15,000
				Southeast - at Clay Street	\$15,000
			Cedar Ravine Road	Southwest - at Main Street	\$15,000
				Southeast - at Main Street	\$15,000
			Clay Street	New curb ramps at new intersection with Cedar Ravine Road	\$15,000
42313	2029	Bee Street Maintenance Project	Bee Street	All public sidewalk ramps - Canal Street to SR 49	\$150,000
				(10 curb ramps estimated)	
Total Estimated Cost of Planned Improvements					\$1,575,000

Appendix C – ADA Resources and Design Standards

[Federal Highway Administration \(FHWA\) - Civil Rights - ADA/Section 504](#)

[Americans with Disabilities Act Accessibility Guidelines \(ADAAG\)](#)

[Public Rights-of-Way \(PROWAG\) Notice of Proposed Rule Making, July 26, 2011](#)

[Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way \(PROWAG\)](#)

[2010 ADA Standards for Accessible Design](#)

[ADA Checklist for Existing Facilities](#)

[ADA Best Practices Tool Kit for State and Local Governments](#)

[ADA Update: A Primer for State and Local Governments](#)

[California Manual of Uniform Traffic Control Devices](#)

[Americans with Disabilities Act of 1990, as Amended \(2008\)](#)

[Title 28 CFR Part 35 – Nondiscrimination on the Basis of Disability in State and Local Government Services](#)

Appendix D - Public Notice of ADA Requirements and Grievance Procedure

As required by the Americans with Disabilities Act, the City has posted the following notice outlining its responsibilities with regard to ADA compliance.

Public Notice

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990, the City of Placerville will not discriminate against qualified individuals on the basis of disability in City's services, programs or activities.

Employment: The City does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the Americans with Disabilities Act (ADA).

Effective Communication: The City will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City's programs, services and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing or vision impairments.

Modifications to Policies and Procedures: The City will make all reasonable modifications to policies and procedures to ensure that people with disabilities have an equal opportunity to enjoy all City programs, services and activities. For example, individuals with service animals are welcomed in City offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a City program, service or activity, should contact the office of the ADA Coordinator as soon as possible but no later than 48 hours before the scheduled event:

Melissa Savage,
City Engineer
ADA Coordinator
City of Placerville
3101 Center Street Placerville, CA 95667
Ph: (530) 642-5250
Email: engineering@cityofplacerville.org

The ADA does not require the City to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

The City will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

City of Placerville Grievance Procedure Under The American with Disabilities Act

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 (“ADA”). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of Placerville, The City of Placerville’s Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination, such as name, address, phone number of the complainant, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complainant will be made available for person with disabilities upon request.

The complaint should be submitted by the grievant and/or their designee as soon as possible but no later than sixty (60) calendar days after the alleged violation to:

Melissa Savage,
City Engineer
ADA Coordinator
City of Placerville
3101 Center Street Placerville, CA 95667

Within fifteen (15) calendar days after receipt of the complaint, the ADA Coordinator or their designee will conduct an investigation that may involve meeting with the complainant to discuss the complaint and the possible resolution. If an informal resolution is not reached with the complainant within sixty (60) calendar days after receipt of the complaint, the ADA Coordinator or his/her designee will respond in writing, and, where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City of Placerville and offer options for substantive resolution of the complaint.

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

Within sixty (60) calendar days after receipt of the appeal, the City Manager or their designee will review the complaint and the determination of the ADA Coordinator and respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint. All written complaints received by the ADA Coordinator or their designee, appeals to the City Manager or their designee, and response from these two offices will be retained by the City of Placerville for at least three (3) years.

The complainant’s right of prompt and equitable resolution of the complaint shall not be affected by the complainant’s pursuit of other remedies, such as filing of a complaint with the Department of Justice or the Equal Employment Opportunity Commission. Complaints filed with federal agencies must be filed in accordance with the appropriate federal timelines and procedures

Appendix E – Glossary of Terms

ABA: See Architectural Barriers Act.

ADA: See Americans with Disabilities Act.

ADA Transition Plan: Transportation system plan that identifies accessibility needs, the process to fully integrate accessibility improvements, and aims to ensure that all transportation facilities, services, programs, and activities are accessible to all individuals.

ADAAG: See Americans with Disabilities Act Accessibility Guidelines.

Accessible: A facility that provides access to people with disabilities using the design requirements of the ADA.

Accessible Pedestrian Signal (APS): A device that communicates information about the WALK phase in audible and vibrotactile formats.

Alteration: A change to a facility in the public right-of-way that affects or could affect access, circulation, or use. An alteration must not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site.

