



# Americans with Disabilities Act Self-Evaluation and Transition Plan

City of Patterson, CA



## Table of Contents

Introduction ...	1-2
Legistavtive Mandate .....	2-3
Discrimination and Accessibility .....	4-5
Undue Burden.....	5
Self-Evaluation Process .....	5-6
ADA Self-Evaluation and Transition Plan Requirements .....	6-7
Evaluation Results/Reccomendations .....	7-8
Accessibility Evaluation Report (City Owned Properties) .....	9-17
Accessibility Evaluation Report (Public Parks) .....	18-34
Accessibility Evaluation Report (Fire Stations # 1 & # 2).....	35-44
Action Steps .....	45-46
Public Outreach .....	46-47

## **INTRODUCTION**

### **Title II of the Americans with Disabilities Act (ADA)**

Title II of the Americans with Disabilities Act (ADA) is a civil rights law that prohibits discrimination against individuals with disabilities in the areas of public life, including jobs, schools, transportation and all public and private places that are open to the general public. The purpose of the law is to make sure that people with disabilities have the same rights and opportunities as everyone else. The ADA provides civil rights protections to individuals with disabilities similar to those provided to individuals on the basis of race, color, sex, national origin, age and religion. It guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, state and local government services, and telecommunications. It applies to both public and private entities, regardless of the funding source, and requires newly constructed or altered state and local government facilities to be accessible to individuals with disabilities.

### **Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act**

Section 504 of the Rehabilitation Act of 1973 applies to public entities that receive federal financial assistance. It prohibits discriminating against people with disabilities from programs and activities and mandates these public entities to provide effective communication tools such as auxiliary aids and services (like interpreters or assistive listening devices) to assist those who have hearing, vision, or speech disabilities.

Section 504 of the Rehabilitation Act of 1973 (codified as 29 USC Subsection 791 et seq.) requires that any entity receiving federal financial assistance must ensure that persons with disabilities are not discriminated against in any and all aspects of employment, or denied access to the goods or services that these federal fund recipients provide.

The intent of the Americans with Disabilities Act of 1990 (Public Law 101-336, codified as 42 USC 12101 et seq.) is to assure equality of opportunity, full participation, independent living and economic self-sufficiency for persons with disabilities. This law extended the protections offered for persons with disabilities.

28 CFR 35 requires that facilities constructed on behalf of, or for the use of, a public entity shall be designed and constructed so that the facility is accessible to and usable by persons with disabilities.

49 CFR 27 requires nondiscrimination based on disability in programs and activities receiving or benefiting from federal financial assistance. The State of California has also adopted regulations in Section 54 of the California Civil Code that specify all buildings, structures, sidewalks, curbs and related facilities constructed in California by the use of state, county or municipal funds, or the funds of any political subdivision of the state, shall be accessible to and usable by persons with disabilities.

State and local governments must make reasonable modifications to policies, practices and procedures to ensure equal access for individuals with disabilities, unless doing so would fundamentally alter the nature of the service, program, or activity or would impose an undue financial or administrative burden. These laws aim to prevent exclusion, ensure accessibility, and promote equal treatment for people with disabilities in various aspects of public life, including education, employment, transportation and public services.

### **I. Legislative Mandate**

Under federal regulations, Title II of the Rehabilitation Act of 1973, the City of Patterson is mandated to perform a comprehensive self-evaluation. The evaluation includes all city facilities, parks, right-of-way,(s) programs, procedures, and services offered by the City of Patterson. The primary objective of this evaluation is to identify any existing barriers that may hinder accessibility for individuals with disabilities in order to develop a transition plan.

The development of a transition plan is a requirement of the federal regulations implementing the Rehabilitation Act of 1973, which requires that all organizations receiving federal funds make their programs available without discrimination towards people with disabilities. The Rehabilitation Act, which has become known as the “civil rights act” of persons with disabilities, states that:

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

Subsequent to the enactment of the Rehabilitation Act, Congress passed the Americans with Disabilities Act on July 26, 1990. Title II of the ADA covers programs, activities, and services of public entities. The Department of Justice's ADA Title II Regulations adopts the general prohibitions of discrimination established under Section 504 and incorporates specific prohibitions of discrimination for the ADA. Title II provides protections to individuals with disabilities that are at least equal to those provided by the nondiscrimination provisions of Title V of the Rehabilitation Act.

This mandate prohibits the City of Patterson from directly or through contractual arrangements, to do any of the following:

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

Title II of the ADA stipulates that all public entities are required to complete a self-evaluation. However, only those who employ 50 or more employees must evaluate all programs, services, activities, policies and procedures to ensure measures that guarantee accessibility for individuals with disabilities.

These measures include:

Conducting a self-evaluation of all City programs, activities, services, and facilities; Designating an ADA representative to oversee Title II compliance requirements; Developing ADA complaint procedures; and providing accessible formats for programs, activities, and services.

## II. Discrimination and Accessibility

There are two types of accessibility: program accessibility and physical accessibility. Program accessibility includes physical accessibility as well, and it requires that individuals with disabilities be provided equally effective opportunity to participate in programs and services and have access to important information. Program accessibility may be achieved by either structural or non-structural methods. Non-structural methods include acquisition or redesign of equipment, assignment of aids to beneficiaries, and provision of services at alternate sites.

Physical accessibility requires that a facility be barrier-free. Barriers include any obstacles that prevent or restrict the entrance to or use of a facility. The ADA establishes requirements to ensure that buildings and facilities are accessible to individuals with disabilities. The ADA Accessibility Guidelines (ADAAG) cover new construction and alterations and establish minimum accessibility requirements to ensure that state and government buildings and facilities are accessible and usable to individuals with disabilities.

Programs and services offered by the City to the public must be made accessible. This can be accomplished by providing a variety of methods such as:

1. **Structural methods such as altering an existing facility:** This involves making physical changes to the building or facility to improve accessibility. Examples include installing ramps, widening doorways, adding accessible parking spaces or modifying restrooms to accommodate individuals with disabilities.
2. **Acquisition or redesign of equipment:** This refers to obtaining new equipment or modifying existing equipment to make it accessible. For instance, acquiring adjustable-height tables or redesigning workstations to accommodate wheelchair users.
3. **Assignment of aids:** Providing personal assistants or aids to individuals who require assistance due to their disabilities. This can include assigning aids in educational settings, workplaces or public facilities to help with tasks that the individual cannot perform independently.

4. **Providing services at alternate accessible sites:** This involves offering services or activities at locations that are accessible to individuals with disabilities if the primary location is not accessible. For example, holding events in buildings with accessible entrances or providing online alternatives for services that cannot be accessed physically.

### **III. Undue Burden**

The City is not required to take any action that it can demonstrate would result in a fundamental alteration in the nature of its program or activity, would create a hazardous condition resulting in a direct threat to the participant or others, or would represent an undue financial and administrative burden.

The determination that an undue burden would result must be based on an evaluation of all resources available for use in the city. For example, if a barrier removal action is judged unduly burdensome, the City must consider other options for providing access to the benefits and services of the program or activity by individuals with disabilities.

### **Self-Evaluation Process**

The self-evaluation process is an ongoing effort to help the City of Patterson identify barriers within its policies, programs, services, facilities, parks, and public rights-of-way. The plan is aimed at removing barriers and enhancing accessibility for individuals with disabilities, and it will identify specific actions the City will undertake to improve accessibility across its policies, programs, services, facilities, parks, and public rights-of-way. The evaluation process is an integral step in developing a transition plan and is considered living documents that will be evaluated annually and updated regularly as services and programs change.

This may involve physical modifications to facilities, sidewalks, curb ramps, and adjustments to programs and services, changes in policies and procedures, or providing alternative methods of access where needed.

Key components of the transition plan may include:

1. **Physical Modifications:** Identifying and implementing changes to physical structures to ensure they are accessible, such as adding ramps, widening doorways or installing accessible restroom facilities.

2. **Program and Service Adjustments:** Reviewing existing programs and services to ensure they are inclusive and accessible to individuals with disabilities. This might involve modifying how services are delivered or providing assistive technologies.
3. **Policy and Procedure Changes:** Evaluating current policies and procedures to remove any discriminatory practices and ensure they accommodate individuals with disabilities effectively.
4. **Alternative Methods of Access:** Providing alternative means for individuals with disabilities to access information, services, or participate in programs, such as offering materials in accessible formats or providing sign language interpreters.

The City of Patterson's **Active Transportation Plan (ATP)**, Appendix E identifies sidewalk gaps and ADA ramps that are missing or are non-compliant. The City will continue to review accessibility issues, respond to complaints and concerns and provide solutions and reasonable modifications where necessary in accordance with Title II of the Americans with Disabilities Act and the Rehabilitation Act of 1973.

#### **ADA Self-Evaluation and Transition Plan Development Requirements**

These efforts are aimed at promoting inclusion, enhancing accessibility, and complying with federal regulations that safeguard the rights of individuals with disabilities.

Overall, the self-evaluation required by Section 504 is a proactive measure to uphold the principles of equality and non-discrimination, thereby fostering a more accessible and inclusive environment within the community.

The City of Patterson ADA Title II Self-evaluation was prepared in partnership by Mike Brinkman, the Certified Access Specialist (CASP) of record, TJKM Transportation Consultant's, Tiffany Rodriguez, the City's Disadvantage Business Enterprise Liaison Officer (BBELO), and support staff. The purpose of the evaluation was to identify barriers for individuals with disabilities within the City's policies, programs, services, facilities, parks, and public rights-of-way (sidewalks, curb ramps, etc.).



**Self- Evaluation of Policies and Programs:** Questionnaires were distributed to help identify accessibility barriers for individuals with disabilities within the City of Patterson’s, policies, and procedures to the following departments:

- Administration
- Human Resources
- Finance Department
- Community Development
- Building Department
- Public Works
- Recreation
- Fire Department

**Evaluation Results:** The evaluation results revealed that the majority of departments are not adequately informed on how to accommodate individuals with disabilities, exhibit a deficiency in formal policies and procedures to address such needs, and demonstrate limited awareness of the City of Patterson’s Americans with Disabilities Act (ADA) protocols.

**Recommendations:** Based on the evaluation findings, it is recommended that the City implement the following actions to improve compliance and accessibility:

1. Develop and Adopt Formal Policies and Procedures, establish clear, written policies and procedures that outline the City’s commitment to ADA compliance and provide step-by-step guidance for accommodating individuals with disabilities.
2. Provide Comprehensive Training Conduct mandatory ADA awareness and accommodation training for all department staff to ensure consistent understanding and application of accessibility requirements.
3. Designate an ADA Coordinator Appoint a dedicated ADA coordinator to serve as the primary point of contact for accessibility-related inquiries, requests, and compliance monitoring.
4. Increase Communication and Awareness Regularly share information about the City’s ADA policies, procedures, and

resources to ensure staff remain informed and proactive in addressing accessibility needs.

5. Conduct Periodic Compliance Reviews Implement a process for regular review and assessment of ADA compliance across departments to identify gaps, track progress, and ensure continuous improvement.



CSG Consultants, Inc.  
930 Fresno Street | Newman, CA 95360  
Phone (209) 862-9511 • Fax (209) 862-1079 • [www.csgegr.com](http://www.csgegr.com)

# Accessibility Evaluation Report

## City of Patterson

Fernando Ulloa, City Manager  
Tiffany Rodriguez, Director of Engineering

Report No.: 010824

## Evaluation Address

Various city owned properties



**Date:** January 8, 2024

**Report #:** 010824

**Client:** City of Patterson; 1 Plaza Circle Patterson, CA 95363

**Contact Person:** Tiffany Rodriguez, Director of Engineering

**Facility Address:** Various city owned properties listed in report.

Michael D. Brinkman with CSG Consultants, Inc. is a DSA Certified Access Specialist - CASp # 071, and was hired by the City of Patterson to evaluate existing conditions and accessibility requirements for various city owned properties.

The following inspection, comments, and determinations are my opinions as the CASp, and any errors and/or omissions are unintentional.

On January 8, 2024, an initial site accessibility review was performed at the various city owned properties listed below:

City Hall.....1 Plaza Circle, Built in 2005.  
Museum Building..... 300 W Las Palmas Ave, Built in 1910  
Public Works Corp Yard..... 16215 Baldwin Rd, Built in 2009  
Hammon Senior Center.....1033 W Las Palmas Ave, Built in 2010  
Aquatic Center.....1025 W Las Palmas Ave, Built in 2010  
WQCF Admin Building.....14901 Poplar Ave, Built in 2023

The following observations are based on the requirements of the California Building Code (CBC) based on the year built and 2010 Standards of the Americans with Disability Act (ADA). Corrective measures undertaken must comply with all applicable State and Federal requirements. Where conflicts between the CBC and the ADA occur, the provision that provides the greatest access to the disabled is to be applied when applicable. Relevant code sections and illustrations have been provided to assist in the corrective planning and reconstruction process.

It is recommended that a DSA Certified Access Specialist be involved during the planning, plan checking, permitting, and reconstruction process.

If you have any questions about any of the items needing corrective action, or would like clarification of any items noted, please feel free to contact me.



Michael D. Brinkman  
DSA Certified Access Specialist - CASp # 071  
CSG Consultants, Inc. (209) 862.9511

## **Requirements for State and Local Governments**

State and local governments must ensure that services, programs and activities, when viewed in their entirety, are accessible to people with disabilities. This is part of public entities' program accessibility obligations. Alterations to older buildings may be needed to ensure program accessibility. Generally, this is a greater obligation than "readily achievable barrier removal" the standard that applies to public accommodations. State and local governments are not required to take any action that would result in undue financial and administrative burdens. State and local governments' ADA obligations for program accessibility are in the Department of Justice's ADA Title II regulations 28 CFR Part 35.150.

### **Priorities for Accessibility**

The checklist follows the four priorities that are listed in the Department of Justice ADA Title III regulations. These priorities are equally applicable to state and local government facilities.

**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, signs, and any additional parking areas.

# Evaluation Results

City Hall - 1 Plaza Circle

## FINDING # 1 (Priority – 3)

The women’s restroom in the main lobby has the lavatory under-sink pipes exposed.



Code Reference Section:  
CBC – 11B-606.5  
ADAS – 606.5

Possible Solution:  
Provide pipe insulation to protect  
against contact.

## FINDING #2 (Priority – 1)

The off-street van accessible parking stall at the back of the building has a “Tow-Away” sign that has faded, and the Van Accessible sign is missing.



Code Reference Section:  
CBC – 11B – 502.8.2; 11B-502.6  
ADAS – 502.8.2; 502.6

Possible Solution:  
Provide new Tow-Away and  
Van Accessible signage.

## Museum Building - 300 W Las Palmas Ave



### FINDING #3

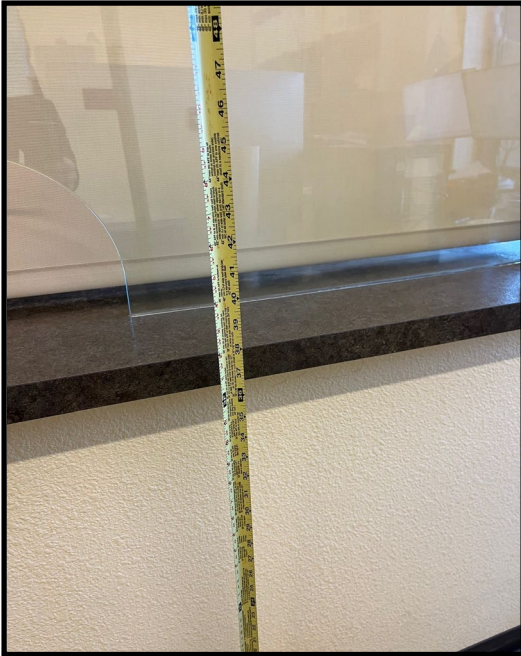
With the recent remodel project in 2019, an accessible ramp was provided to access the main entrance. There are several interior doorways that do not meet the current width of minimum 32 inches, however the historical code allows for smaller openings of 30 inches (CHC Chapter 8, section 8-603.3).

## Public Works Corp Yard - 16215 Baldwin Rd



## FINDING #4 (Priority – 2)

The front service counter has a height of 38 inches, if this counter is used for any public services, the height (or portion) must not be higher than 34 inches off the ground.



Code Reference Section:  
CBC – 11B-308.2.1; 904.4  
ADAS – 308.2.1; 904.4

Possible Solution:  
Provide a compliant portion of  
each service counter or provide a  
compliant check writing surface  
per 11B-904.3.3

## Hammon Senior Center - 1033 W Las Palmas Ave





### **FINDING #5 (Priority – 3)**

The main men’s and women’s restrooms have stall doors to the accessible toilet stalls that are not self-closing.



Code Reference Section:

CBC – 11B-604.8.1.2

ADAS – 604.8.1.2

Possible Solution:

Repair or replace existing self-closing hinges on stall doors.

## **Hammon Senior Center**

### **FINDING #6 (Priority – 3)**

The main men’s restroom has the lavatory under-sink pipes exposed.



Code Reference Section:

CBC – 11B-606.5

ADAS – 606.5

Possible Solution:

Provide pipe insulation to protect against contact.

## Aquatic Center - 1025 W Las Palmas Ave



### **FINDING #7 (Priority – 3)**

The main men's and Women's restrooms have stall doors to the accessible toilet stalls that are not self-closing.



Code Reference Section:  
CBC – 11B-604.8.1.2  
ADAS – 604.8.1.2

Possible Solution:  
Repair or replace existing self-closing hinges on stall door.

## WQCF Admin Building - 14901 Poplar Ave



### **FINDING #8**

With the recent new construction of the WQCF building completed in 2023, all current accessible features are present for not just the public areas, but the entire building is compliant.

### **Conclusion**

This is the conclusion of my report; it is highly recommended that a Certified Access Specialist be involved with the planning, plan review and inspection of the future remodel to assure compliance with the current code requirements.

Helpful handouts that are attached to this report:

- California Accessibility Details by Builder's Book, Inc.
- ADA Update: A Primer for State and Local Governments

If you have any additional questions or concerns, please contact me,

Michael D. Brinkman

DSA Certified Access Specialist - CASp # 071

CSG Consultants, Inc. (209) 862.9511



CSG Consultants, Inc.  
 930 Fresno Street | Newman, CA 95360  
 Phone (209) 862-9511 • Fax (209) 862-1079 • www.csgegr.com

# Accessibility Evaluation Report

## City of Patterson, CA

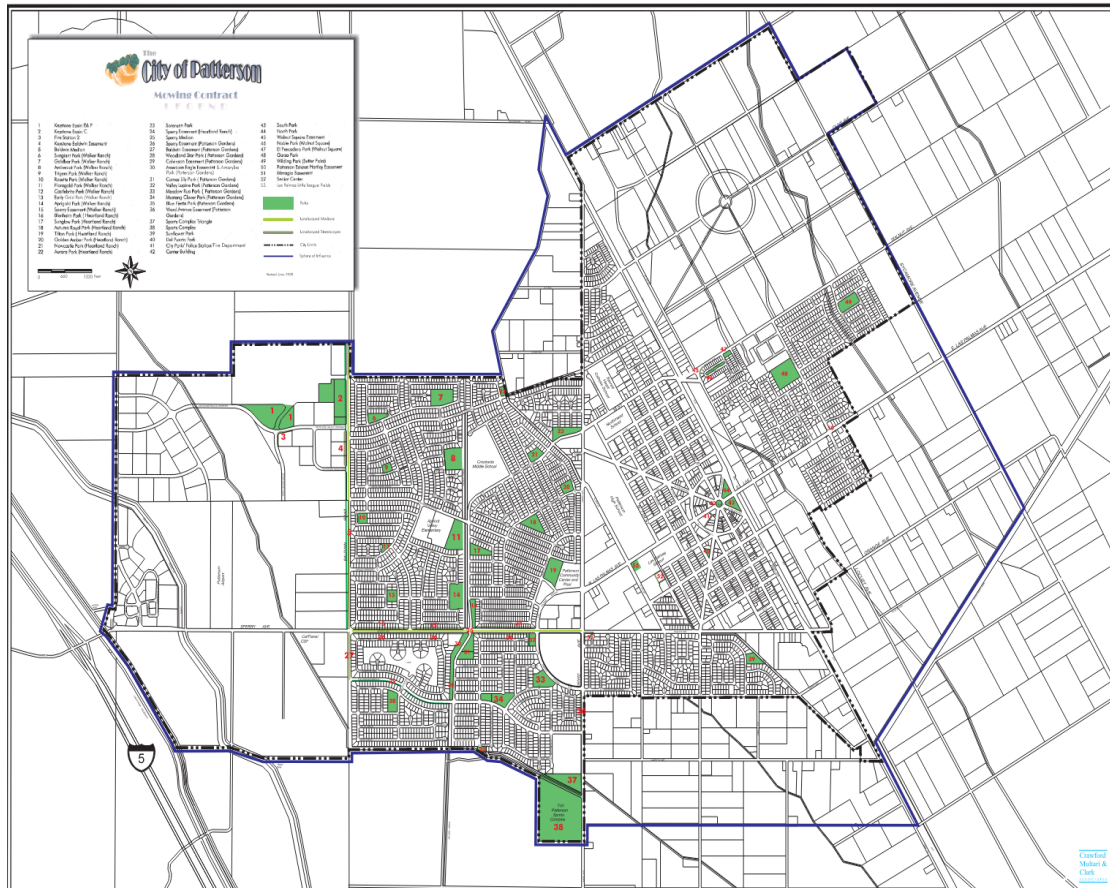
Report No.: 070124

### Evaluation Address

Various city owned public parks.

### Inspection Dates

July-August 2024



**Date:** August 19, 2024

**Report #:** 070124

**Client:** City of Patterson; 1 Plaza Circle Patterson, CA 95363

**Contact Person:** Tiffany Rodriguez, Capital Projects Manager

**Facility Address:** Various city owned public parks listed in report.

This report covers the accessibility requirements to the existing conditions of several City owned parks including the accessible routes/ path of travel (POT) to access the parks amenities including any public restrooms, picnic areas, playgrounds, etc. At the request of the City of Patterson, they have retained my services as the Certified Access Specialist (CAsp) of record for this project, my DSA Certified Access Specialist number is 071. The following inspection, comments, and determinations are my opinions as the CAsp, and any errors and/or omissions are unintentional.