Americans with Disabilities Act (ADA): Civil rights legislation passed in 1990 and effective July 1992. The ADA sets design guidelines for accessibility to public facilities, including sidewalks and trails, by individuals with disabilities.

Americans with Disabilities Act Accessibility Guidelines (ADAAG): Contains scoping and technical requirements for accessibility to buildings and public facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990.

APS: See Accessible Pedestrian Signal.

Architectural Barriers Act (ABA): Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Capital Improvement Program (CIP): The CIP for a public agency typically includes an annual capital budget and a five-year plan for funding the new construction and reconstruction projects on the agency's transportation system.

Detectable Warning: A surface feature of truncated domes, built in or applied to the walking surface to indicate an upcoming change from pedestrian to vehicular way.

DOJ: See United States Department of Justice.

EEOC: The Equal Employment Opportunity Commission (EEOC) enforces laws that make discrimination illegal in the workplace.

Federal Highway Administration (FHWA): A branch of the U.S. Department of

Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

FHWA: See Federal Highway Administration.

Pedestrian Access Route (PAR): A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.

Pedestrian Circulation Route (PCR): A prepared exterior or interior way of passage provided for pedestrian travel.

PROWAG: An acronym for the Guidelines for Accessible Public Rights-of-Way issued in 2005 by the U.S. Access Board. This guidance addresses roadway design practices, slope and terrain related to pedestrian access to walkways and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking and other components of public rights-of-way.

Right-of-Way: A general term denoting land, property, or interest therein, usually in a strip, acquired for the network of streets, sidewalks and trails creating public pedestrian access within a public entity's jurisdictional limits.

Section 504: The section of the Rehabilitation Act that prohibits discrimination by any program or activity conducted by the federal government.

Uniform Federal Accessibility Standards (UFAS): Accessibility standards that all federal agencies are required to meet; includes scoping and technical specifications.

United States Access Board: An independent federal agency that develops and maintains design criteria for buildings and other improvements, transit vehicles, telecommunications equipment, and electronic and information technology. It also enforces accessibility standards that cover federally-funded facilities.

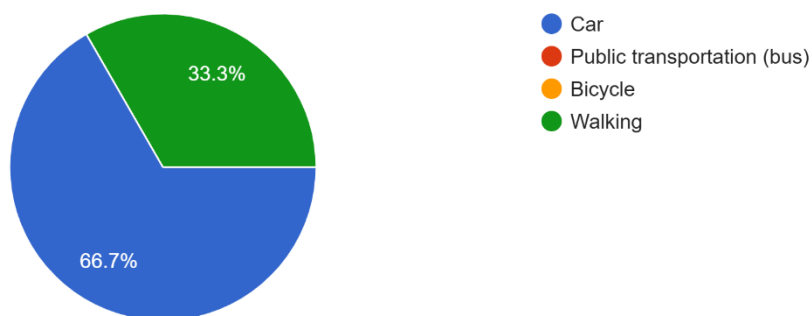
United States Department of Justice (DOJ): Federal executive department responsible for enforcement of the law and administration of justice (also referred to as the Justice Department or DOJ).

United States Department of Transportation (DOT): Federal executive department of transportation.

Appendix F – Online Survey Results

What is your primary mode of transportation?

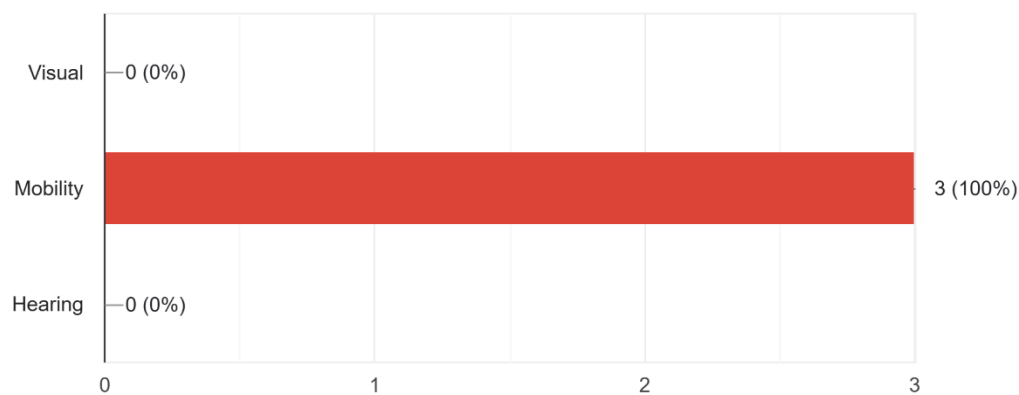
3 responses



Which of the following areas of ADA accessibility are you interested in or have concerns about?