In July through August 2024, site accessibility reviews were performed at the various city owned parks listed in the provided "Mowing Contract Legend" dated June 2008.

The following observations are based on the requirements of the California Building Code (CBC) based on the year built and 2010 Standards of the Americans with Disability Act (ADA). Corrective measures undertaken must comply with all applicable State and Federal requirements. Where conflicts between the CBC and the ADA occur, the provision that provides the greatest access to the disabled is to be applied when applicable.

If you have any questions about any of the items needing corrective action, or would like clarification of any items noted, please feel free to contact me.



Michael D. Brinkman  
DSA Certified Access Specialist - CAsp # 071  
CSG Consultants, Inc. (209) 862.9511

## Requirements for State and Local Governments

State and local governments must ensure that services, programs and activities, when viewed in their entirety, are accessible to people with disabilities. This is part of public entities' program accessibility obligations. Alterations to older buildings may be needed to ensure program accessibility. Generally, this is a greater obligation than "readily achievable barrier removal" the standard that applies to public accommodations. State and local governments are not required to take any action that would result in undue financial and administrative burdens. State and local governments' ADA obligations for program accessibility are in the Department of Justice's ADA Title II regulations 28 CFR Part 35.150.

### Priorities for Accessibility

The checklist follows the four priorities that are listed in the Department of Justice ADA Title III regulations. These priorities are equally applicable to state and local government facilities.

**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, signs, and any additional parking areas.

### Evaluation Results

1. The following parks numbered and listed below have been found that public accessibility would not be required due to the listed parks are only a storm water catch basin, or that they are just mow strips throughout the city and not intended or meets the definition of a public park.

- Park No: 1  
Park Name: Keystone Basin E and F
- Park No: 2  
Park Name: Keystone Basin C
- Park No: 3  
Park Name: Fire station 2
- Park No: 4  
Park Name: Keystone Baldwin Easement
- Park No: 5  
Park Name: Baldwin Median
- Park No: 15  
Park Name: Sperry Easement
- Park No: 24  
Park Name: Sperry Easement
- Park No: 26  
Park Name: Sperry Easement
- Park No: 27  
Park Name: Baldwin Easement
- Park No: 29  
Park Name: Calvinson Easement
- Park No: 30  
Park Name: American Eagle Easement and Amaryliss Park
- Park No: 36  
Park Name: Ward Avenue Easement
- Park No: 37  
Park Name: Sports complex Triangle

- Park No: 41  
Park Name: City Park/Police station/Fire Department
  - Park No: 45  
Park Name: Walnut Square Easement
  - Park No: 50  
Park Name: Patterson estates Hartley Easement
  - Park No: 51  
Park Name: Mirragio Easement
2. The following parks listed below have been found that there were no accessible barriers found to access any of the park's amenities:
- Park No: 6  
Park Name: Sungiant Park
  - Park No: 7  
Park Name: Goldbar Park
  - Park No: 8  
Park Name: Ambercot Park
  - Park No: 9  
Park Name: Trigem Park
  - Park No: 10  
Park Name: Rosette Park
  - Park No: 11  
Park Name: Floragold Park
  - Park No: 13  
Park Name: Early Gold Park



- Park No: 14  
Park Name: Aprigold Park
  
- Park No: 16  
Park Name: Blenheim Park
  
- Park No: 18  
Park Name: Autumn Royal Park
  
- Park No: 20  
Park Name: Golden Amber Park
  
- Park No: 22  
Park Name: Auroa Park
  
- Park No: 31  
Park Name: Camas Lily Park
  
- Park No: 32  
Park Name: Valley Lupine Park
  
- Park No: 35  
Park Name: Blue Fiesta Park
  
- Park No: 40  
Park Name: Del Puerto
  
- Park No: 42  
Park Name: Center Building
  
- Park No: 46  
Park Name: Noble Park
  
- Park No: 47  
Park Name: El Pescadero Park
  
- Park No: 49  
Park Name: Wilding Park

- Park No: 52  
Park Name: Senior Center

3. The following parks listed below have been found to have accessible barriers that need maintenance or repairs to bring the park or amenity up to current standards:

**Park No: 12**

**Park Name: Castlebrite Park**

Path of Travel: Compliant

Access to Playground: No

Comment: Excessive drop off at ramp to access playground. Provide additional bark or materials around ramp to provide a smooth transition to the playground.



**Park No: 17**

**Park Name: Sun glow Park**

Path of Travel: Compliant

Access to Playground: No

Comment: Excessive drop off at ramp and walkway around the playground (>4"). Provide additional bark or materials around ramp and playground to provide a smooth transition to the playground.



**Park No: 18 and 19**

**Park Name: Autumn Royal Park and Tilton Park**

Path of Travel: Compliant

Access to Playground: Compliant

Comment: Excessive drop off (>4") at walkway around playground. Provide additional bark or material inside playground to provide a drop less than 4 inches.



**Park No: 21**

**Park Name: Newcastle Park**

Path of Travel: Non-compliant - cross slope of the pathway at 6.5% exceeds the max 2%. Replace section of concrete walkway.

Access to Playground: Compliant



**Park No: 23**

**Park Name: Sorensen Park**

Path of Travel: Compliant

Access to Playground: No

Comment: Excessive drop off at ramp and walkway around the playground (>4"). Provide additional bark or materials around ramp and playground to provide a smooth transition to the playground.



**Park No: 28**

**Park Name: Woodland Park**

Path of Travel: Compliant

Access to Playground: No

Comment: Excessive drop off at ramp and walkway around the playground (>4"). Provide additional bark or materials around ramp and playground to provide a smooth transition to the playground.



**Park No: 33**

**Park Name: Meadow Rue Park**

Path of Travel: Compliant

Access to Playground: No

Comment: Excessive drop off at ramp and walkway around the playground (>4"). Provide additional bark or materials around ramp and playground to provide a smooth transition to the playground.



**Park No: 34**

**Park Name: Mustang Clover Park**

Path of Travel: Compliant

Access to Playground: Partial

Comment: A ramp is not installed to access the swings. Excessive drop off at walkway around the playground (>4"). Provide additional bark or materials inside playground to provide a drop less than 4 inches.



**Park No: 38**

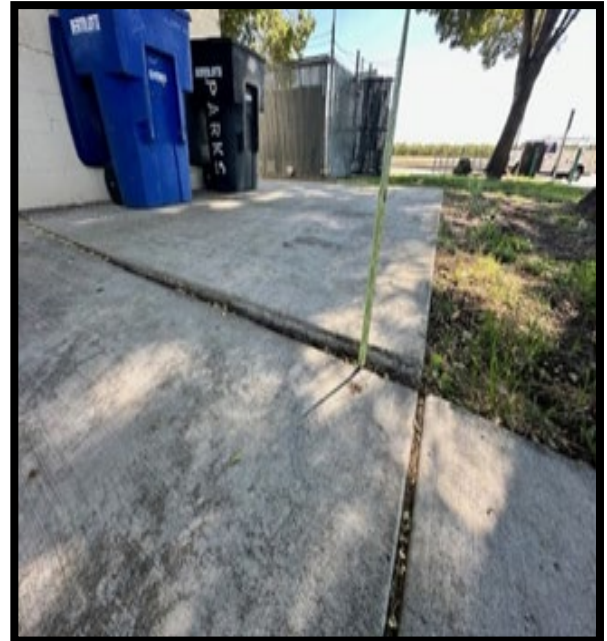
**Park Name: Sports Complex**

Path of Travel: Compliant

Access to Playground: Compliant

Non-compliant findings:

1. Concrete uplift at concession stand. It is also highly recommended that a thorough review of all POT concrete tripping hazards.



2. Ramps installed inside of loading stall at accessible parking stalls. The curb ramps for accessible parking stalls cannot be in the loading aisle for the stalls; the aisle must be clear of any obstructions or changes in level. Curb ramps should be installed or a complete redesign of the accessible stalls for the parking lot.



3. Both men's and women's restroom sinks exceed the maximum 34 inches in height from ground.



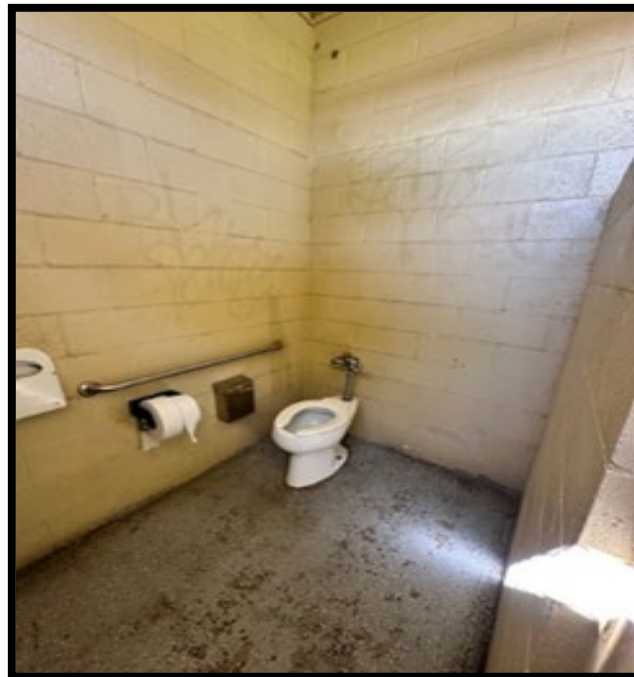
4. 18 inches minimum required from side wall at accessible sink.



5. Accessories exceed 40 inch maximum height from ground.



6. Missing rear grab bar at Men's accessible stall.





**Park No: 39**

**Park Name: Sunflower Park**

Path of Travel: Not Accessible

Access to amenities: Not Accessible

**Non-compliant findings:**

1. Non-compliant ramp that leads to basketball courts.



2. Current bench does not have an accessible path. Provide additional benches with an accessible route or install an accessible pathway to existing bench.



**Park No: 43**

**Park Name: South Park**

Path of Travel: Compliant

Non-compliant findings:

1. Non-compliant signage at restroom door.
2. The paper towel dispenser mounted on door is a non-compliant projection, it must be removed and/or mounted in the restroom at a compliant height and location.



**Park No: 48**

**Park Name: Garza Park**

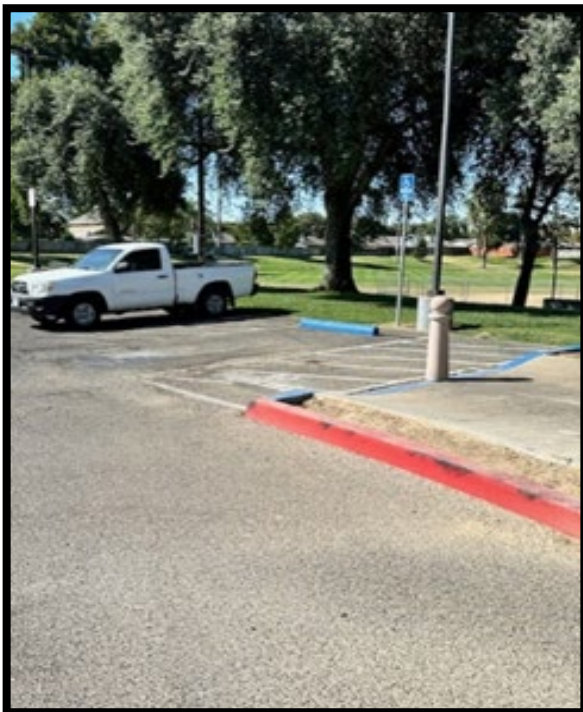
Path of Travel: Partially non-compliant

Access to Playground: Compliant

Non-compliant findings:

1. The accessible parking stall near the restrooms does not allow for a path of travel (POT) to the playground equipment. The POT requires someone to travel in the parking lot behind parked cars, which is a violation.

It is my recommendation to provide an additional accessible parking stall at the playground equipment location. From that point, someone can use the existing walk path to the playground. That would eliminate the need to provide a POT from the existing accessible stall in the grass area in front of the parked vehicles.



Existing accessible stall near the restrooms. Existing walkway to the playground.

## Conclusion

This is the conclusion of my report; it is highly recommended that a Certified Access Specialist be involved with the planning, plan review and inspection of the future remodel to assure compliance with the current code requirements.

If you have any additional questions or concerns, please contact me,

A handwritten signature in blue ink, appearing to read 'M D Brinkman', written in a cursive style.

Michael D. Brinkman  
DSA Certified Access Specialist - CASp # 071  
CSG Consultants, Inc. (209) 862.9511



CSG Consultants, Inc.  
930 Fresno Street | Newman, CA 95360  
Phone (209) 862-9511 • Fax (209) 862-1079 • www.csgengr.com

# Accessibility Evaluation Report

## City of Patterson, CA

Tiffany Rodriguez, City Engineer

**Report No.:** 111725

## Evaluation Address

Fire Stations #1 & #2

### Inspection Date

November 17, 2025



Fire Station # 1  
344 W. Las Palmas Ave.



Fire Station # 2  
1950 Keystone Pacific Pkwy.

**Date:** November 17, 2025

**Report #:** 111725

**Client:** City of Patterson; 1 Plaza Circle Patterson, CA 95363

**Contact Person:** Tiffany Rodriguez, City Engineer

**Facility Address:** City of Patterson, CA, Fire Stations #1 & #2

---

**Summary:**

Tiffany Rodriguez, City Engineer with the City of Patterson asked me to perform accessibility inspections of both of the City's fire stations to evaluate and help identify any barriers that might exist which would be in violation of the California Building Code (CBC) Chapter 11B and the 2010 with the Americans with Disability Act (ADA) Standards.

This report covers the accessibility requirements to the existing fire stations #1 and #2 including the accessible routes/path of travel (POT) to access the public areas including the front main public entrances, any public restrooms, public conference or training rooms, etc. At the request of the City of Patterson, the City has retained my services as the Certified Access Specialist (CASp) of record for this project, my DSA Certified Access Specialist number is 0071. The following inspection, comments, and determinations are my opinions as the CASp, and any errors and/or omissions are unintentional.

On November 17, 2025, an onsite accessibility evaluation/inspection was performed at both fire stations listed above. Fire Station #1 is located in an existing building built pre-1990 with limited improvements over the years. Fire Station #2 was built approximately in the early 2000's which would include the accessible provisions required at that time.

The following observations are based on the requirements of the California Building Code (CBC) based on the year built and 2010 Standards of the Americans with Disability Act (ADA). Corrective measures undertaken must comply with all applicable state and federal requirements. Where conflicts between the CBC and the ADA occur, the provision that provides the greatest access to the disabled is to be applied when applicable.

If you have any questions about any of the items needing corrective action, or would like clarification of any items noted, please feel free to contact me.



Michael D. Brinkman

DSA Certified Access Specialist - CASp # 0071

CSG Consultants, Inc. (209) 862.9511

## **Requirements for State and Local Governments**

State and local governments must ensure that services, programs and activities, when viewed in their entirety, are accessible to people with disabilities. This is part of public entities' program accessibility obligations. Alterations to older buildings may be needed to ensure program accessibility. Generally, this is a greater obligation than "readily achievable barrier removal" the standard that applies to public accommodations. State and local governments are not required to take any action that would result in undue financial and administrative burdens. State and local governments' ADA obligations for program accessibility are in the Department of Justice's ADA Title II regulations 28 CFR Part 35.150.

### **Priorities for Accessibility**

The checklist follows the four priorities that are listed in the Department of Justice ADA Title III regulations. These priorities are equally applicable to state and local government facilities.

**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, signs, and any additional parking areas.

# Evaluation Results

## **Fire Station # 1**

**344 W. Las Palmas Ave.**

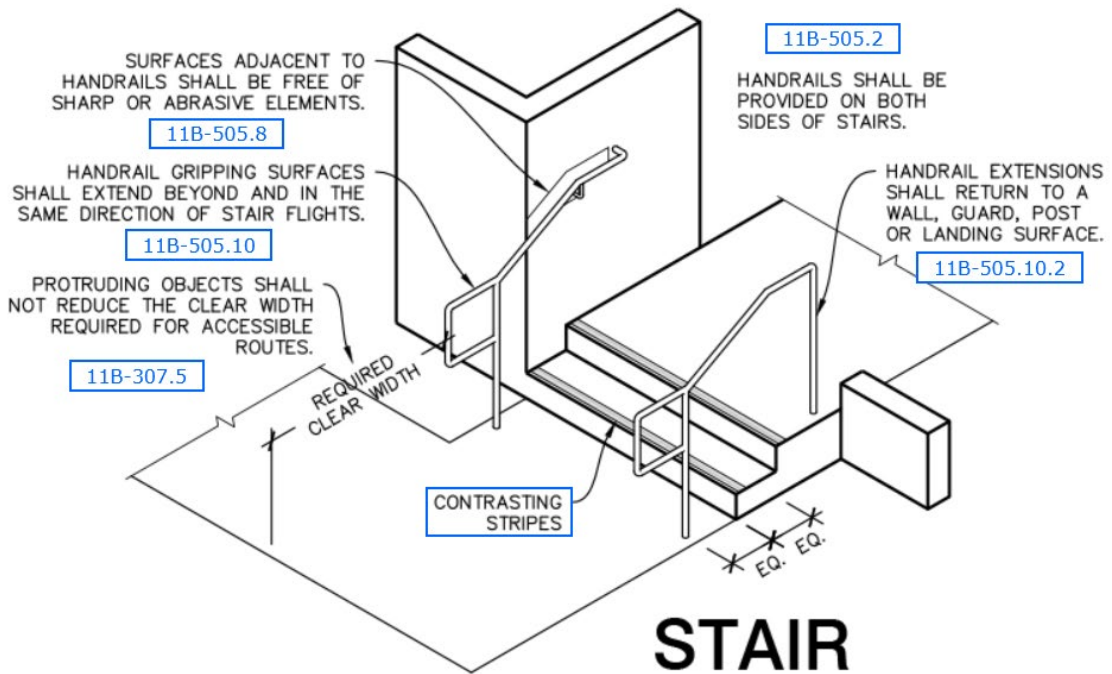


### Finding # 1

The steps at the front entrance require handrails on both sides of the stairs.

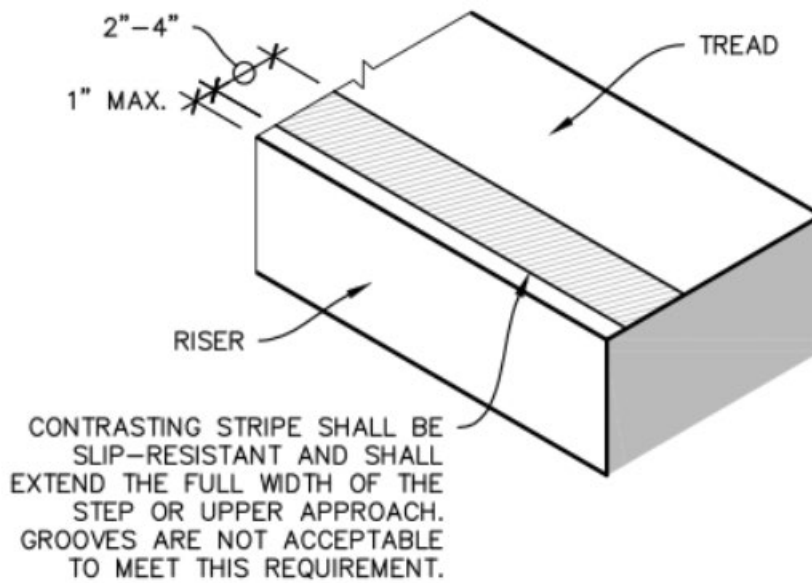






**Finding #2:**

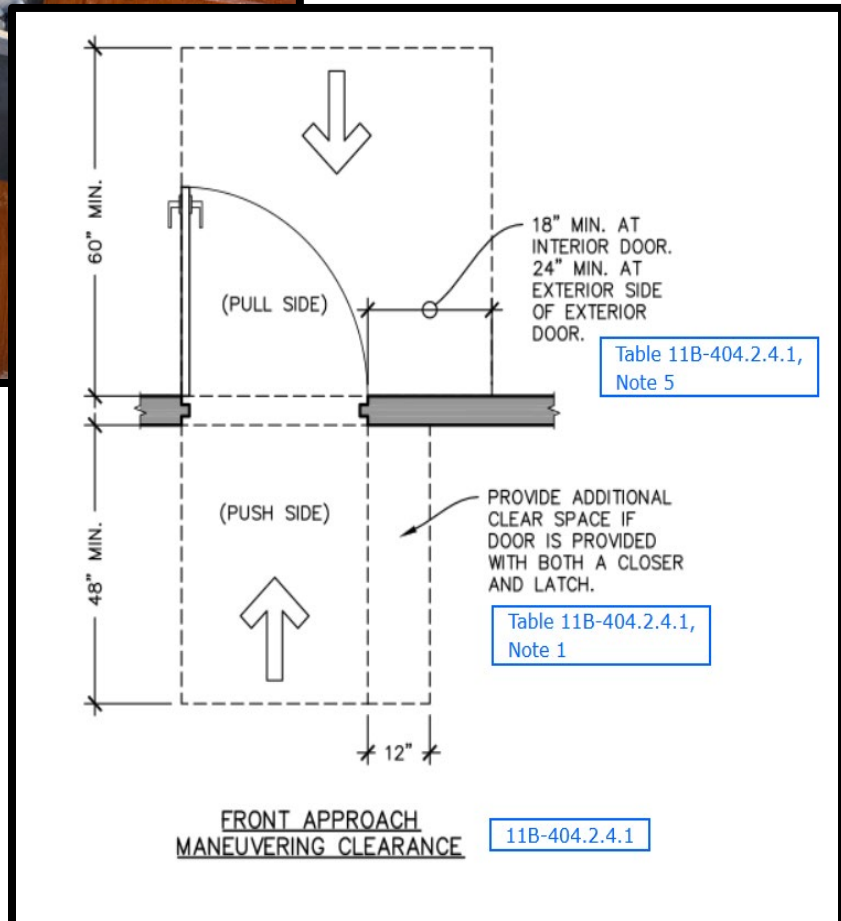
The same steps at the front entrance require contrasting stripes on each step.



**STAIR STRIPES** 11B-504.4.1

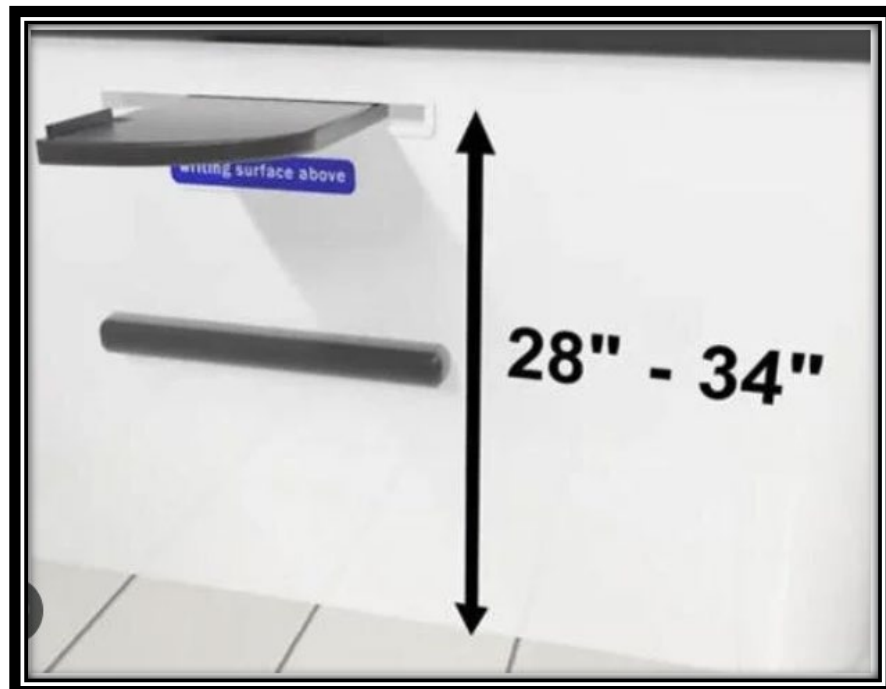
### Finding # 3

The front entrance door requires a minimum of 18 inches of clearance on the interior pull side of the door.



## Finding # 4

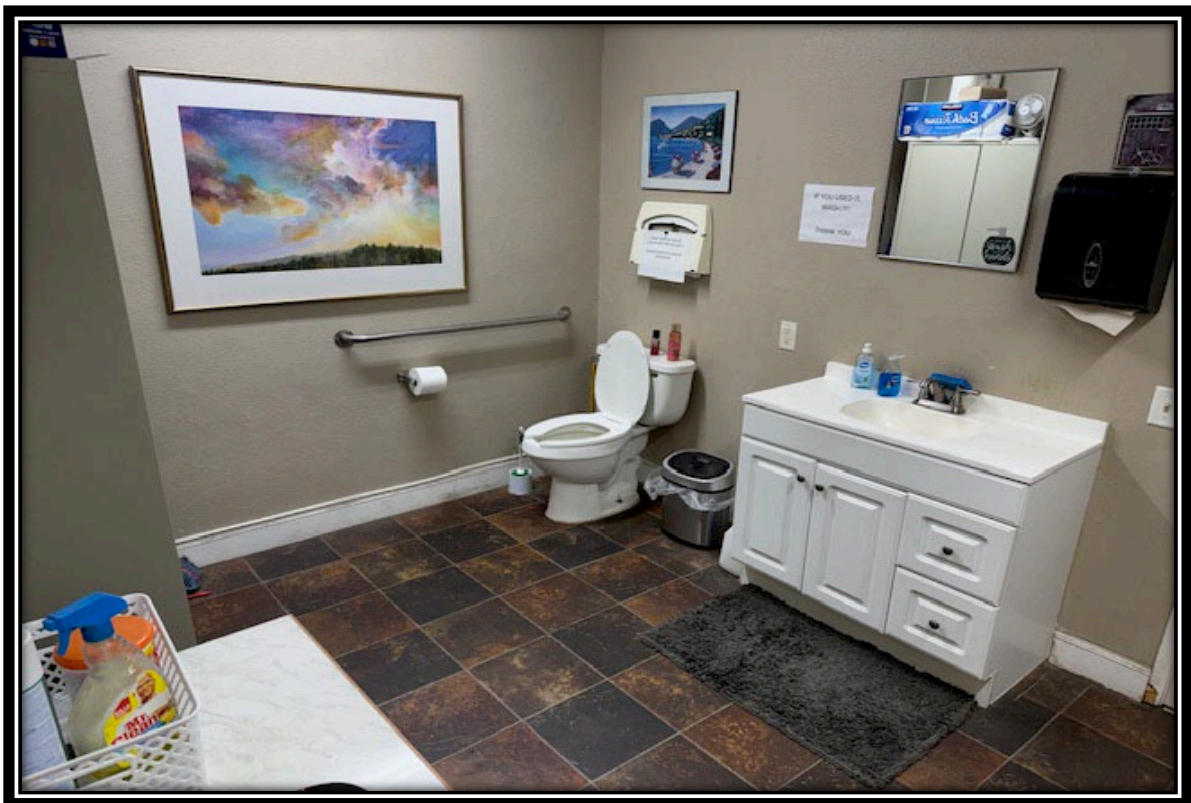
The front service counter does not have a section at a height of 34 inches, since this can be considered an existing counter build prior to 1990, a fold-down “check writing” shelf can be provided.



## Finding # 5

If the restroom is used for public use, it must be made accessible. However, if there is no public restroom available, it should not be offered for use. The closest public restroom can be provided at City Hall.

Current configuration does not comply with all accessible requirements. However, there are plenty of clearances in this restroom to make it compliant if desired. The lavatory would need to be replaced with a wall hung type, grab bars must be provided at the required heights and locations, accessory items (dispensers, mirror) must be lowered to a minimum 40 inches off the floor, etc.



**Fire Station #2**  
**1950 Keystone Pacific Pkwy.**



There were no violations or barriers observed during my evaluation/inspection.

## Conclusion

This is the conclusion of my report; it is highly recommended that a Certified Access Specialist be involved in the planning, review and inspection of the future remodel to assure compliance with the current code requirements.

If you have any additional questions or concerns, please contact me.



Michael D. Brinkman  
DSA Certified Access Specialist - CASp # 071  
CSG Consultants, Inc. (209) 862.9511

## **Action Steps:**

Public agencies that receive federal funds are obligated to comply with specific requirements such as the Rehabilitation Act and Title II of the Americans with Disabilities Act (ADA). Section 504 of the Rehabilitation Act and Title II of the Americans with Disabilities Act mandates that any entity that receives federal financial assistance must ensure that persons with disabilities are not discriminated against in any and all aspects of employment or denied access to the goods or services provided by these federal funds.

To address some of the identified gaps in communication, policies and limited awareness of the American with Disabilities Act (ADA). The City of Patterson has taken the following actions and has implemented the below to improve accessibility and ensure adherence to the American with Disabilities Act Requirements:

### **TRAINING:**

Three live ADA Training Webinar Sessions were held to train the City of Patterson's staff, including Patterson's Fire Department. The training sessions were held on the following days:

March 25, 2025

April 2, 2025

April 4, 2025

One recorded session was made available for those who could not attend any of the training listed above.

### **PROCEDURES:**

Additionally, ADA Compliant Procedures and Policies were distributed to Department Directors and published on the City of Patterson's website.

REAL-Time captioning (CART substitute) & Language Interpretation Services are available upon request.

## Interpretation Services

- On-Site Interpreting: Language Network provides qualified interpreters for in-person communication, facilitating real-time understanding during meetings and events.
- Over-the-Phone and Video Remote Interpreting: These services offer flexibility for remote communication, ensuring accessibility for individuals who cannot attend in person.
- American Sign Language (ASL) Interpreting: For individuals who are deaf or hard of hearing, ASL interpreters are available to ensure effective communication

## Translation Services

- Document Translation: Critical documents can be translated into multiple languages, ensuring that individuals with LEP have access to important information.
- Website Localization: Websites can be adapted to meet the language needs of diverse audiences, enhancing accessibility and user experience.
- Auxiliary Aids are made available upon request.

## Public Outreach:

The public involvement process included gathering community input through surveys regarding programs and facilities. A public notice, inviting survey participation, was posted on the City's website at <http://www.pattersonca.gov> from October 1, 2024, to October 30, 2024, and February 1, 2025, to February 28, 2025.

The Draft ADA Self-Evaluation and Transition Plan (Plan) was made available for public comment on the City's website at <http://www.pattersonca.gov> from [Start Date] to [End Date].



Notifications encouraging the public to provide feedback on the Self-Evaluation and Transition Plan were posted to the City's website and at the following locations:

City Hall, Building, Finance, and Public Works Department  
1 Plaza, Patterson, CA 95363

City of Patterson, Recreation and Community Services Department  
1033 W Las Palmas Ave, Patterson, CA 95363

City of Patterson, Corporation Yard  
16215 Baldwin Rd., Patterson, CA 95363

City of Patterson, Water Quality Control Facility Administration Building 14901  
Poplar Ave, Patterson, CA 95363

**The Final Plan will be presented to the City Council for adoption on [Date]**

### **In Summary**

Title II of the American with Disabilities Act (ADA) prohibits discrimination against qualified Individuals with disabilities from the participation in, or benefit from public services, programs, and activities. The City of Patterson is committed to ensuring compliance with the Title II of the American with Disabilities Act and does not discriminate on the basis of disability in its hiring or employment practices. The City will make reasonable modifications to policies, programs, and services to ensure that individuals with or without disabilities are not discriminated against and have equal access to all public programs and services.

The Self-Evaluation and Transition Plan is a living document and will be reviewed and updated at least every three years or sooner as necessary to reflect changes in policies, procedures, programs, and public right-of ways.

## **Appendices**

Appendix A: Public Outreach Materials

Appendix B: Self-Evaluation Survey

Appendix C: Self-Evaluation Department Questionnaire

Appendix D: City of Patterson ADA Procedures

Appendix E: Active Transportation Plan (ADA sidewalks & ramps)

Appendix F: ADA Title II premier

Appendix G: ADA Emergency Preparedness and Response Program

# Appendix A: Public Outreach Materials

## Appendix A - Public Outreach



DATE: February 3, 2025

### **PUBLIC NOTICE: AMERICANS WITH DISABILITIES ACT (ADA) SELF-EVALUATION AND TRANSITION PLAN FOR THE CITY OF PATTERSON**

#### **Opportunity for Public Participation in City Survey**

The City of Patterson is conducting a comprehensive Self-Evaluation to enhance accessibility in compliance with the Americans with Disabilities Act (ADA). Your input is crucial as we develop our ADA Transition Plan.

We welcome your feedback and invite you to participate in our survey. Surveys are available for employees, community members, organizations, businesses, and interested individuals.

#### **Survey Details**

**Deadline for Surveys:** Friday, February 28, 2025

#### **Ways to Participate**

**Online:** <https://forms.office.com/r/EMwcDPGbN2>

**By Mail:** To request a survey, please contact the Engineering Department at (209) 895-8033. **(BY REQUEST ONLY)**

**In Person:** Visit City Hall to request a survey, Engineering Department, 1 Plaza Circle, 2nd Floor, Patterson, CA 95363.

Copies of the survey can be found on the city webpage at [www.pattersonca.gov](http://www.pattersonca.gov).

For questions, concerns, or alternative methods of materials and communication, please contact Gorete Hahn, ADA Support Representative, at (209) 895-8033 or [ghahn@pattersonca.gov](mailto:ghahn@pattersonca.gov).

Your insights will help us create a more inclusive Patterson.  
Thank you for your participation!

City of Patterson



FECHA: 3 DE FEBRERO DE 2025

## **AVISO PÚBLICO: AUTOEVALUACIÓN Y PLAN DE TRANSICIÓN DE LA LEY DE ESTADOUNIDENSES CON DISCAPACIDADES (ADA) PARA LA CIUDAD DE PATTERSON**

### **Oportunidad para participación pública en la encuesta de la ciudad**

La Ciudad de Patterson está llevando a cabo una autoevaluación integral para mejorar la accesibilidad de conformidad con la Ley de Estadounidenses con Discapacidades (ADA). Su opinión es crucial a medida que desarrollamos nuestro Plan de Transición de la ADA.

Agradecemos sus comentarios y lo invitamos a participar en nuestra encuesta. Las encuestas están disponibles para empleados, miembros de la comunidad, organizaciones, empresas y personas interesadas.

### **Detalles de la encuesta**

**Fecha límite para las encuestas:** viernes, 28 de febrero de 2025

### **Formas de participar**

**En línea:** <https://forms.office.com/r/EMwcDPGbN2>

**Por correo:** Para solicitar una encuesta, comuníquese con el Departamento de Ingeniería al (209) 895-8033. **(SOLO POR SOLICITUD)**

**En persona:** Visite el Ayuntamiento para solicitar una encuesta, Departamento de Ingeniería, 1 Plaza Circle, 2nd Floor, Patterson, CA 95363.

Se pueden encontrar copias de la encuesta en la página web de la ciudad en [www.pattersonca.gov](http://www.pattersonca.gov).

Si tiene preguntas, inquietudes o métodos alternativos de materiales y comunicación, comuníquese con Gorete Hahn, Representante de Apoyo de la ADA, al (209) 895-8033 o [ghahn@pattersonca.gov](mailto:ghahn@pattersonca.gov).

Sus ideas nos ayudarán a crear un Patterson más inclusivo.  
¡Gracias por tu participación!

Ciudad de Patterson

# Appendix B: Self-Evaluation Survey



## **ADA SELF-EVALUATION AND TRANSITION PLAN SURVEY CITY PROGRAMS AND FACILITIES**

1. What is your relationship to the City of Patterson?  
(visitor, employee, resident, community member, contractor, etc.).
  
2. Please list any programs, services, or activities where you have accessibility concerns. Describe the nature the concern(s).
  
3. Please list any specific buildings or facilities which you have accessibility concern(s). Describe the nature of the concern(s).
  
4. Please list any specific parks and restroom facilities which you have accessibility concerns. Describe the nature of the concern(s).
  
5. Please list any specific curb, sidewalk or crossing locations(s) where you have accessibility concerns. Describe the nature of the concern(s).

6. Do you have any outstanding accessibility request? If so, have the concerns been addresses? Please explain.
  
7. What do you feel is the highest priority to improve accessibility?  
Please prioritize your list on a scale of 1 – 5 with 1 being the highest priority and 5 being the lowest.
  
8. Do you have any additional comments or concerns that you would like to share?

May we contact you if we have any additional questions? Yes \_\_\_\_ No \_\_\_\_

Name: \_\_\_\_\_

Company (if applicable):  
\_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

We value your input and appreciate your time! Please submit the survey by:  
**Friday, February 28, 2025.**

Attention: Gorete Hahn  
ADA Support Representative  
Ph: (209) 895-8033  
email: ghahn@pattersonca.gov  
Address: 1 Plaza Circle, Patterson, CA 95382





## **ENCUESTA DE AUTOEVALUACIÓN Y PLAN DE TRANSICIÓN DE LA ADA PROGRAMAS E INSTALACIONES DE LA CIUDAD**

1. ¿Cuál es su relación con la Ciudad de Patterson? (visitante, empleado, residente, miembro de la comunidad, contratista, etcétera).
2. Enumere todos los programas, servicios o actividades a los que tenga acceso preocupaciones. Describa la naturaleza de la(s) preocupación(es).
3. Enumere los edificios o instalaciones específicos a los que tenga acceso preocupación(es). Describa la naturaleza de la(s) preocupación(es).
4. Enumere los parques y baños específicos que tenga problemas de accesibilidad. Describa la naturaleza de la(s) preocupación(es).
5. Enumere cualquier lugar específico de acera, acera o cruce donde tienen problemas de accesibilidad. Describa la naturaleza de la(s) preocupación(es).

6. ¿Tiene alguna solicitud de accesibilidad pendiente? Si es así, tenga las Preocupaciones. ¿Direcciones de estado? Por favor, explique.
7. ¿Cuál cree que es la mayor prioridad para mejorar la accesibilidad? Priorice su lista en una escala del 1 al 5, siendo 1 la prioridad más alta y 5 siendo el más bajo.
8. ¿Tiene algún comentario o inquietud adicional que le gustaría hacer? ¿Compartir?

¿Podemos ponernos en contacto con usted si tenemos alguna pregunta adicional? Sí \_\_\_\_\_ No \_\_\_\_\_

Nombre: \_\_\_\_\_  
Empresa (si corresponde): \_\_\_\_\_

Teléfono: \_\_\_\_\_  
Correo electrónico: \_\_\_\_\_

Valoramos su opinión y apreciamos su tiempo. Por favor, envíe la encuesta antes de **viernes 28 de febrero de 2025**.

Atención: Gorete Hahn  
Representante de soporte de ADA  
Tel: (209) 895-8033  
Correo electrónico: [ghahn@pattersonca.gov](mailto:ghahn@pattersonca.gov)  
Dirección: 1 Plaza Circle, Patterson, CA 95382

# Appendix C: Self-Evaluation Department Questionnaires

# TITLE II ADA REQUIREMENTS

## Appendix C - Questionnaire

### ADMINISTRATIVE REQUIREMENTS

PUBLIC ENTITY: City of Patterson  
 DEPARTMENT: \_\_\_\_\_  
 CONTACT PERSON: \_\_\_\_\_

DATE: \_\_\_\_\_  
 PHONE: \_\_\_\_\_  
 EMAIL: \_\_\_\_\_

Title II requires that public entities undertake five administrative steps to promote implementation of the ADA.

QUESTIONS	YES/NO	COMMENTS	NEXT STEPS
1. Has the self-evaluation been conducted? (Required no matter number of employees)	YES		
2. Is public notice that the public entity does of disability provided in print and audio formats? (Required no matter the number of employees.)  <i>Methods may include the website, social media such as Twitter and Facebook, print notices at facilities and in local newspapers, program announcements, public service announcements on local radio and television stations.</i>	YES	Supported Assistive Technology on we	
3. Has a grievance procedure been adopted to resolve disability-related complaints? (Required if 50 or more employees.)	YES	Located on the City's Website	
4. Has at least one employee been appointed to coordinate the public entity's ADA obligations - ADA Coordinator? (Required if 50 or more employees.)	YES	Fernando Ulloa	
5. Has a transition plan been developed to address barriers in facilities that affect equal participation of people with disabilities in the public entity's programs, activities and services? (Required if 50 or more employees.)	NO	In Progress	

## TITLE II ADA REQUIREMENTS

## Appendix C - Questionnaire

### EFFECTIVE COMMUNICATION

PUBLIC ENTITY: City of Patterson  
 DEPARTMENT: \_\_\_\_\_  
 CONTACT PERSON: \_\_\_\_\_

DATE: \_\_\_\_\_  
 PHONE: \_\_\_\_\_  
 EMAIL: \_\_\_\_\_

Title II requires that public entities undertake five administrative steps to promote implementation of the ADA.

Many people who are blind or have low vision, who are deaf or hard of hearing or who have other communication disabilities are prevented from participating in programs, activities and services because of communication issues. To address this Title II requires that communication with people with disabilities be “effective” as communication with others. Often good communication practices will suffice, such as not turning away when speaking with a person who is deaf or hard of hearing or taking the time to listen to a person who has a speech impairment. Other times a public entity needs to provide “auxiliary aids and services” so that communication is effective.

QUESTIONS	YES/NO	COMMENTS
<p>Auxiliary Aids and Services</p> <p><i>Use the Comments column to indicate how aides and services are provided. For example: Arranged through State Commission for the Deaf, rented from XYZ Company, available from the County Disability Office.</i></p> <p><b>1.</b> Does the public entity know how to provide the following for people who are deaf or hard of hearing:</p> <p><b>a.</b> Sign language, oral, and cued speech interpreters</p>	NO	Information on City Website
<b>b.</b> Video remote interpreting (VRI) services	NO	Not available onsite but available on City website
<b>c.</b> Computer-assisted real-time transcription (CART) services	NO	Not available onsite but available on City website
<b>d.</b> Assistive listening devices	NO	Not available onsite but available on City website
<b>e.</b> Open and closed captioning of videos	YES	Available upon request

f. Real time captioning of television programs	YES	Available upon request
g. Other:		
2. Does the public entity know how to provide documents in the following formats for people who are blind or visually impaired and others with print disabilities:		
a. Braille	NO	Not available onsite but available on City website
b. Large print	YES	Available upon request
c. Audio recordings	NO	Not available onsite but available on City website
d. Accessible electronic formats that that can be accessed by screen	NO	Not available onsite but available on City website
e. Screen reader software installed on a computer that is used by the public, for example in a library	NO	Not available onsite but available on City website
f. Magnification software installed on a computer that is used by the	NO	Not available onsite but available on City website
g. Optical readers	NO	Not available onsite but available on City website
h. Other		
<b>POLICES AND PROCEDURES</b>	<b>YES/NO</b>	
3. Does the public entity have a policy or procedure to handle requests	YES	Available on City Website
4. Are employees and officials aware of the public entity's obligation to	YES	
5. Are employees and officials aware of the public entity's obligation to provide auxiliary aids and services?	YES	
6. Does the public entity give primary consideration to the person with a disability when determining what type of auxiliary aid or service to provide?	YES	Referenced on City Website
7. Are employees and officials aware that it is inappropriate to request that family members and friends of people who are deaf serve as sign language interpreters, except in emergencies or if the individual wants the family member or friend to interpret and it's appropriate to do so?	YES	

<p><b>8.</b> Are employees and officials aware that a companion of a program participant has a right to auxiliary aids and services if the companion has a communication disability and is an appropriate person with whom the public entity should or would communicate?</p> <p><i>Example: A deaf family member of a hospital patient might need a sign language interpreter to communicate with the doctor.</i></p>	YES	
<p><b>9.</b> Are captions and audio description provided on videos and television programs the public entity produces and videos on its website?</p>	NA	
<p><b>10.</b> Does the public entity have a policy or procedure for determining if an auxiliary aid or service would be an undue financial and administrative burden?</p> <p><i>The decision of undue hardship must be made by the head of the public entity or his or her designee. There must be a written statement explaining the reasons for reaching that decision.</i></p>	NA	Decision made by ADA Coordinator
<b>TELECOMMUNICATIONS</b>		
<p><b>11.</b> Do employees and officials know how to respond to telephone calls made through Video Relay Services and Telecommunication Relay Services so that the calls are responded to in the same manner as other telephone calls?</p>	NO	
<p><b>12.</b> Where telephones are available to the public for making outgoing calls, such as in hospital waiting rooms, are TTYs available for people with hearing and speech disabilities? <i>A TTY is an electronic device for text communication over a telephone line that is designed for use by people with hearing or speech disabilities</i></p>	NO	
<p><b>13.</b> Do telephone emergency services, including 911, provide direct access to people who use TTYs and computer modems?</p>	NA	

## Appendix C - Questionnaire

### WEBSITE ACCESSIBILITY

PUBLIC ENTITY: City of Patterson  
 DEPARTMENT: \_\_\_\_\_  
 CONTACT PERSON: \_\_\_\_\_

DATE: \_\_\_\_\_  
 PHONE: \_\_\_\_\_  
 EMAIL: \_\_\_\_\_

Title II requires that public entities undertake five administrative steps to promote implementation of the ADA.