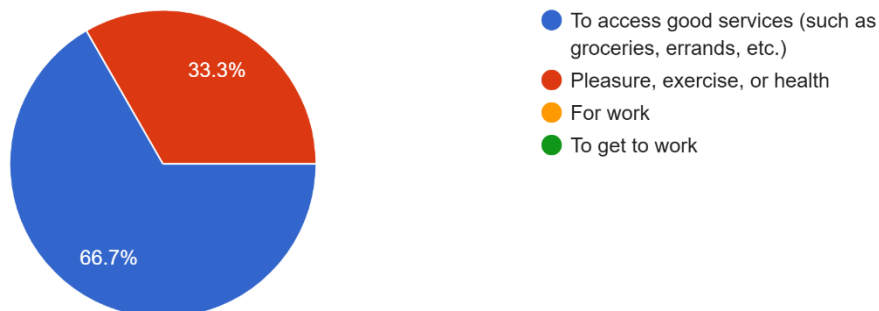
Check all that apply

3 responses



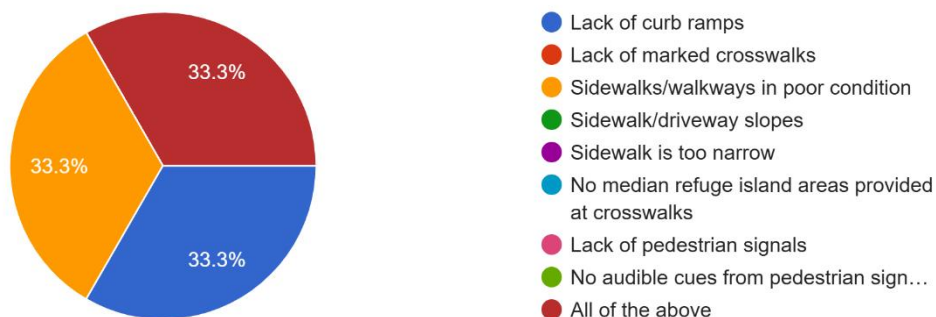
What is the usual purpose of your trips as a pedestrian?

3 responses



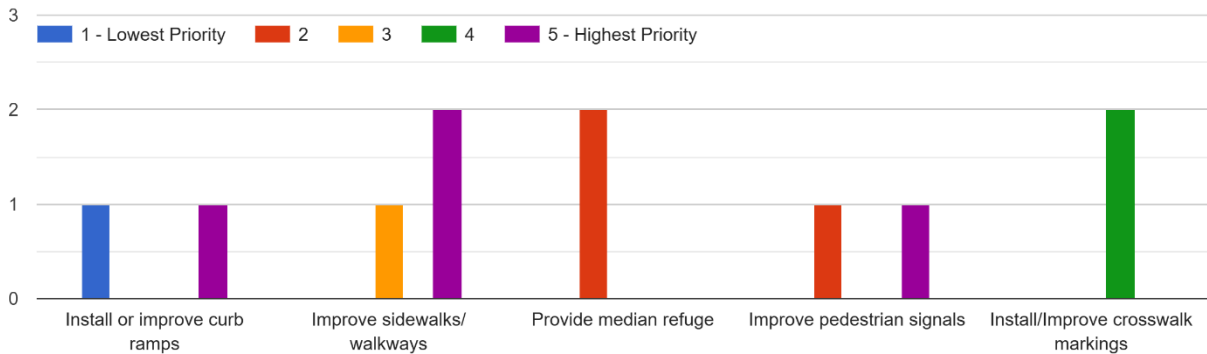
What are the biggest challenges you experience as a pedestrian within Placerville city limits?

3 responses



City of Placerville ADA Self-Evaluation and Transition Plan

Please rank the following types of ADA improvements necessary to achieve greater accessibility, with 5 being the highest priority.



Are there any City facilities or services that you feel are not fully accessible to individuals with disabilities? If so, please provide more information:

2 responses

1. Main St and Broadway are good, but most of the rest of Placerville is not pedestrian-friendly
2. Placerville Drive

Please provide us with any other comments or questions regarding the City's ADA Transition Plan update.

2 responses

1. The plans for Placerville Drive appear to be good when they are implemented. Cannel St from the High School both ways to Main St & Combelac are too narrow to be safe for pedestrians, including our students. And many streets lack sidewalks at all.
2. Thanks