Many people with disabilities use assistive technology such as screen readers, text enlargement software, and programs that enable people to control the computer with their voice, eyes or nose. Access problems occur when website designers assume that everyone sees and accesses a webpage in the same way. Accessible website design recognizes these differences and does not require people to see, hear, or use a standard mouse in order to access the information and services provided.

QUESTIONS	YES/NO	COMMENTS	NEXT STEPS	
1. Is there a policy that the public entity’s webpages will be accessible, that is, in compliance with the W3C Web Content Accessibility Guidelines (WCAG) 2.0 or Section 508 Standards?	YES			
2. Are the staff and contractors who are responsible for webpage and content development aware of the policy?	YES			
3. Are the staff and contractors who are responsible for webpage and content development knowledgeable about these standards?	YES			
4. Has the website been tested for compliance with either of these standards?	NA			
5. If yes, have people with disabilities who use screen reading software and other assistive technology participated in the evaluation?				
6. Is there a plan for making the existing web content accessible?	YES	Currently in progress		
7. Is there a plan for making future web content accessible?	YES	Currently in progress		
<b>Other</b>				



# TITLE II ADA REQUIREMENTS

## Appendix C - Questionnaire

### GENERAL NONDISCRIMINATION

PUBLIC ENTITY: City of Patterson  
 DEPARTMENT: \_\_\_\_\_  
 CONTACT PERSON: \_\_\_\_\_

DATE: \_\_\_\_\_  
 PHONE: \_\_\_\_\_  
 EMAIL: \_\_\_\_\_

Title II requires that public entities undertake five administrative steps to promote implementation of the ADA.

Title II of the ADA requires that people with disabilities are assured an equal opportunity to participate in the services, programs and activities offered by public entities. This part of the Title II regulations covers a wide range of issues as you will see from the questions below.

QUESTIONS	YES/NO	COMMENTS	NEXT STEPS
<p><b>1.</b> Do policies, practices and procedures provide an equal opportunity for people with disabilities to participate in services, programs and activities; that is, do policies not discriminate against people on the basis of disability?</p> <p><i>Examples: A school district requires that students with autism have a parent accompany them on school trips. This is a discriminatory practice.</i></p> <p>A city has a policy that applicants for a hunting license have a valid, state-issued driver's license. This is a discriminatory policy.</p>	YES		
<p><b>2.</b> Are there circumstances in which the participation of a person with a disability would be excluded or restricted?</p>	NO		
<p><b>3.</b> If yes, are the exclusions or restrictions necessary to the operation of the program or to the safety of other participants? Please explain:</p>			

<p>4. Are there separate services, programs or activities for people with disabilities or a class of people with disabilities?</p> <p><i>Examples: A municipal recreation department has a wheelchair basketball program. A county museum has a tour for people who are blind with an opportunity to touch sculptures. These are not discriminatory.</i></p> <p>If yes, please describe:</p>	NO		
<b>CONTRACTING WITH EXTERNAL ORGANIZATIONS</b>	<b>YES/NO</b>		
<p>5. Do all employees who contract with outside agencies, organizations or businesses know that the public entity's ADA obligations apply whether the public entity provides the service, program or activity directly or contracts for it?</p> <p><i>Example: If a state department of emergency services funds a private organization to provide emergency shelters, the department maintains its ADA obligations to make sure people with disabilities receive the same services as people without disabilities.</i></p>	YES		
<p>6. Does the public entity notify each contractor of its responsibilities for providing contracted services in a nondiscriminatory manner?</p> <p>If yes, please describe:</p>	YES	Partners must abide by same	
<p>7. Does the public entity require assurances from contractors of their fulfillment of Title II requirements?</p>	NA		
<p>8. Are there procedures to ensure that contractors provide the services, programs and activities in a nondiscriminatory manner consistent with the Title II requirements? If yes, please describe:</p>	YES	Contractors must abide by sa	

<p>9. Are employees and officials aware that the public entity is obligated to make a reasonable modification in policies, practices, or procedures if the modification is necessary for a person with a disability to participate?</p> <p><i>Example: No food or beverages are allowed to be consumed at a regional transit authority's subway stations or in subway cars. In order to control blood sugar levels, a person with diabetes might need to drink juice. This would probably be a reasonable modification of a policy.</i></p>	YES		
<p><b>SERVICE ANIMALS</b> (Under Titles II and III only dogs can be service animals. Miniature horses can be service animals in some circumstances.)</p>	YES/NO		
<p>10. Are employees and officials aware that:</p> <p>a. The public entity must allow service animals to accompany people with disabilities in all areas where people without service animals are allowed to go?</p>	YES		
<p>b. Only two questions may be asked: (1) Is the dog a service animal required because of a disability? and (2) What work or task has the dog been trained to perform?</p>	NA		
<p>c. The public entity may not ask about a person's disability, require medical documentation, require a special identification card or training documentation for the dog, or ask that the dog demonstrate its ability to perform the work or task?</p>	YES		
<p>d. A person with a disability cannot be asked to remove his service animal from the premises unless: (1) the dog is out of control and the handler does not take effective action to control it or (2) the dog is not housebroken and, in these circumstances employees must offer the person with the disability the opportunity to obtain goods or services without the animal's presence?</p>	YES		

## TITLE II ADA REQUIREMENTS

## Appendix C - Questionnaire

### PROGRAMS ACCESSIBILITY

PUBLIC ENTITY: City of Patterson  
 DEPARTMENT: \_\_\_\_\_  
 CONTACT PERSON: \_\_\_\_\_

DATE: \_\_\_\_\_  
 PHONE: \_\_\_\_\_  
 EMAIL: \_\_\_\_\_

Title II requires that public entities undertake five administrative steps to promote implementation of the ADA.

Public entities must ensure that people with disabilities are not excluded from programs, activities, and services because of inaccessible facilities. Each facility is not necessarily required to be accessible. A public entity's services, programs, or activities, when "viewed in their entirety," must be accessible. This standard is known as "program accessibility" and is a key requirement under Title II. Structural changes are not required where there are other feasible solutions such as moving a class to an accessible location when a student with a disability needs to be in an accessible location or having a librarian retrieve books from an upper story. However, structural changes lead to increased integration and should be considered where feasible.

PROGRAMS, ACTIVITIES and SERVICES	YES/NO	NONSTRUCTURAL SOLUTIONS	STRUCTURAL SOLUTIONS
List programs, activities and services that are in inaccessible facilities. For each indicate nonstructural and structural solutions. Structural solutions should then be included in the transition plan. Nonstructural solutions can be included in the action plan.			
Other			

# Appendix D: City of Patterson ADA Procedures

## Appendix D



# City of Patterson

1 Plaza  
P.O. Box 667  
Patterson, California 95363  
Phone (209) 895-8033  
Fax (209) 895-8039

The City of Patterson has established a grievance procedure to meet Title II's Americans with Disabilities Act of 1990 requirements. Title II of the ADA prohibits discrimination against qualified Individuals with disabilities from the participation of and/or benefit of services, programs, and activities. It may be used by anyone who believes that they have been discriminated against and wishes to file a complaint with the City of Patterson. The City's Personnel Policy governs employment-related complaints on disability discrimination.

Before filing a complaint, contact the ADA Coordinator at (209) 895-8033 to discuss your concerns. If further action is needed, a formal complaint will need to be filed.

### **Complaints should be addressed to:**

Tiffany Rodriguez  
Liaison Officer  
1 Plaza  
Patterson, CA 95363

### **ADA COMPLAINT GRIEVANCE PROCEDURE**

- Complaints should be filed as soon as possible, but no later than 30 calendar days after the alleged violation occurred.
- Complaints should be in writing and contain information about the alleged discrimination such as name, address, phone number, email address of complainant and location, date and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.
- Within 30 calendar days after the receipt of the complaint, The City's ADA Coordinator or his/her designee will contact the complainant to discuss the complaint and possible resolutions. Within 30 calendar days after contact, the City's ADA Coordinator or his 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 Patterson and offer options for substantive resolution of the complaint.
- If the response by the City's ADA Coordinator or his/her designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 30 calendar days after the receipt of the response to the ADA Liaison Officer. A written request for reconsideration should be sent to Tiffany Rodriguez, 1 Plaza, Patterson, CA 95363. Alternative means of filing for reconsideration, such as personal interviews or a tape recording of the reasons for reconsideration will be made available for persons with a disability, upon request.

- Within 30 calendar days after the receipt of the appeal, the ADA Liaison Officer will contact the complainant to discuss the complaint and possible resolutions. Within 30 calendar days after contact, the ADA Liaison Officer will respond in writing, and in a format accessible to the complainant, respond appropriately with a final resolution of the complaint.
- All documentation associated with the complaint will be kept on file with the City for a minimum of 3 years.

A handwritten signature in blue ink, appearing to read 'T. Rodriguez', written in a cursive style.

Tiffany Rodriguez  
ADA Liaison Officer  
City of Patterson



# City of Patterson

## ADA Grievance Complaint Form

Complainant Name: \_\_\_\_\_

Person Preparing Complaint (if different from Complainant): \_\_\_\_\_

Relationship to Complainant (if different from Complainant): \_\_\_\_\_

Street Address & Apt. No.: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Please provide a complete description of the specific complaint or grievance:

---

---

---

---

---

---

---

Please specify date(s), location(s), and time(s) of the related complaint or grievance:

---

---

---

Please state what you think should be done to resolve the complaint or grievance:

---

---

---

---

If you need additional space, please attach to the back of this form.

Signature : \_\_\_\_\_ Date: \_\_\_\_\_

If you need special accommodations, please contact the Engineering Department at (209) 895-8033 with your request. Please submit your complaint to: City of Patterson, Engineering Department, 1 Plaza, Patterson, CA 95363.





# Ciudad de Patterson

1 Plaza  
Apartado de correos 667  
Patterson, California 95363  
Teléfono (209) 895-8075

La Ciudad de Patterson ha establecido un procedimiento de quejas para cumplir con los requisitos de la Ley de Estadounidenses con Discapacidades del Título II de 1990. El artículo II de la ADA prohíbe la discriminación contra las personas cualificadas individuos con discapacidades de la participación y/o beneficio de servicios, programas, y actividades. Puede ser utilizado por cualquier persona que crea que ha sido discriminado y desea presentar una queja ante la Ciudad de Patterson. La Política de Personal de la Ciudad rige las quejas relacionadas con el empleo sobre discriminación por discapacidad.

Antes de presentar una queja, comuníquese con el Coordinador de la ADA al (209) 895-8033 para discutir sus inquietudes. Si se necesita una acción adicional, se deberá presentar una queja formal.

## **Las reclamaciones debendirigirse a:**

Tiffany Rodriguez  
Oficial de Enlace de la ADA  
1 Plaza  
Patterson, CA 95363

## **PROCEDIMIENTO DE QUEJAS DE ADA**

- La queja debe presentarse lo antes posible, pero a más tardar 60 días calendario después de que ocurrió la presunta violación.
- La queja debe ser por escrito y contener información sobre la supuesta discriminación, como nombre, dirección, número de teléfono, dirección de correo electrónico del denunciante y ubicación, fecha y descripción del problema. Los medios alternativos de presentación de quejas, como entrevistas personales o una grabación de la queja, se pondrán a disposición de las personas con discapacidad que lo soliciten.
- Dentro de los 30 días calendario posteriores a la recepción de la queja, el Coordinador de la ADA de la Ciudad o su designado se comunicarán con el reclamante para discutir la queja y las posibles resoluciones. Dentro de los 30 días calendario posteriores al contacto, el Coordinador de la ADA de la Ciudad o su designado responderá por escrito, y cuando corresponda, en un formato accesible para el denunciante, como letra grande, braille o cinta de audio. La respuesta explicará la posición de la ciudad de Patterson y ofrecerá opciones para la resolución sustantiva de la queja.
- Si la respuesta del Coordinador de la ADA de la Ciudad o su designado no resuelve satisfactoriamente el problema, el reclamante y/o su designado pueden apelar la decisión dentro de los 30 días calendario posteriores a la recepción de la respuesta al Oficial de Enlace de la ADA. Se debe enviar una solicitud por escrito de reconsideración a Tiffany Rodriguez, 1 Plaza, Patterson,

CA 95363. Los medios alternativos de presentación de la reconsideración, tales como entrevistas personales o una grabación de las razones de la reconsideración se pondrán a disposición de las personas con una discapacidad, previa solicitud.

- Dentro de los 30 días calendario posteriores a la recepción de la apelación, el Oficial de Enlace de la ADA se pondrá en contacto con el reclamante para discutir la queja y las posibles resoluciones. Dentro de los 30 días naturales siguientes al acuerdo, el oficial de enlace de la ADA responderá por escrito, y en un formato accesible para el demandante, responderá adecuadamente con una resolución final de la queja.
- Toda la documentación asociada con la queja se mantendrá en los archivos de la Ciudad por un mínimo de 3 años.



Tiffany Rodriguez  
ADA Liaison Officer  
City of Patterson



## Ciudad de Patterson

### Formulario de queja de la ADA

Nombre del demandante: \_\_\_\_\_

Persona que prepara la queja (si es diferente del demandante): \_\_\_\_\_

Relación con el demandante (si es diferente del demandante): \_\_\_\_\_

Dirección y N° de Apartamento: \_\_\_\_\_

Ciudad: \_\_\_\_\_ Estado \_\_\_\_\_ Código Postal: \_\_\_\_\_

Teléfono: \_\_\_\_\_ Correo electrónico: \_\_\_\_\_

Por favor, proporcione una descripción completa de la queja o reclamo específico:

---

---

---

---

---

Especifique la(s) fecha(s), lugar(es) y hora(s) de la queja o reclamo relacionado:

---

---

---

Indique lo que cree que se debe hacer para resolver la queja o reclamo:

---

---

---

---

Si necesita espacio adicional, adjúntelo en la parte posterior de este formulario.

Firma: \_\_\_\_\_

Fecha: \_\_\_\_\_

Si necesita adaptaciones especiales, comuníquese con el Departamento de Ingeniería al (209) 895-8033 con su solicitud. Envíe su queja a: Ciudad de Patterson, Departamento de Ingeniería, 1Plaza, Patterson, CA 95363.

# Appendix E: Active Transportation Plan (ADA sidewalks & Ramps)



**Patterson**  
Active Transportation Plan

**FINAL PLAN**

April 2022



# **CITY OF PATTERSON ACTIVE TRANSPORTATION PLAN**

This document was funded through a Caltrans Active Transportation Program Grant.

Prepared For:  
The City of Patterson

Prepared By:  
TJKM Transportation Consultants

## **| ACKNOWLEDGEMENTS**

*The City of Patterson would like to express our gratitude to the residents, community leaders, community-based organizations, agencies, and other stakeholders who have helped shape this Plan. We appreciate your continued support and commitment to promoting Patterson as a healthy, safe, and vibrant community.*

### **City Council**

- Dennis McCord, Mayor
- Shivaugn Alves, Council Member
- Alfred Parham, Council Member
- Dominic Farinha, Council Member
- Cynthia Homen, Council Member

### **TJKM Transportation Consultants**

- Ruta Jariwala, Principal
- Dhawal Kataria, Assistant Transportation Planner
- Oliver Castillo, Assistant Transportation Engineer

### **Citizens Advisory Committee**

- Shivaugn Alves, Council Member District A
- Joshua Clayton, Chief of Police
- Jeffrey Menge, Assistant Superintendent, PUSD
- Lennox Harris, Bike Advocate/Enthusiast

### **City Staff**

- Tiffany Rodriguez, Capital Projects Manager
- Fernando Ulloa, Director of Engineering, Building & Capital Projects
- David James, Director of Community Development
- Juliene Flanders, Director of Recreation and Community Services
- Gorete Hahn, Administrative Assistant II

# ENGINEER'S SEAL AND STATEMENT

By signing and stamping this Active Transportation Plan, I am attesting to this report's technical information and engineering data upon which local agency's recommendations, conclusions and decisions are made.

Prepared by:



April 21, 2022

---

Ruta Jariwala, PE, TE  
Professional Civil Engineer, No. C73840 Principal,  
TJKM Transportation Consultants

Date





# | CONTENTS

## **1. Executive summary**

## **2. Introduction**

Why Active Transportation Plan?	2-2
Setting	2-2
Activity Generators	2-2
Patterson at a glance	2-6

## **3. Community Needs Assessment**

Existing Conditions	3-2
Cycling Conditions	3-5
Walking Conditions	3-10
Pedestrian and Bicycle Safety	3-12
Patterson Mobility by Numbers	3-14
Community Engagement	3-15

## **4. Visioning**

Vision	4-2
Goals and Objectives	4-2
Performance Measures	4-4

## **5. Project and Program Recommendation**

Project Prioritization	5-2
Bicycle Projects and Recommendations	5-2
Pedestrian Projects and Recommendations	5-10
Supporting Infrastructure	5-14

## **6. Implementation**

Potential Funding Sources	6-2
Maintenance	6-5

## **7. References**

## **Appendix**

## List of Figures

Figure 1: Regional Location	2-4
Figure 2: Activity Generators	2-5
Figure 3: Existing Street Network	3-3
Figure 4: Existing Public Transit Routes	3-4
Figure 5: Existing Bikeway Network	3-7
Figure 6: Bicycle Level of Traffic Stress	3-9
Figure 7: Pedestrian Gaps and Barriers	3-11
Figure 8: Pedestrian and Bicycle Collision Locations (2015-2019)	3-13
Figure 9: Map Input	3-21
Figure 10: Proposed Bicycle Projects	5-3
Figure 11: Proposed Pedestrian Projects	5-11

## List of Tables

Table 1: Local Bus Routes	3-2
Table 2: Level of Traffic Stress	3-8
Table 3: Community Workshop 1 Poll Results	3-22
Table 4: Community Workshop 2 Poll Results	3-22
Table 5: Performance Measures	4-4
Table 6: Project Prioritization Phase	5-2
Table 7: Proposed Bicycle Projects by Type of Facility	5-2
Table 8: Proposed Bicycle Projects	5-4
Table 9: Proposed Pedestrian Facility Type	5-10
Table 10: Proposed Pedestrian Projects	5-12



# 1. EXECUTIVE SUMMARY

During this period of the global pandemic, economic downturn, the front edge impacts of climate change, a national social justice movement, an ongoing housing crisis, and concerns about affordability and accessibility, a cycling boom has been underway across the nation. This trend has resulted in the need for the Cities to plan for bicycling and walking. Apart from the health benefits, cycling also helps in reducing the burden of household transportation costs, allowing for more sustainable land use patterns and focusing city resources on more cost-effective infrastructure.

The Patterson Active Transportation Plan is a planning effort to enhance non-motorized forms of travel, promote walking and bicycling, understand community needs, propose improvements, and identify potential implementation mechanisms. The Plan complements other citywide and regional plans such as the General Plan, 2010 and the Transportation Infrastructure Master Plan, 2020 as well as the Stanislaus Council of Government (StanCOG) Non-Motorized Transportation Master Plan, 2021.

The Plan began with a preliminary analysis of existing conditions and field observations. It was put on hold in the wake of the pandemic and was resumed in March 2021.

The Active Transportation Plan is for everyone who lives, works, or commutes through Patterson. The City has a population of over 22,000 with 30 percent people under 18 years

of age, and 63 percent Hispanic and Latino population. To address the needs of this large and diverse group during the COVID-19 pandemic, the team was posed with a challenge to rethink the entire public engagement process. The study team devised a variety of new and creative approaches to achieve public engagement through virtual platforms, such as a custom video conferencing application and web-based surveys.

After assessing the needs and concerns of local residents through virtual outreach, a community exercise was conducted to formulate a cohesive vision statement for Patterson.

***“The City of Patterson envisions creating a safe, connected, vibrant, and well-maintained walking and bicycling network that supports people of all ages and abilities.”***

To achieve this vision and address the needs of the residents, the plan proposes 41 bicycle projects worth \$23 Million and 18 pedestrian projects worth \$26 Million. Additionally, supporting infrastructure provisions have been recommended throughout the City of Patterson.

A prioritization exercise was conducted to create a guide for phased investments, ordered by relative impact of each project. Additional funding sources have been identified as a part of this plan.

To make active transportation an integral part of daily life for residents, the City of Patterson and other agency partners should consider organizing educational and promotional events such as Open Streets and Scavenger Hunts.

The Active Transportation Plan is a living document and will be updated periodically as needed.





## 2. INTRODUCTION

The City of Patterson street network was modeled after Washington D.C., with streets radiating outward from a central hub that served as the center of commerce and local government. The gridded street layout supports bicycling and pedestrian activity.

## WHY ACTIVE TRANSPORTATION PLAN?

The Active Transportation Beyond Urban Centers report busts the myth that assumes bicycling and walking are restricted to the big cities. Many small towns and cities like Patterson were developed prior to World War II were originally designed with pedestrians and bicyclists in mind (Rails-to-Trails Conservancy, 2011). The City of Patterson has developed this Plan to revitalize pedestrian and bicycle facilities to benefit both residents and visitors.

The recommendations in this Plan aim to:

- Identify pedestrian and bicycle network deficiencies and develop implementable improvements, with extensive input from members of the community
- Enhance opportunities for walking, bicycling, and other forms of non-motorized transportation.
- Develop a multimodal transportation network that is safe and efficient for all users

- Increase access to public transportation, schools and recreational centers.
- Develop a non-motorized transportation network that focuses on equity and inclusivity to address Patterson’s unique needs.
- Identify performance measures to implement adopted goals and policies relevant to bicycling and walking
- Identify short and long-term improvements suitable for future funding and grant applications

## SETTING

Known as the “Apricot Capital of the World”, Patterson is located in the middle of Stanislaus County within the San Joaquin Valley, roughly 17 miles southwest of Modesto. The I-5 freeway traverses through the west side of the City and provides a major connection to the San Francisco Bay Area. Patterson and the surrounding regional setting are shown in Figure 1. With an area of approximately 8 square miles and a population of 22,524, the City of Patterson is among the fastest-growing cities in Stanislaus County with an annual average population growth rate of 3.4%.

Patterson celebrates its agricultural history during the annual Apricot Festival in June. Patterson provides ample recreational opportunities for its residents due to the proximity to Frank Raines Regional Park and the San Joaquin River (Stanislaus County

Environmental Resources, 2018). With average daily temperatures above 85°F for nearly half the year, walking and bicycling can be challenging in the City of Patterson. The presence of several creeks and canals throughout the city provides the opportunity for development of a walking trail network.

## ACTIVITY GENERATORS

The City of Patterson is a predominantly residential community comprised of single-family homes. Most of the commercial and industrial land uses are located along Sperry Avenue, Ward Avenue and State Route 33. Figure 2 presents Activity Generators for the City of Patterson. Activity generators are defined as destinations that generates bicycle and pedestrian activity such as schools and retail centers.

### Downtown Patterson

Recognized for its unique circle-and-spoke pattern, Downtown Patterson is a hub for community activities and social gatherings. It attracts residents from all parts of Patterson to a variety of restaurants, cafes, retail stores and services. Recent infrastructural investments and streetscape improvements have attracted more residents to the Downtown.

### Retail Stores and Major Employers

Beyond the Downtown core, additional commercial vendors and retailers can be found at the intersections of Sperry Avenue and Ward Avenue, and along SR-33 from Ward Avenue to city’s edge. Restaurants,



gas stations and hotels are located near the interchange of Sperry Avenue and I-5 serving north- and south-bound travelers. West of Baldwin Road, the majority of the land uses are light industrial, serving as distribution centers for major companies such as Amazon, CVS Pharmacy, Kohl's, Grainger, and several hardware distribution companies. The Amazon distribution center and Patterson Unified School District serve as the largest employers in Patterson.

### Schools

The Active Transportation Program gives special focus to children walking and bicycling to school. The program awards additional funding through Safe Routes to School (SRTS) grants, which promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives. Patterson has 11 schools that are attended by more than 6,000 students from preschool to high school (Patterson Joint Unified School District, 2021).

### Parks and Recreation

There are 34 public parks and open spaces located within the City of Patterson. 85 percent of Patterson's residents live within a 10-minute walk of a park. With only two percent of the City's land dedicated for parks and recreation, Patterson provides ample opportunities for the development of the parks system (The Trust for Public Land). The City of Patterson is currently developing a Parks and Recreation Master Plan that will provide a long-term vision for the City's park system and enable multi-year planning for capital investments.





Figure 1: Regional Location



Source: City of Patterson General Plan, 2014; Stanislaus County Geographic Information Systems, ESRI, OpenStreetMap contributors

Figure 2: Activity Generators



Source: City of Patterson General Plan, 2014; Stanislaus County Geographic Information Systems, ESRI, OpenStreetMap contributors



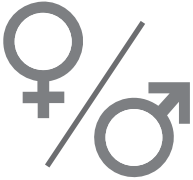
# PATTERSON AT A GLANCE



**22,524**  
Population



**2,816**  
Population per sq. mile



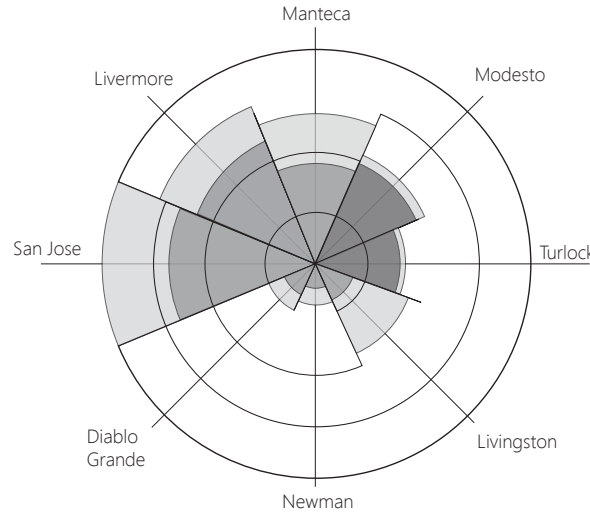
**48:52**  
Female: Male



**3.47**  
Average Household Size

Source: U.S. Census Bureau, QuickFacts 2019

## Distance and Direction for Workers working Outside



**73.6%**  
High School Graduate or Higher



**\$69,233**  
Median Household Income



**\$23,347**  
Per Capita Income



**7.8%**  
Unemployment Rate

Source: U.S. Census Bureau, QuickFacts 2019



Source: U.S. Census Bureau, Center for Economic Studies, LEHD, 2018





### **3. COMMUNITY NEEDS ASSESSMENT**

## EXISTING CONDITIONS

An existing conditions assessment was conducted for the City of Patterson that compiled and organized information on multi-modal travel volumes, collision data, City development standards and regulations, and relevant policy documents, reports and studies. The Existing Conditions Report completed in March 2021 is available in Appendix A.

### Street Network

Patterson’s street network consists of approximately 83 linear miles of streets including six miles of arterial streets, nine miles of collector streets, and 68 miles of local streets. A map of the existing street network and street classifications in Patterson is presented in Figure 3. The main thoroughfares within Patterson are Sperry Avenue, Baldwin Road, Ward Avenue, Las Palmas Avenue, and Second Street (Highway 33).

### Traffic Volumes and Capacities

The provision of excess motor vehicle lanes and/ or excess street widths tends to result in higher than desired motor vehicle speeds. A general guideline for estimating the required number of motor vehicle lanes is based on daily traffic volumes. Each motor vehicle lane on a city street can generally accommodate up to about 10,000 daily vehicles trips (based on peak-hour volumes representing 6 to 10 percent of daily volumes). Thus, a 2-lane

arterial or collector street can generally accommodate over 20,000 daily vehicles with left-turn pockets.

Existing traffic volumes on Patterson’s 4-lane arterial streets are well below capacity, which provides an excellent opportunity for reallocating portions of roadway space to better accommodate pedestrians and bicyclists:

- Sperry Avenue carries approximately 15,000 daily vehicles travel east of Baldwin Road, and approximately 20,000 daily vehicles west of Baldwin Road (both segments well below the capacity).
- Second Street (Highway 33) carries approximately 10,000 daily vehicles within Patterson, also well below the capacity.

### Transit Access

Stanislaus Regional Transit (StaRT) provides public bus transit services throughout Stanislaus County. Four different bus routes run through Patterson, with three operating Monday through Saturday and one route running on weekdays as a Commuter service between Turlock and the East Dublin/ Pleasanton BART Station. Figure 4 provides a map of the transit routes and stops in Patterson. Table 1 summarizes schedule and type of services.

Table 1: Local Bus Routes

Stanislaus Regional Transit (StaRT) Routes	Type	Hours of Operations	Days of Operation
Route 40 (Modesto, Grayson, Westley, Patterson)	Local Route	5:15 a.m. and 9:12 p.m	Monday through Friday
		7:00 a.m. and 6:52 p.m	Saturday Only
Route 45E (Patterson / Turlock)	Local Route	6:15 a.m. and 8:18 p.m	Monday through Friday
		7:15 a.m. and 6:08 p.m.	Saturday Only
Route 45W (Gustine, Newman, Crows Landing, Patterson)	Local Route	5:37 a.m. and 9:21 p.m	Monday through Friday
		6:20 a.m. and 7:56 p.m.	Saturday Only
Commuter	Commuter Route	4:55 am and 6:15 pm	Weekdays Only

Source: Stanislaus Regional Transit



Figure 3: Existing Street Network



Figure 4: Existing Public Transit Routes



Source: City of Patterson General Plan, 2014; Stanislaus County Geographic Information Systems, ESRI, OpenStreetMap contributors

## CYCLING CONDITIONS

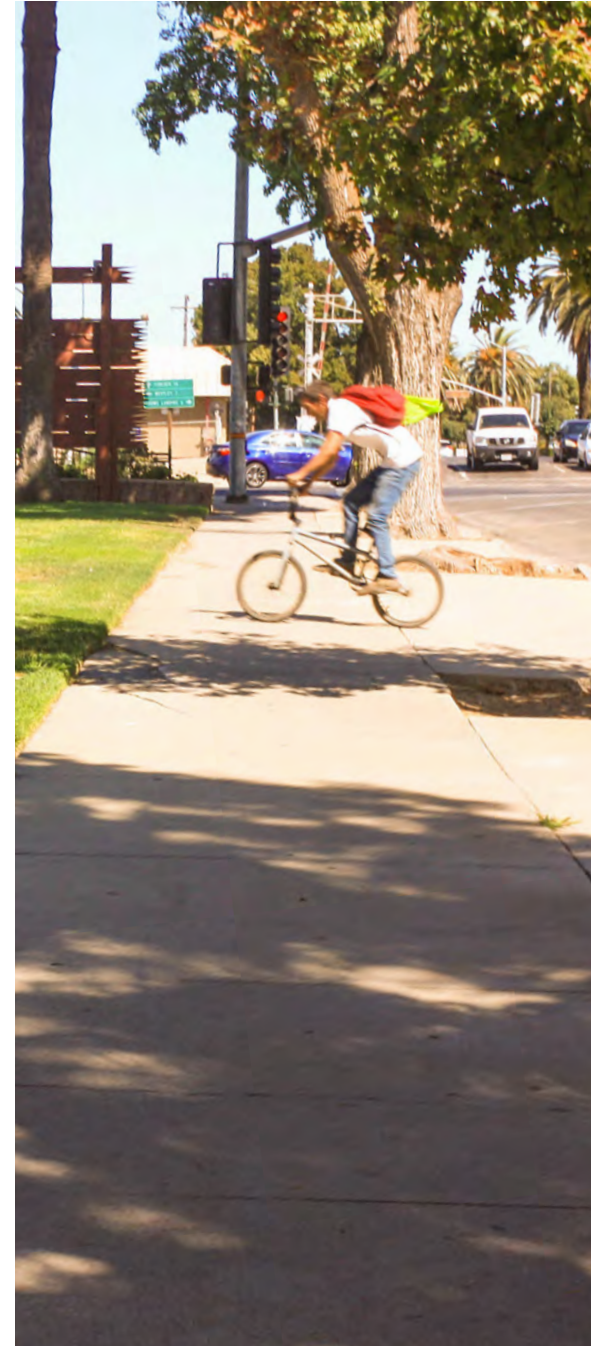
The City presently has 17 miles of bikeway network with most of it being Class III Bicycle Routes. Figure 5 provides a map of the existing bikeway network. The existing bicycle infrastructure is primarily located in residential neighborhoods, connecting residents to schools and recreational facilities.

### Summary of Barriers to Cycling

Key barriers to cycling in Patterson under existing conditions include:

- Lack of bicycle accommodations on Sperry Avenue and Second Street (Highway 33) limits access to commercial destinations and job sites located adjacent to Patterson's key east-west and north-south arterials.
- Gaps in existing bicycle lanes including segments of Ward Avenue and Las Palmas Avenue in the heart of Patterson, between Second Street and El Circulo Avenue, and between 9th Street and Ward Avenue.
- Narrow bike lane widths adjacent to on-street parking on segments of Las Palmas Avenue just west of El Circulo Avenue. Adequate bike lane widths can be provided by narrowing the width of the adjacent motor vehicle lanes.
- No provisions for bicycle access to commercial destinations and employment

locations west of Baldwin Road including the West Patterson Park sites accessed via Park Center Drive and Keystone Pacific Parkway, as well as the commercial sites bordering Rogers Road.







Class I (Multi-Use Path)



Class II (Bike Lane)



Class III (Bike Route)



Class IV (Separated Bikeway)

## Types of Bicycle Facilities

There are four classifications of bikeway facilities in California as defined by the Department of Transportation (Caltrans).

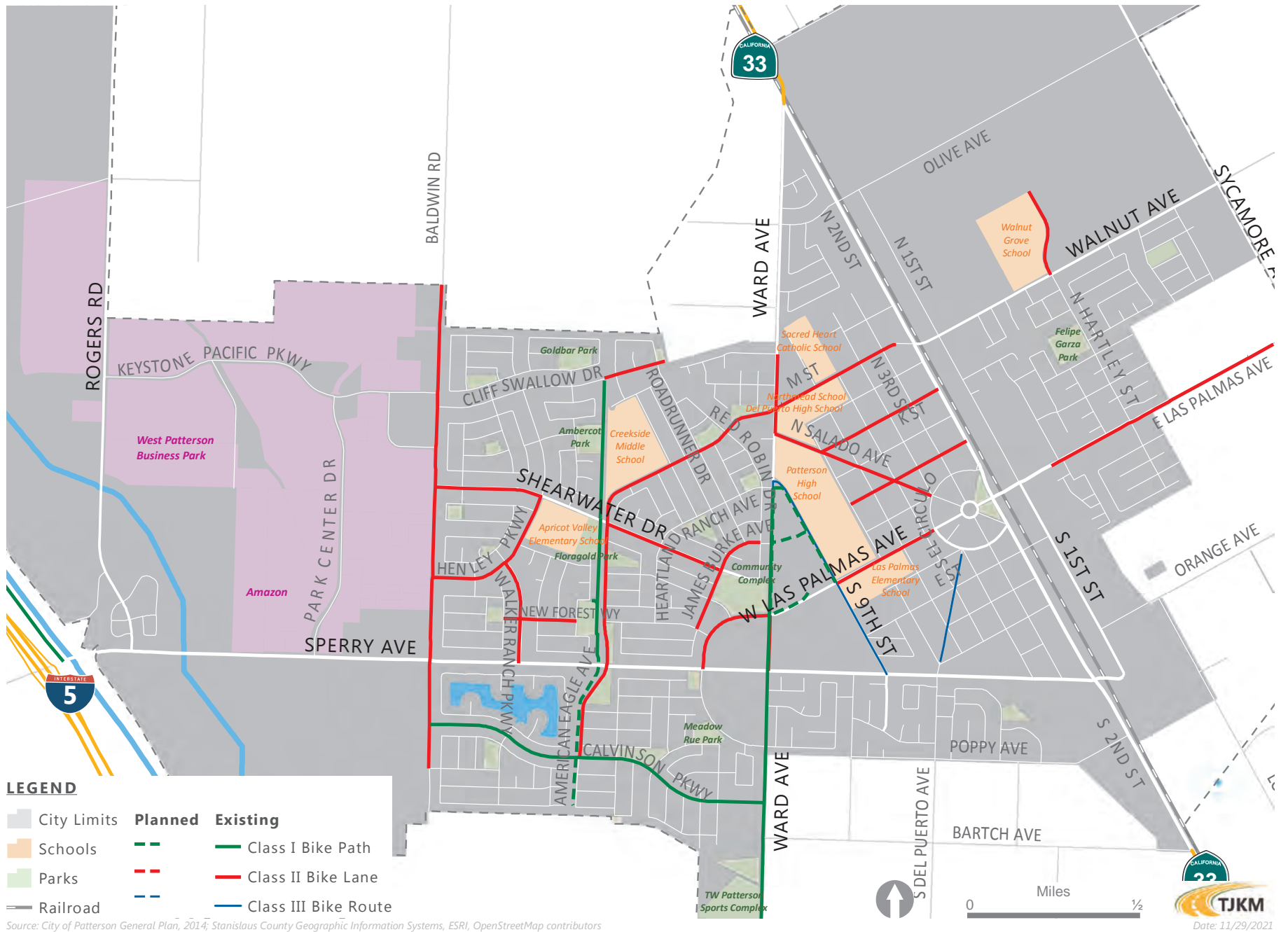
**Multi-Use Paths (Class I Bikeways)** – a path physically separated from motor vehicle traffic by an open space or barrier, used by bicyclists, pedestrians, joggers, skaters, and other non-motorized travelers. Because the availability of uninterrupted rights-of-way is limited, this type of facility may be difficult to locate and expensive to build relative to other types of bicycle and pedestrian facilities, but inexpensive compared to new roadways. Prime locations for bike paths are areas such as power-line easements, utility easements, canal banks, river levees, drainage easements, railroad or highway rights-of-way, or regional community parks.

**Bicycle Lanes (Class II Bikeways)** – a travel lane on a roadway that has been set aside by striping and pavement markings for the preferential or exclusive use of bicyclists. Bicycle lanes are intended to promote an orderly flow of bicycle and motor vehicle traffic. This type of facility is established by using the appropriate striping, legends, and signs.

**Bicycle Routes (Class III Bikeways)** – bicycle routes designated by signage where bicyclists share travel lanes with motor vehicle traffic. Bicycle routes must be of benefit to the bicyclist and offer a higher degree of service than adjacent streets. Class III bikeways are often designated on low-volume local residential streets. Additionally, many cities have installed an enhanced type of Class III Bicycle Route, referred to as a “Bicycle Boulevard.” Bicycle Boulevards are generally installed on relatively low-volume streets and often include elements to facilitate bicycle travel, such as reorienting stop signs to reduce delays to cyclists, and/or discouraging use by motorists making through trips, such as through the inclusion of traffic calming measures.

**Separated Bikeway (Class IV Bikeways)** – a Class IV Bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and adjacent vehicle traffic. The physical separation may include flexible posts, grade separation, inflexible physical barriers or on-street parking. Separated bikeways generally operate in the same direction as vehicle traffic on the same side of the roadway. However, two-way separation bikeways can also be used, usually in lower speed environments (35 miles per hour or less).

Figure 5: Existing Bikeway Network



## Bicycle Level of Traffic Stress

The bicycle level of traffic stress analysis was conducted to understand the amount of discomfort experienced by the bicyclists due to the presence of closely moving vehicles. It was observed that the major roads such as Sperry Avenue and North Second Street have the highest level of traffic stress. High volumes and prevailing speeds coupled with narrow bike lanes and the presence of on-street parking make bicycling uncomfortable along the roadway. The detailed bicycle level of traffic stress analysis and methodology is provided in Appendix 1 Existing Condition Report. Figure 6 illustrates the bicycle LTS patterns in Patterson.

Table 2: Level of Traffic Stress

Level of Traffic Stress	Miles
LTS 1	49.8
LTS 2	22.9
LTS 3	4.3
LTS 4	4.9

### Bicycle Level of Traffic Stress (LTS)

LTS is an evaluation that quantifies the amount of discomfort that people feel when bicycling near motor vehicle traffic. It assigns a numeric stress level to roadway segments, trails, and intersections based on attributes such as motor vehicle speed, volume, number of lanes, lane blockage, on-street parking, and ease of intersection crossing. The higher the Bicycle LTS, the higher the discomfort. The implication of higher LTS is the possibility of improving bicycle infrastructure to make such bicycle facilities safe and comfortable for all types of users. The four bicycle LTS ratings as generally perceived from the user perspective:

- **LTS 1 Very low traffic stress:** Most children feel comfortable bicycling.
- **LTS 2 Low traffic stress:** The mainstream adult population feels comfortable bicycling.
- **LTS 3 Moderate traffic stress:** Bicyclists who are considered “enthused and confident” but still prefer having their own dedicated space feel comfortable while bicycling.
- **LTS 4 High traffic stress:** Only “strong and fearless” bicyclists feel comfortable while bicycling. These routes have high-speed limits, multiple travel lanes, limited or non-existent bicycle lanes and signage, and large distances to cross at an intersection.



**LTS 1**

For all  
Children/Adult



**LTS 2**

Interested but  
Concerned



**LTS 3**

Enthused and  
Confident

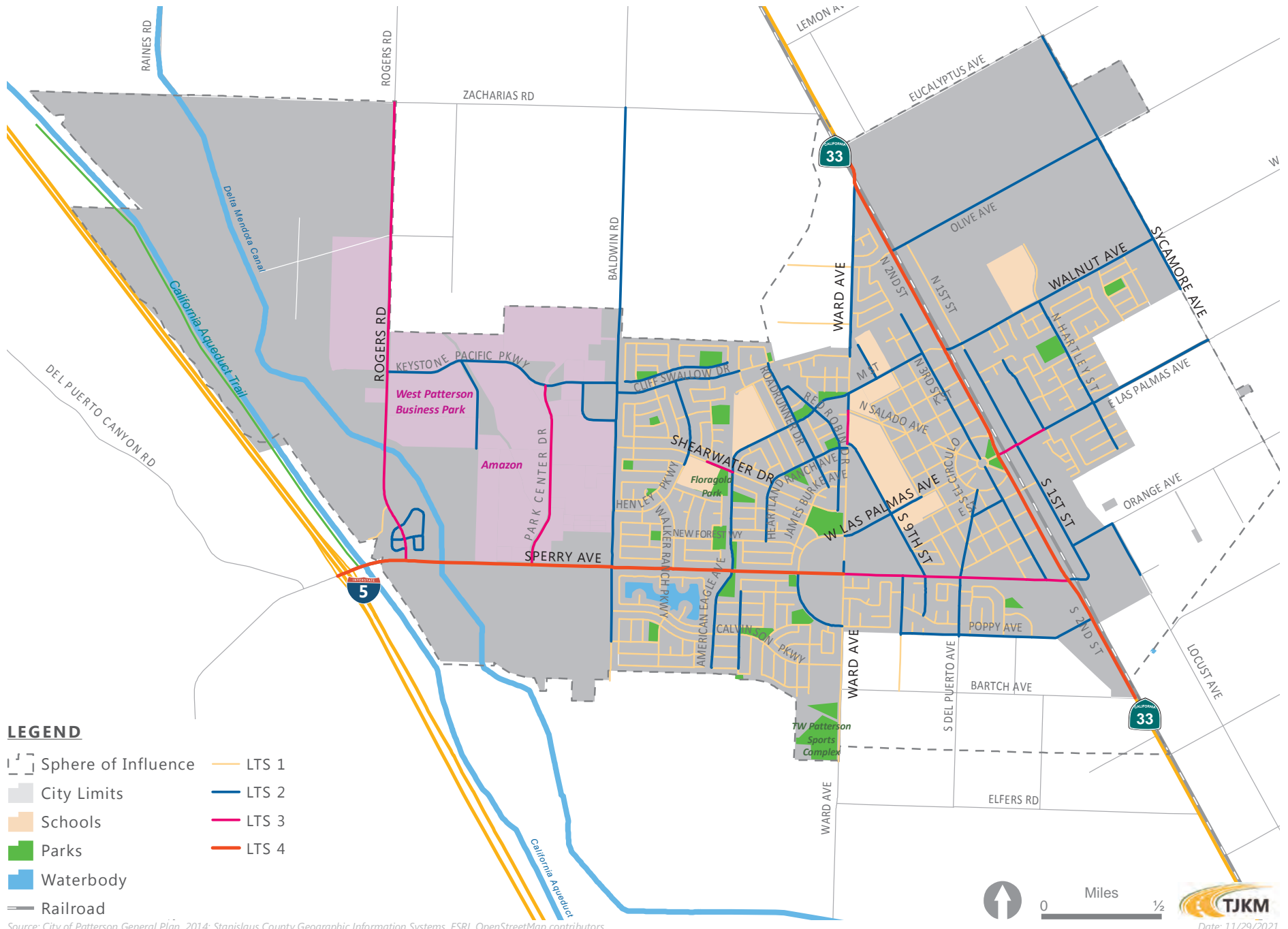


**LTS 4**

Strong and  
Fearless



Figure 6: Bicycle Level of Traffic Stress



Source: City of Patterson General Plan, 2014; Stanislaus County Geographic Information Systems, ESRI, OpenStreetMap contributors

## WALKING CONDITIONS

The majority of the roadways within Patterson have continuous sidewalks which provide access to parks, schools, and shopping centers. Street curbs are the standard barrier curb, which provides a barrier between the roadway and sidewalk. The barrier curbs prevent vehicles from mounting and possibly encroaching onto the sidewalks. During the existing conditions review, it was determined that 8.27 linear miles length of the sidewalk is missing along the roadway. Most of the sidewalk gaps are located near the downtown core of Patterson. Lack of sidewalks may force pedestrians to walk on the roadway alongside motor vehicles and create unsafe situations.

Providing ADA-compliant curb ramps at intersections increases access for residents with mobility issues and allows them to safely reach local parks, schools, and businesses. ADA-complaint curb ramps are currently provided only intermittently throughout the city, particularly in or near West Patterson Business Park, Apricot Valley Elementary School, the Walmart and Save Mart Shopping Center, and the neighborhoods surrounding the downtown core. Approximately 208 locations are identified as missing ADA ramps and 991 existing curb ramps in the city are missing the ADA-compliant truncated domes. Figure 7 illustrates the sidewalk gap locations and street corners lacking ADA-compliant curb ramp gaps in the City of Patterson.

## Summary of Barriers to Walking

Summary of key barriers to walking in Patterson under existing conditions include:

- Gaps in the sidewalk network and street corners that lack ADA-complaint curb ramps
- Safety concerns may limit the frequency of walking in Patterson since pedestrians are disproportionately involved in collisions resulting in serious injuries or fatalities (See Appendix A for more information)
- Motor vehicle speeds greater than 35 mph on Sperry Avenue and Second Street (Highway 33) which can create uncomfortable conditions for pedestrians and significantly increases stopping distance
- Few signalized pedestrian crossings on Second Street (Highway 33)
- Lack of “eyes on the street” on Sperry Avenue between Baldwin Road and Las Palmas Avenue (See Appendix A for more information)
- Lengthy pedestrian crossing distances across arterial streets such as Sperry Avenue
- Very few intersections include corner treatments reduce pedestrian crossing distances at key intersections, such as bulbouts, reduced curb radii and high-visibility crosswalks.

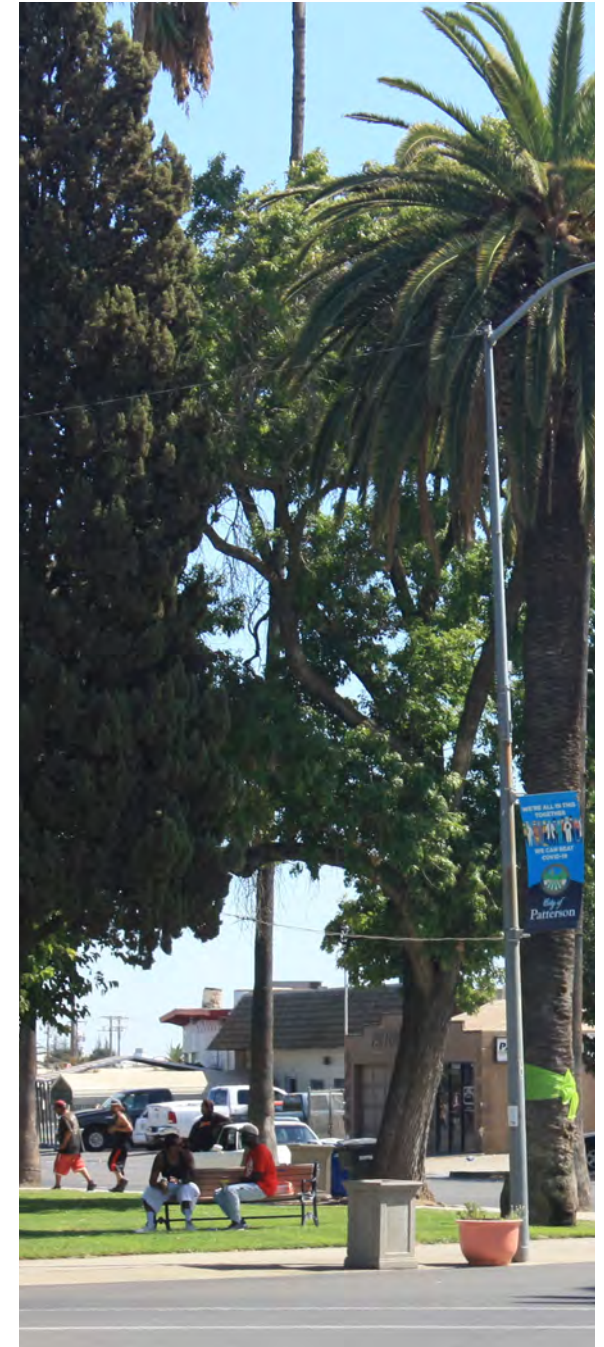


Figure 7: Pedestrian Gaps and Barriers



**LEGEND**

- City Limits
- Schools
- Parks
- Railroad
- Missing ADA Ramps
- Not Meeting Standards
- Sidewalk Gaps
- Proposed Sidewalk

Source: City of Patterson General Plan, 2014; Stanislaus County Geographic Information Systems, ESRI, OpenStreetMap contributors

## PEDESTRIAN AND BICYCLE SAFETY

A data review was conducted for collisions occurring within a five-year period from January 1st, 2015 to December 31st, 2019. 131 motor vehicle collisions were reported during the five-year period, including 11 that resulted in severe injuries and six that resulted in fatalities. Figure 7 shows the pedestrian and bicycle collision locations within Patterson from 2015-2019. Key findings are:

- Pedestrians are disproportionately involved in collisions resulting in serious injuries or fatalities. Although just 8% of reported collisions involved a pedestrian, pedestrians accounted for 43% of collisions with serious injuries, and 67% of fatalities during the five-year period from 2015 to 2019.
- Roughly half of the collisions involving pedestrians occurred on Patterson's two major arterial streets, Sperry Road and Second Street.
- Bicyclists were involved in 8% of reported collisions during the five-year period from 2015 to 2019. None of the reported collisions involving bicyclists resulted in serious injuries or fatalities.



Figure 8: Pedestrian and Bicycle Collision Locations (2015-2019)



Source: City of Patterson General Plan, 2014; Stanislaus County Geographic Information Systems, ESRI, OpenStreetMap contributors



# PATTERSON MOBILITY BY NUMBERS



**83**

Miles of Street Network



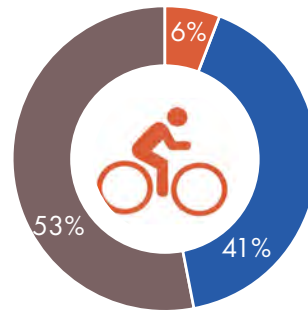
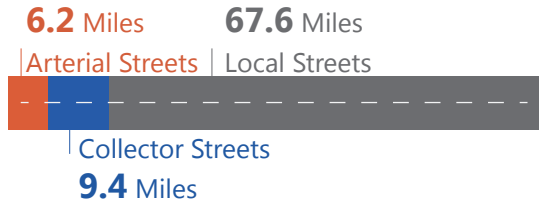
**17**

Miles of Bikeway Network



**8.27**

Miles of Sidewalk Gaps



- Class I Bicycle Path
- Class II Bicycle Lanes
- Class III Bicycle Routes



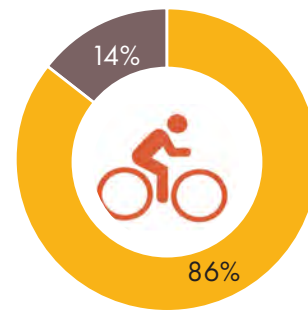
**208**

Missing ADA Ramps



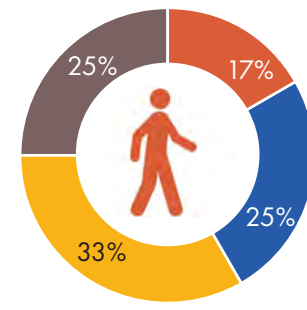
**15%**

Area within quarter mile of Transit Stop



### Bicycle Collisions

- Fatal
- Severe Injury
- Other Visible Injury
- Complaint of Pain



### Pedestrian Collisions

- Fatal
- Severe Injury
- Other Visible Injury
- Complaint of Pain

## | COMMUNITY ENGAGEMENT

Community engagement plays an important role in the successful development of an active transportation plan. It helps in creating more equitable, effective, and implementable solutions. The community engagement strategy consisted of survey and workshops to provide ample opportunities to the residents to share their feedback.

### | Citizen Advisory Committee (CAC)

The CAC members were represented by Patterson City Council Members, Patterson Police Services, Patterson Joint Unified School District, and Bicycling Advocate/Enthusiast. The CAC members were responsible for reviewing the Plan and providing feedback on scope and deliverables. CAC members' responsibilities included providing assistance with the articulation of study goals, providing recommendations and key information, and confirming support for the plan. Three CAC meetings were held on April 1, 2021, June 28, 2021 and October 27, 2021.

### | Project Website

An interactive project website was created at the beginning of the project ([activepatterson.com](http://activepatterson.com)) to provide updates and information about the plan. The website was intended to engage the community and collect feedback on the existing and proposed walking and bicycling facilities. The information about the website was publicized using the City of Patterson website, social media channels, and

utility bills. It provided information on project overview, upcoming events, project updates, surveys, and documents. Local newspaper Patterson Irrigator, along with the Patterson Farmers Market social media pages also helped in advertising the plan. Additionally, email reminders (e-blasts) were provided to website subscribers about upcoming events.

### | Interactive Map Input

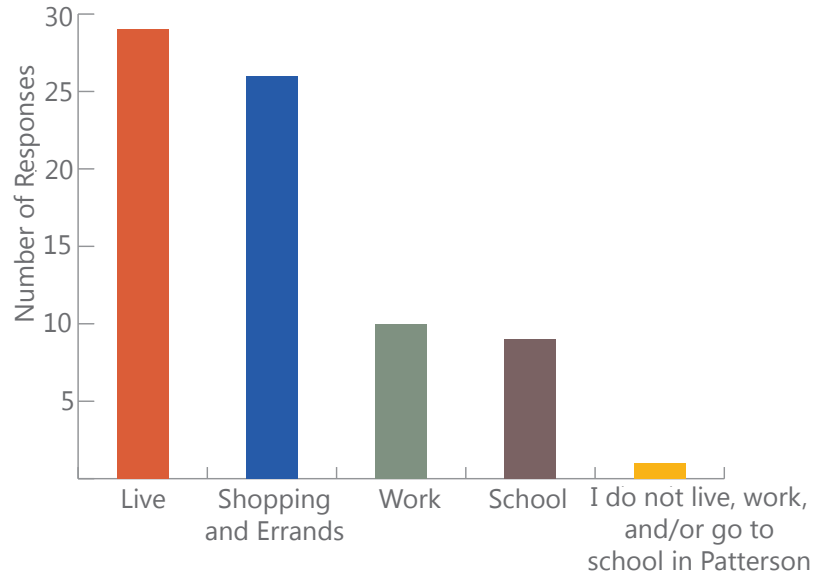
In addition to hosting an online survey, the project website also featured an interactive map input application where residents could mark a location or a segment within the City to express location-based concerns. Residents were provided with training on map navigation at Community Workshop #1. A total of 10 comments were received, summarized in Figure 9.

### | Needs Survey

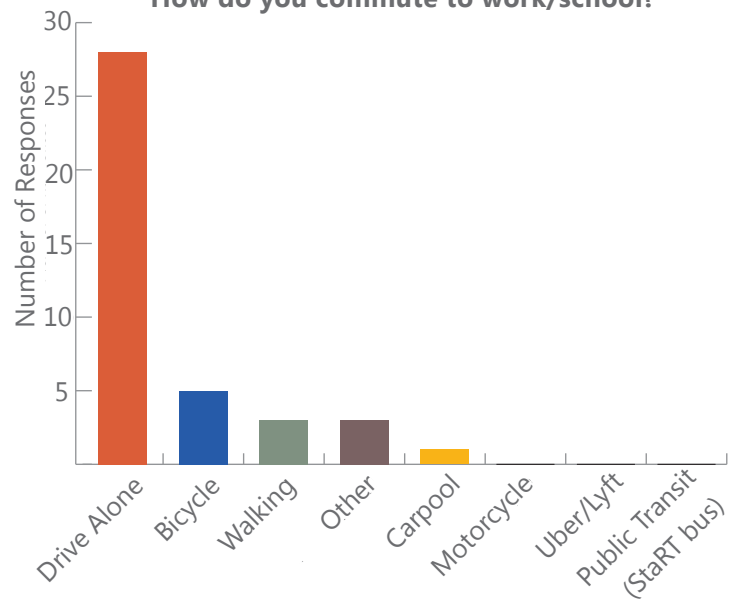
An online survey was hosted on the website from May 1st, 2021 to July 16th, 2021 which collected feedback on issues and concerns related to walking and bicycling. A total of 33 survey responses were received and the results are summarized on pages from 3-16 to 3-20.



### Do you live, work, and/or go to school in Patterson?



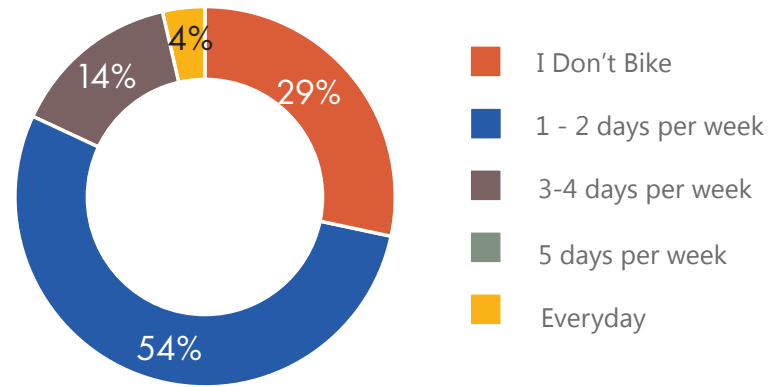
### How do you commute to work/school?



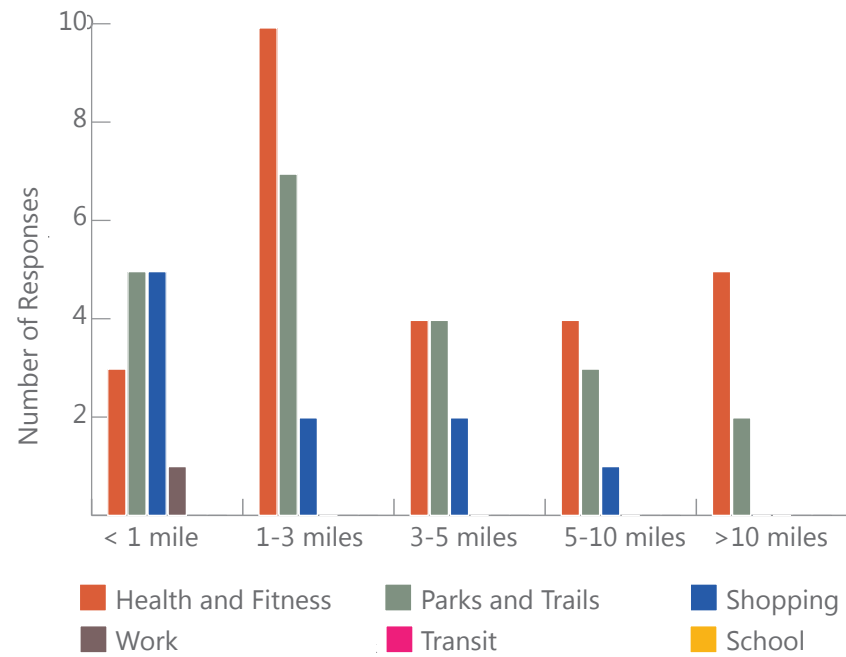
- Other (please specify)
- I work in Patterson
  - Inline skate
  - Work from home

### Bicycle Survey

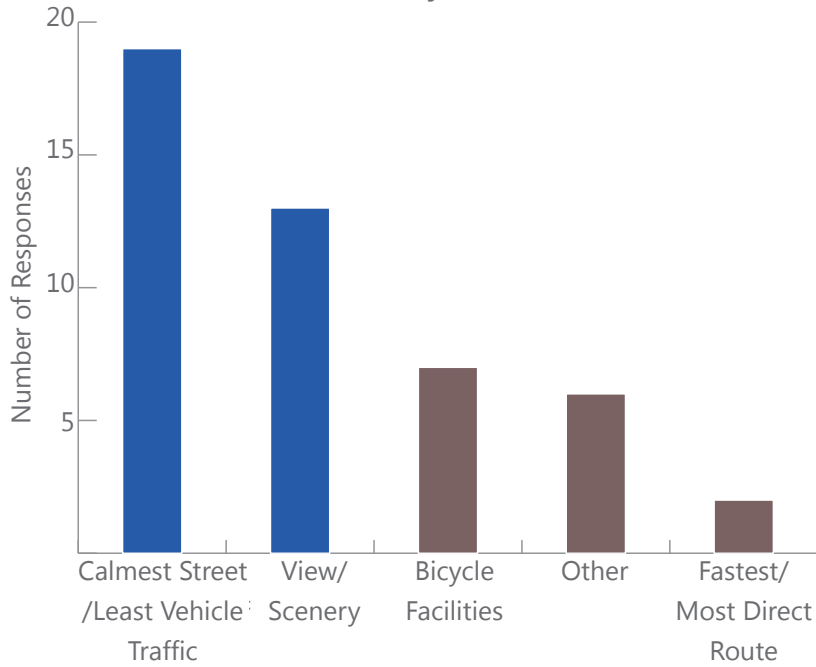
#### How often do you ride your bike?



#### For what activities and distances do you ride your bike?



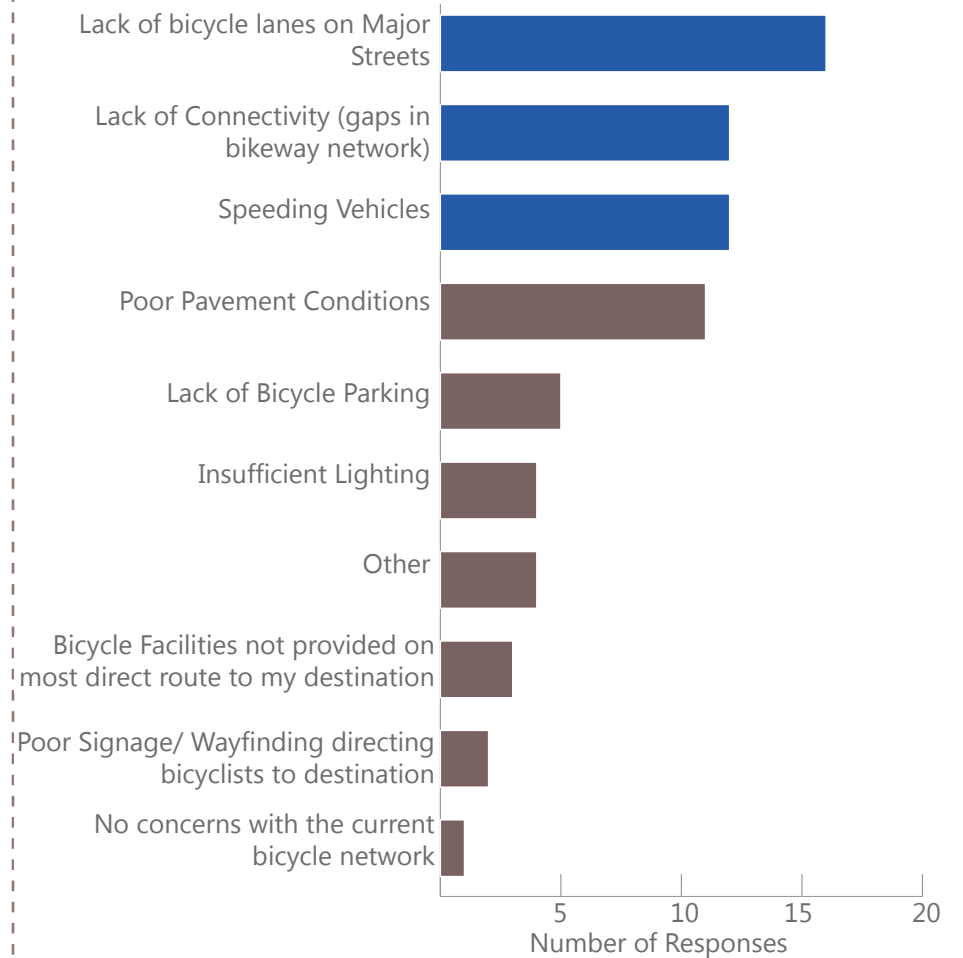
**Which factor primarily dictates the route you choose for your bike ride?**



Other (please specify)

- Casual/Backstreets.
- Get in some mileage on rides
- Condition of roads
- Wide sidewalks
- Wide sidewalks & bike path
- Safe bike lanes are hard to find in Patterson

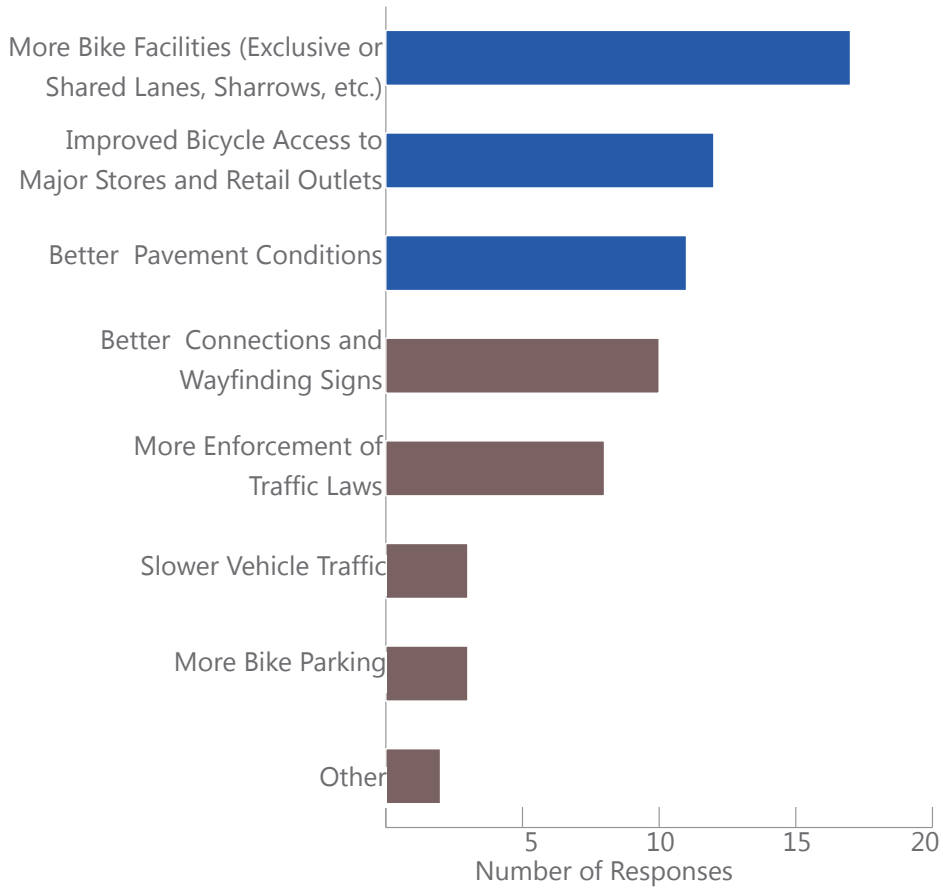
**What do you consider the biggest problems/ concerns with Patterson’s bicycle network?**



Other (please specify)

- Dogs unattended and chase you
- Bike lanes on Sperry, Rogers, Cliff Swallow making a loop around City
- The puncture vine on Ward give me a flat tire nearly every time!
- People parking in bike lanes. Unprotected bike lanes.

**What do you consider as potential solutions for the above problems with Patterson's bicycle network?**



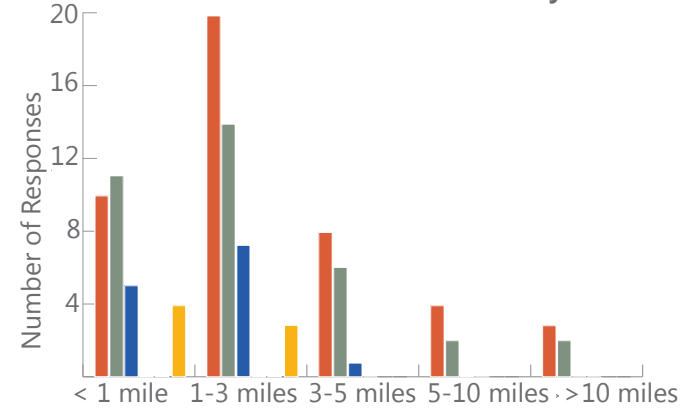
Other (please specify)

- Crack down on loose unattended animals
- Routes to downtown



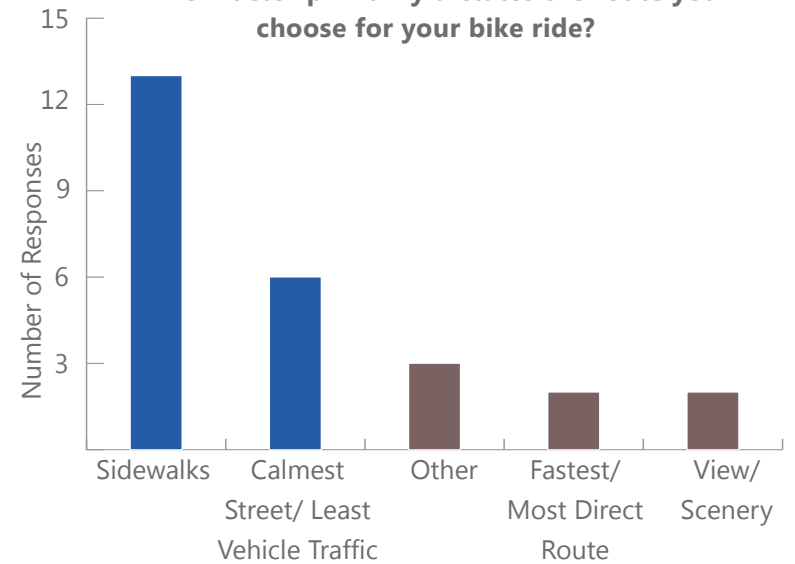
**| Pedestrian Survey**

**For what activities and distances do you walk?**



- Health and Fitness
- Parks and Trails
- Shopping
- Work
- Transit
- School

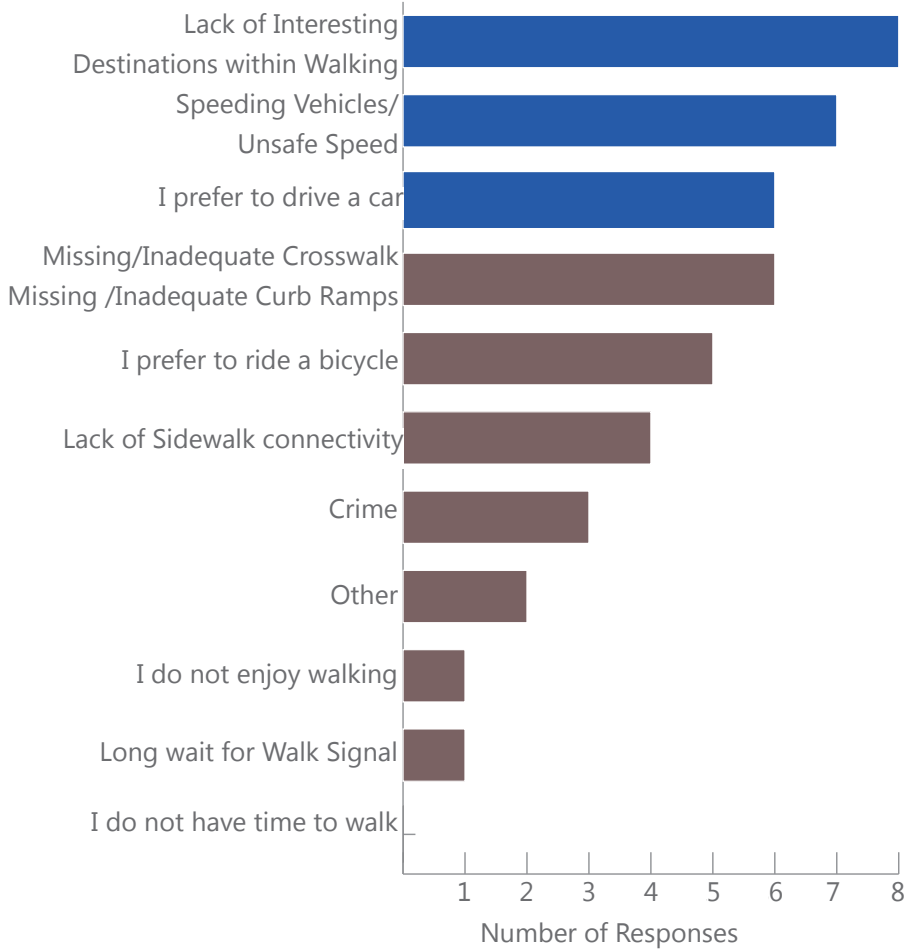
**Which factor primarily dictates the route you choose for your bike ride?**



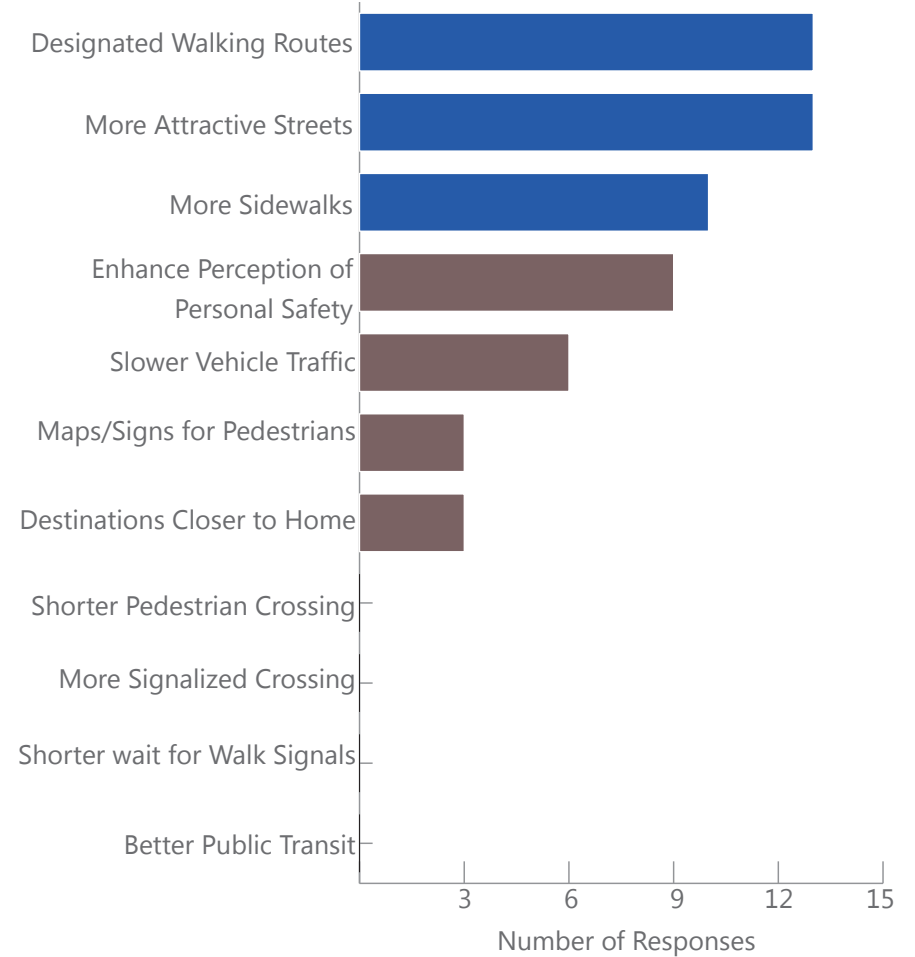
Other (please specify)

- Bike path
- Perceived safety

**If you do not walk often, please check the most applicable reasoning.**



**What changes would encourage you to walk more?**



Other (please specify)

- Unattended dogs
- During summer, high outside temperatures during the day.

**Do you have any other comments or suggestions about the walking, biking or transit facilities?**



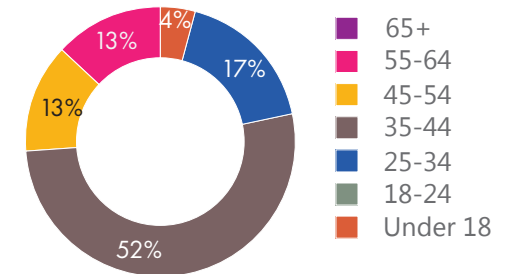
- Modesto has the Virginia Corridor and the bike path along Scenic Ave/River. It would be nice if Patterson had a 5 + mile paved walking/ bike trail around Patterson.
- Establish multiple walk/bike paths with unique views of city, nature or art only accessible via pathways with a grand view of interconnectivity.
- “Sadly, I had to sell my roller blades when I moved to Patterson because they are simply unusable on these neglected roads. Road condition, connectivity (which includes sidewalks being present and consistent), and scenic routes are the biggest factors for our family in walking/biking vs. driving.
- Inadequate curb ramps and uneven sidewalks make even walking with a stroller very challenging around town. “
- More paved bike lanes
- Trails with shade throughout our town would be great
- My family walks and bike rides a lot. It is so unsafe due to crazy drivers running stop signs. They are also driving in bike lanes and driving way to fast. I would love to see more law enforcement on this situation.

- We need to fill the gaps in the sidewalk infrastructure. I should be able to walk from one part of town to the other without having to walk in the street or walk around power poles or trees in the middle of where a sidewalk should be. Having a complete sidewalk infrastructure is an important first step in making a more walkable pedestrian friendly community. Also, building or renovating parks in the older parts of town.
- Designated bike/walking trails that are safe. Having an obvious homeless problem in this city makes it impossible to keep a created space safe.
- More bicycle trails would be nice to see.
- There are already some good “trails” in town like the creek path along American Eagle. Signs designating distance i.e. mile markers would be great. A map online showing walking routes of 1,2,3 miles would be helpful. Paths around existing parks like the sports park.
- More walking trails that have shade, drinking fountains, and benches. Landscaping with some beautiful trees, gardens, and safe street crossings would be awesome.
- See Virginia trail in Modesto. Mile marker, benches, workout activity within trail
- I’ve noticed a lot of people loitering and littering on bike paths and sidewalks,

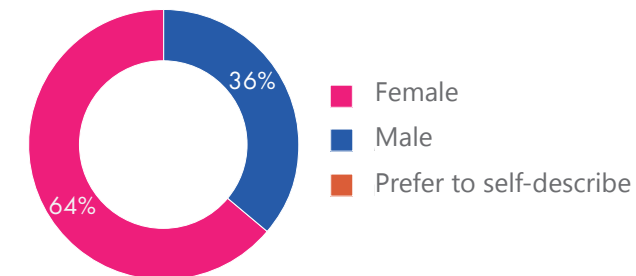
especially near people’s homes. A shrub barrier or tree barrier between homes and paths would be effective.

- The inconsistencies with connecting bike lanes, and access to the crosswalk buttons at intersections that don’t have traffic sensors is a big problem for consistent and safe cycling in Patterson.

**Respondent’s Age**



**Respondent’s Gender**



**Respondent’s Council District**

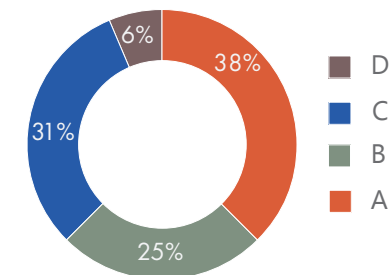
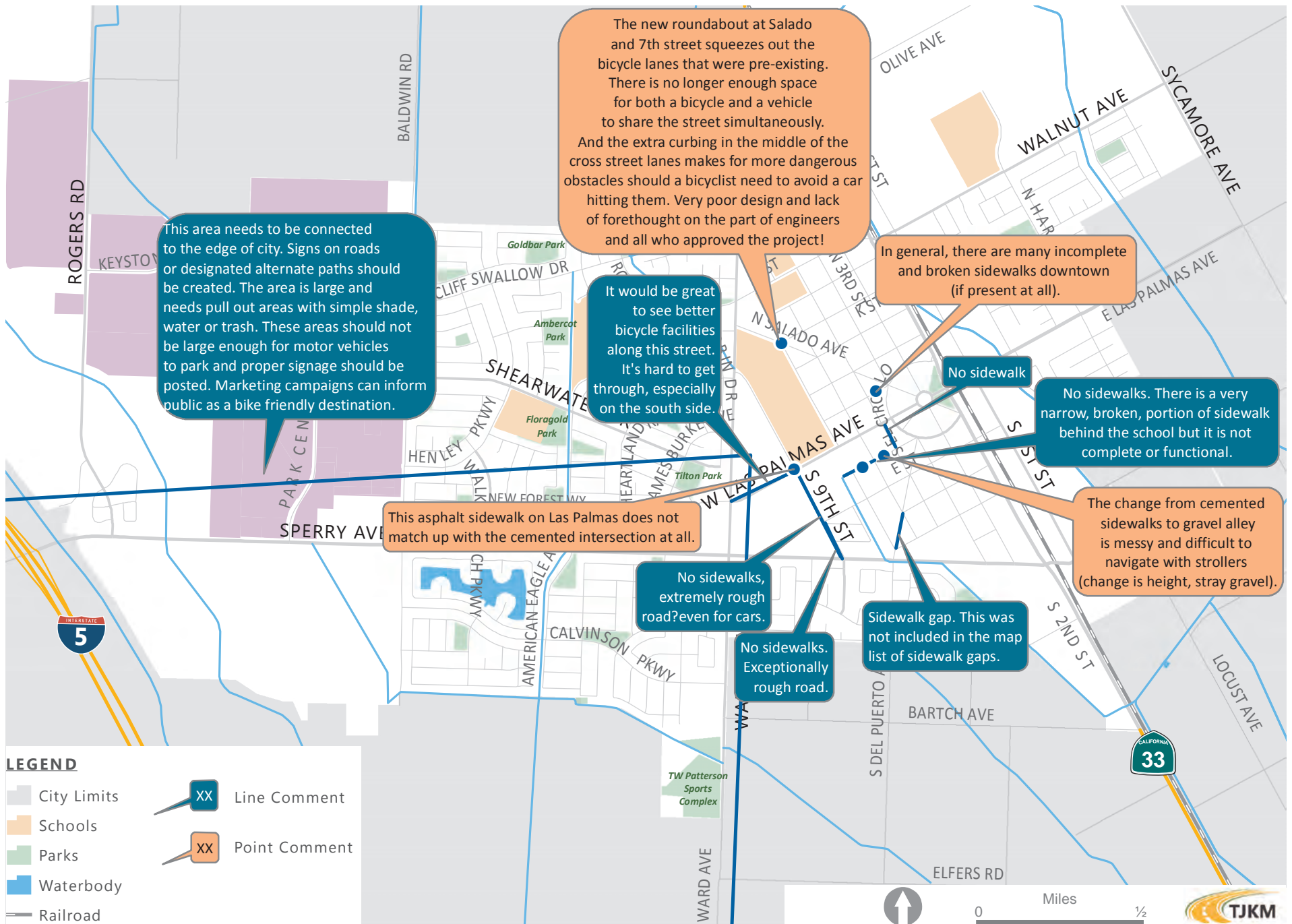


Figure 9: Map Input



Source: City of Patterson General Plan, 2014; Stanislaus County Geographic Information Systems, ESRI, OpenStreetMap contributors



## Community Workshop 1

The first community workshop for the Patterson Active Transportation Plan was organized virtually on Wednesday, May 26, 2021 using the Zoom video-conferencing application. Workshop event details were broadcasted using the City of Patterson social media outlets, project website, and e-mail blasts. The virtual workshop was attended by three residents.

The purpose of Community Workshop #1 was to introduce the plan and the scope to the community, present existing conditions, and seek input from the community members. The poll results from the workshop are summarized in Table 3.

## Community Workshop 2

The second community workshop for the Plan was organized virtually and took place on September 08, 2021. The workshop was attended by four residents and the recording was made available on the project website.

Community Workshop #2 provided an update on the community engagement efforts. The participants were asked to express their level of overall satisfaction with the community survey results. Common themes and focus areas were identified based on the engagement efforts. These themes assisted in the development of the Plan's Vision Statement.

The purpose of this workshop was to collect feedback on the proposed improvements and active transportation projects. The presentation

Table 3: Community Workshop 1 Poll Results

How did you hear about the workshop?	Counts
City of Patterson Website	1
Social Media (Facebook, Instagram, etc.)	2
Utility Bill	0
Other (News, Friends or Neighbors)	0

In general, how easy/difficult do you feel it is to bike in Patterson?	Counts
Very Easy	0
Somewhat Easy	1
Neutral	1
Somewhat Difficult	0
Very Difficult	0

In general, how easy/difficult do you feel it is to walk in Patterson?	Counts
Very Easy	1
Somewhat Easy	1
Neutral	0
Somewhat Difficult	0
Very Difficult	0

Please select the three aspects of walking and bicycling that you think are most important for this plan.	Counts
Access	1
Safety	2
Connectivity	1
Equity	1
Health	1
Environment	0

included the process of project identification and methods for resolving inconsistencies between various other plans. The presentation concluded with the next steps for plan development. Participants found the content helpful and were satisfied with the City's efforts on this Plan, according to feedback received during the workshop. The poll results from the workshop are summarized in Table 4.

Table 4: Community Workshop 2 Poll Results

How satisfied or dissatisfied are you with the community survey results?	Counts
Very satisfied	2
Somewhat satisfied	1
Neither satisfied or dissatisfied	0
Somewhat dissatisfied	0
Very dissatisfied	0

How satisfied or dissatisfied are you with the vision statement?	Counts
Very satisfied	4
Somewhat satisfied	0
Neither satisfied or dissatisfied	0
Somewhat dissatisfied	0
Very dissatisfied	0

How helpful was the content presented at the community workshop?	Counts
Extremely helpful	4
Very helpful	0
Somewhat helpful	0
Not so helpful	0
Not at all helpful	0





## 4. VISIONING

## VISION

The City conducted a community visioning exercise to formulate a cohesive vision statement for Patterson. Residents and stakeholders were actively engaged in discussions related to the walking and bicycling in Patterson. The City of Patterson Active Transportation Plan is guided by the following vision:

***“The City of Patterson envisions creating a safe, connected, vibrant, and well-maintained walking and bicycling network that supports people of all ages and abilities.”***

## GOALS AND OBJECTIVES

### Goal 1: Promote Walking and Bicycling

1.1: Education: Provide an educational program for local residents explaining the benefits of active transportation.

1.2: Conduct group skills rides, walking and bicycling audits, and other community events to encourage walking and bicycling.

1.3 Provision of Active Transportation Infrastructure: Identify and work to implement a complete and convenient active transportation network.

1.4: Conduct activities such as classroom/physical education lessons, mock cities and traffic gardens, bicycle rodeos, and field trips to promote bicycling and walking among students.

### Goal 2: Safety

2.1: Adopt a Vision Zero policy that eliminates all pedestrian and bicycle collisions by 2040.

2.2: Adopt a Local Roadway Safety Plan (LRSP) that focuses on the safety of pedestrians and bicyclists by using effective safety countermeasures.

2.3: Prioritize improvements that support walking and bicycling to school.

2.4: Evaluate the bicycle and pedestrian safety annually.

2.5: Promote safe roadway behavior through roadway design, education, and enforcement.

### Goal 3: Connectivity

3.1: Identify and fill existing gaps in the walking and biking network.

3.2: Design active transportation projects that are accessible and comfortable for people of all ages and abilities.

3.3: Utilize state-of-the-practice and emerging designs included in this plan as well as national manuals such as the NACTO Urban Bikeway Design Guide and AASHTO Guide for the Development of Bicycle Facilities, 2nd Edition.

### Goal 4: Health

4.1: Promote an active lifestyle that includes walking and biking.

4.2: Provide walking and bicycling facilities that connect parks and schools.

4.3: Implement or support programs and events, such as Bike or Walk to Work Month.

## Goal 5: Equity

5.1: Encourage the provision of comfortable walking, bicycling, and transit facilities in disadvantaged communities.

5.2: Engage low-income communities and underserved populations during all stages of the planning and implementation process.

5.3: Consider walking and bicycling infrastructure as a tool for community revitalization and economic growth.

## Goal 6: Accessibility

6.1: Develop a walking and bicycling network that provides comfortable access to people of all ages and abilities.

## Goal 7: Environment

7.1: Implement a citywide vehicle miles traveled (VMT) policy and Transportation Demand Management (TDM) Program that includes strategies such as bike share, transit passes, and carpooling.

## Goal 8: Implementation

8.1: Require developers to fund and install pedestrian and bicycle facilities in the vicinity of new developments.

8.2: Coordination with Other Agencies: Collaborate with the Patterson Joint Unified School District and Patterson Recreation and Community Services Department to conduct educational activities to teach students about pedestrian and bicycle safety.

8.3: Work with the School District to actively pursue Safe Routes to School (SRTS) grants to fund programs that facilitate safe bike routes.

8.4: Pursue funding opportunities for the design, development, and maintenance of walking and biking projects and programs.



## PERFORMANCE MEASURES

Pedestrian and bicycle projects and program recommendations were formulated specifically to meet the goals and objectives within the Plan, created through a process of extensive community outreach. Performance measures were developed for these projects and programs that will help City of Patterson staff to track progress over time. Future active transportation planning efforts can utilize these performance tracking metrics to identify potential priorities moving forward.

Table 5: Performance Measures

Goal	Performance Measure	Source of Information	Baseline Current Performance
<b>Promote Walking and Bicycling</b>	Number of active transportation education and promotional events conducted annually	Patterson Healthy Walks	<b>01</b>
<b>Safety</b>	Number of Pedestrian and Bicycle Collisions	Statewide Integrated Traffic Records System (SWITRS, 2019)	<b>Pedestrian - 03 Bicycle - 04</b>
<b>Connectivity</b>	Number of Active Transportation Projects completed annually	City of Patterson	<b>06</b>
<b>Health</b>	Walking and Bicycling mode share percentage	American Community Survey (ACS) 5-year estimates	<b>Walked - 0.3% Bicycled - 0.0%</b>
<b>Equity</b>	Number of bicycle and pedestrian projects implemented in disadvantaged communities.	City of Patterson	<b>01</b>
<b>Accessibility</b>	1. Miles of new bicycle facilities (multi-use paths, side paths, separated bicycle lanes, or bicycle boulevards) 2. Miles/number of new pedestrian facilities (Sidewalks, walkways, curb ramps, crosswalks).	City of Patterson	<b>NA</b>
<b>Environment</b>	Evaluate reduction in VMT per capita	To be calculated after adoption of VMT policy	<b>NA</b>



## 5. PROJECT AND PROGRAM RECOMMENDATION

A list of bicycle and pedestrian projects and programs have been developed based on the community needs assessment, which will be used to create a safe, connected, vibrant, and well-maintained walking and bicycling network that supports people of all ages and abilities. A total of 41 bicycle and 18 pedestrian projects are recommended for the City of Patterson.

## PROJECT PRIORITIZATION

Considering the realities of finite financial and staffing resources, it will likely be necessary to implement projects gradually over time. Prioritizing projects can help guide investments toward projects that provide the greatest benefits. In addition, a project's relative priority can be a factor in some grant applications.

Project prioritization criteria were developed based on Plan goals and objectives. The prioritization criteria scores and weighting system were devised to identify the projects that best support the Plan's vision. The detailed project prioritization methodology and supporting materials are provided in Appendix 2.

Projects have been classified into near-term, mid-term, and long-term phasing based on the final prioritization scores as shown in Table 6.

Table 6: Project Prioritization Phase

Implementation Phase	Scoring Criteria	Definition
Near Term	Total Score < 75	Less than 5 years
Mid Term	Total score between 75 and 90	Between 5 and 10 years
Long Term	Total Score > 90	More than 10 years

## BICYCLE PROJECTS AND RECOMMENDATIONS

Figure 10 shows the location of all 41 proposed bicycle projects. Project are classified by facility type. Table 7 provides a summary of proposed projects by type of facility. Out of the proposed 41 projects, 31 projects were referenced from the Transportation Infrastructure Master Plan, 2020 and four projects from the StanCOG Non-Motorized Transportation Master Plan, 2021. Six new projects were proposed as a part of this plan. Table 8 summarizes the list of recommended bicycle projects, including project description, implementation phasing, and planning level cost estimates.

Table 7: Proposed Bicycle Projects by Type of Facility

Facility Type	Number of Projects	Total (Miles)	Within City Limits (Miles)
Class I	7	10.5	4.3
Class II	25	11.2	11
Class III	6	5.7	3.7
Class 3.5 Bicycle Route with Wide Shoulders	3	10.1	4.1
<b>Grand Total</b>	<b>41</b>	<b>37</b>	<b>23</b>

Figure 10: Proposed Bicycle Projects



**LEGEND**

- |             |                            |   |
|-------------|----------------------------|---|
| City Limits | <b>Existing</b>            | <b>Proposed</b>                             |
| Schools     | Class I Bike Path          | Class II Bike Lane                          |
| Parks       | Class III Bike Route       | Class 3.5 Bicycle Route with Wide Shoulders |
| Waterbody   | Class IV Separated Bikeway |   |
| Railroad    |                            |   |

Source: City of Patterson General Plan, 2014; Stanislaus County Geographic Information Systems, ESRI, OpenStreetMap contributors



Table 7: Proposed Bicycle Projects

Id	Roadway Name	Project Limits	Description	Source	Facility Type	Length (Miles)	Planning Level Cost Estimate
1	Shearwater Dr	American Eagle Ave to Henley Parkway	Bridging the gap between existing facilities at Shearwater Dr; Crossing Improvements at American Eagle Trail and Creekside Dr; ADA Ramps	TIMP 2020	Class II	0.21	\$31,425
2	Henley Pkwy	Cliff Swallow Dr to Shearwater Dr	Extending the existing class II bike lane facilities on Henley Pkwy	TIMP 2020	Class II	0.33	\$54,945
3	Cliff Swallow Dr	Baldwin Rd to Skimmer Dr	Extending the existing class II bike lane facilities on Cliff Swallow Dr and connecting it to Baldwin Rd	TIMP 2020	Class II	0.51	\$77,425
4	9th St	Las Palmas Ave to Sperry Ave	Upgrade the existing Class III bike route to class II bike lanes.	TIMP 2020	Class II	0.31	\$66,800
5	Walnut Ave/M St	N 1st St to SR 33	Extending the existing class II bike lanes on Walnut Ave. Railroad crossing and N 2nd St crossing will have to be paid special attention.	New	Class II	0.08	\$97,625
6	N Hartley St	Walnut Ave to E Las Palmas Ave	Connecting two major routes (E Las Palmas Ave and Walnut Ave). The project is also in the vicinity of Walnut Grove School and Felipe Garza Park.	TIMP 2020	Class II	0.72	\$242,880
7	E St	S 2nd St to 9th St	Proposed Bike Facility in TIMP 2020	TIMP 2020	Class II	0.53	\$125,565
8	L St	N 2nd St to 7th St	Proposed Bike Facility in TIMP 2020	TIMP 2020	Class II	0.39	\$93,790
9	W Las Palmas Ave	Ward Ave/ Mackihaffy to Sperry Ave	Extending the services on the south of Sperry Avenue to Parks and Walmart.	TIMP 2020	Class II	0.35	\$236,810
10	W Las Palmas Ave	Sperry Ave to N 9th St	2021 STANCOG NMTP: Identified as a top 25 route in the County for Improvement. The project helps in connecting neighborhoods in west Patterson to downtown. The proposed recommendations for this route would address barriers such as sidewalk gaps, installing and upgrading curb ramps, and gaps in the bicycle network.	NMTP 2021	Class II	0.52	\$260,505



Id	Roadway Name	Project Limits	Description	Source	Facility Type	Length (Miles)	Planning Level Cost Estimate
11	W Las Palmas Ave	N 7th St to S El Circulo Ave	2021 STANCOG NMTP: Identified as a top 25 route in the County for Improvement. The roadway is next to Patterson High School, Veterans Memorial Park and SRT bus stop. The proposed recommendations for this route would address barriers such as sidewalk gaps, installing and upgrading curb ramps, and gaps in the bicycle network.	NMTP 2021	Class II	0.19	\$71,345
12	W Las Palmas Ave	N 2nd St to Weber Ave	Filling the gap	TIMP 2020	Class II	0.20	\$208,585
13	Cliff Swallow Trail	Cliff Swallow Dr to N 1st St	Trail Connection	TIMP 2020	Class I	0.72	\$1,864,360
14	Canal Trail	N 1st St to Main Canal	This trail connection can be explored as an option. Further research on right-of-way availability will be undertaken during the planning stage.	New	Class I	1.79	\$1,983,145
15	Sperry Ave	Ward Ave to Rogers Rd	Existing sidewalk on Sperry Avenue will be upgraded to a Class I trail at locations where there is adequate Right-of-Way (ROW) such as the segment between Ward Avenue and Baldwin Road. All other sections of the roadway will require additional study mostly due to ROW constraints.	New	Class I	1.90	\$247,900
16	Sperry Ave	Del Puerto Ave to Ward Ave	Proposed Bike Facility in TIMP 2020	TIMP 2020	Class II	0.51	\$324,555
17	Sperry Ave	N 2nd St to Del Puerto Ave	Additional Study Required (Class II)	TIMP 2020	Class II	0.47	\$155,575
18	S Del Puerto Ave	Plaza Cir to Poppy Ave	Upgrade TIMP 2020; Provides connection to the Downtown; Upgrading existing Class III bike routes to Class II bike lanes	TIMP 2020	Class II	0.64	\$271,800

Id	Roadway Name	Project Limits	Description	Source	Facility Type	Length (Miles)	Planning Level Cost Estimate
19	Ward Ave	M St to to North 9th St	2021 STANCOG NMTP: Identified as a top 25 route in the County for Improvement. The project is along Patterson High School, Northmead School and Tilton Park. Recommendations include sidewalk infill, curb ramp improvements, high visibility crosswalks, advance stop lines at crosswalks, and extending bike facilities.	NMTP 2021	Class I	0.24	\$247,900
20	Ward Ave	SR 33 to Barros St	Proposed Bike Facility in TIMP 2020	TIMP 2020	Class II	0.75	\$135,125
21	Poppy Ave	N 2nd St to Clover Ave	Class II connection south	TIMP 2020	Class II	0.85	\$113,215
22	Main Canal	SR 33 to Las Palmas River Fishing Access	The Stanislaus County Parks and Recreational Master Plan proposes improvements at this location along with a walking path. The City could coordinate with the County Parks and Recreation Department to explore opportunities for providing bicycle trail connections to this location.	New	Class I	3.33	\$3,465,815
23	Peregrine Dr	Flicker Ln to Heartland Ranch Ave	Proposed Bike Facility in TIMP 2020	TIMP 2020	Class II	0.41	\$58,815
24	Pipit Dr	American Eagle Ave to W Las Palmas Ave	Proposed Bike Facility in TIMP 2020	TIMP 2020	Class II	0.32	\$65,110
25	S El Circulo	All	Proposed Bike Facility in TIMP 2020	TIMP 2020	Class II	0.55	\$239,315
26	Clover Ave	Sperry Ave to Bartch Ave	Proposed Bike Facility in TIMP 2020	TIMP 2020	Class II	0.50	\$1,270,210
27	N 2nd St	Bartch Ave to Eucalyptus Ave/ Magnolia Ave	2021 STANCOG NMTP: Regional connector	NMTP 2021	Class 3.5 Bicycle Route with Wide Shoulders	3.73	\$1,006,370



<b>Id</b>	<b>Roadway Name</b>	<b>Project Limits</b>	<b>Description</b>	<b>Source</b>	<b>Facility Type</b>	<b>Length (Miles)</b>	<b>Planning Level Cost Estimate</b>
28	Roadrunner Dr	Cliff Swallow Dr to Heartland Ranch Ave	Proposed Bike Facility in TIMP 2020	TIMP 2020	Class II	0.60	\$93,825
29	Baldwin Rd	Zachariad Rd to Patterson City Limit	Proposed Bike Facility in TIMP 2020	TIMP 2020	Class I	0.87	\$910,665
30	Heartland Ranch Ave	Pipit Dr to Ward Ave	Proposed Bike Facility in TIMP 2020	TIMP 2020	Class II	0.62	\$181,545
31	Kestrel Dr	American Eagle Ave to W Las Palmas Ave	Proposed Bike Facility in TIMP 2020	TIMP 2020	Class II	0.42	\$87,000
32	Eucalyptus Ave	SR 33 to Sycamore Ave	TIMP 2020; Downgrade to Class III Share the road	TIMP 2020	Class III	1.00	\$4,000
33	Olive Ave	SR 33 to Poplar Ave	TIMP 2020; Downgrade to Class III Share the road	TIMP 2020	Class III	2.53	\$8,335
34	Poplar Ave	Olive Ave to Las Palmas Ave	TIMP 2020; Downgrade to Class III Share the road	TIMP 2020	Class III	0.98	\$3,915
35	Washburn St	1st to Weber Ave	TIMP 2020; Downgrade to Class III Share the road	TIMP 2020	Class III	0.12	\$2,360
36	Weber Ave	Washburn St to E Las Palmas Ave	TIMP 2020; Downgrade to Class III Share the road	TIMP 2020	Class III	0.35	\$3,840
37	Scarlett Ln	Horizon Ln to Daisy Dr	Proposed Bike Facility in TIMP 2020	TIMP 2020	Class II	0.24	\$65,550
38	Sycamore Ave	Marshall Rd to Walnut Ave	TIMP 2020; Downgrade to Class 3.5 wide shoulders	TIMP 2020	Class 3.5 Bicycle Route with Wide Shoulders	5.05	\$5,187,805

Id	Roadway Name	Project Limits	Description	Source	Facility Type	Length (Miles)	Planning Level Cost Estimate
39	Bartch Ave	Ward Ave to SR 33	TIMP 2020; Downgrade to Class 3.5 wide shoulders	TIMP 2020	Class 3.5 Bicycle Route with Wide Shoulders	1.28	\$1,362,200
40	S Del Puerto Ave	Poppy Ave to Elfers Rd	TIMP 2020; Downgrade to Class III Share the road	TIMP 2020	Class III	0.75	\$3,480
41	Unknown	Ward Ave to Cliff Swallow Dr	Direct connection to High School; Paseo	TIMP 2020	Class I	1.63	\$1,694,645

## Photosimulations

Existing



Proposed



Class I Multi-use path near Patterson High School



Class II Bicycle LaneS Del Puerto Ave between Plaza Circle and Poopy Ave



Class III Bicycle Route Weber Ave between Washburn St and E Las Palmas Ave

## PEDESTRIAN PROJECTS AND RECOMMENDATIONS

Figure 11 shows the locations of the 18 proposed pedestrian projects. Some of the pedestrian projects are meant to be completed in conjunction with bicycle facility projects or other roadway projects. Pedestrian projects are listed in Table 9 to ensure that they are included during the roadway improvements. Consequently, the implementation phases listed below are for planning purposes only.

Table 9 provides a summary of proposed projects by type of facility. Out of the 18 proposed projects, 4 projects were referenced from the Transportation Infrastructure Master Plan 2020. 12 new projects were proposed as a part of the Plan. Table 10 summarizes the list of recommended bicycle projects, along with a description of each project, implementation phasing information, and cost estimates.

Table 9: Proposed Pedestrian Facility Type

Facility Type	Count
High Visibility School Crossing	4
High Visibility Crossing	1
New Signal	4
Stripped Crosswalk and Pedestrian Activated Crosswalk Flashers	1
Sidewalk Gaps	8.27 Miles
Missing ADA Ramps	208
Upgrading ADA Ramps	991
Trail Crossing - subject to trail approval	5



Figure 11: Proposed Pedestrian Projects



Source: City of Patterson General Plan, 2014; Stanislaus County Geographic Information Systems, ESRI, OpenStreetMap contributors



Table 10: Proposed Pedestrian Projects

Id	Project Name	Location	Description	Source	Implementation Phase	Planning Level Cost Estimate
1	High Visibility Crossing	Las Palmas Ave near Meadow Rue Park/Walmart	High Visibility Crossing	New	Short-term	\$6,145
2	High Visibility School Crossing	Henley Pkwy and Mendocino Creek Dr	High Visibility School Crossing	New	Short-term	\$5,765
3	High Visibility School Crossing	Shearwater Dr and Creekside Dr	High Visibility School Crossing	New	Short-term	\$5,765
4	High Visibility School Crossing	Shearwater Dr and Urban Green Trail Crossing	High Visibility School Crossing	New	Short-term	\$5,860
5	High Visibility School Crossing	W Las Palmas Ave and S 9th St	High Visibility School Crossing	New	Short-term	\$13,230
6	Trail Crossing-Subject to Trail Approval	At Cliff Swallow Dr (end)	Trail Crossing-Subject to Trail Approval	New	Long-Term	\$5,240
7	Trail Crossing-Subject to Trail Approval	At Ward Ave near Rose Dr	Trail Crossing-Subject to Trail Approval	New	Long-Term	\$5,240
8	Trail Crossing-Subject to Trail Approval	At American Eagle Ave near Red Robin Dr	Trail Crossing-Subject to Trail Approval	New	Long-Term	\$5,240
9	Trail Crossing-Subject to Trail Approval	At N 2nd St near El Solyo Dr	Trail Crossing-Subject to Trail Approval	New	Long-Term	\$5,265
10	Trail Crossing-Subject to Trail Approval	At Las Palmas Ave near Weber Ave	Trail Crossing-Subject to Trail Approval	New	Long-Term	\$5,375
11	Citywide Sidewalk Infill	Throughout the City. Total = 8.27 Miles	Citywide Sidewalk Infill	New	NA	\$12,977,645
12	Citywide ADA Ramps Addition	Throughout the City. Missing ADA Ramps = 199	Citywide ADA Ramps Addition. Installing and upgrading ADA ramps. Most upgrades are related to missing DWS.	New	NA	\$3,044,700
		Not Meeting Standards = 947	Adding truncated domes	New	NA	\$5,795,640

Id	Project Name	Location	Description	Source	Implementation Phase	Planning Level Cost Estimate
13	Signal Upgrade	Sperry Avenue and 9th Street	The existing crosswalk at Sperry Ave/9th St will be upgraded with mast arms, pedestrian activated crosswalk flashers, new paint striping, and ADA ramps	New	Mid-term	\$1,107,760
14	Stripped Crosswalk and Pedestrian Activated Crosswalk Flashers	Ward Avenue and Mackilhaffy Drive.	A new crosswalk will be constructed on Ward Ave/Mackilhaffy Drive with pedestrian activated crosswalk flashers	New	Short-term	\$198,900
15	New Signal	S 2nd St and Sperry Avenue	New Signal proposed in TIMP 2020. Provision of pedestrian signal heads, crosswalk striping, and installation of ADA ramps could be included in this project.	TIMP 2020	Mid-term	\$1,210,920
16	New Signal	Ward Avenue and N Salado Avenue	New Signal proposed in TIMP 2020. Provision of pedestrian signal heads, crosswalk striping, and installation of ADA ramps could be included in this project.	TIMP 2020	Mid-term	\$1,054,935
17	New Signal	Rogers Road and Keystone Pacific Pkwy	New Signal proposed in TIMP 2020. Provision of pedestrian signal heads, crosswalk striping, and installation of ADA ramps could be included in this project.	TIMP 2020	Mid-term	\$1,211,150
18	New Signal	West Las Palmas Avenue and Poplar Avenue	New Signal proposed in TIMP 2020. Provision of pedestrian signal heads, crosswalk striping, and installation of ADA ramps could be included in this project.	TIMP 2020	Mid-term	\$1,280,860

## SUPPORTING INFRASTRUCTURE

Supporting facilities are critical to attract and retain active transportation users. The following recommendations provide support to the Parks and Recreation Master Plan:

**Trailhead Locations:** Trailheads are places that serve as starting, ending, or interim points along a trail which provides information and/or additional facilities potentially, facilities to the trail user. The level and type of facilities at a trailhead shall be determined by the current and anticipated amount of use, type of use, and proximity to other trailheads in the park. The siting process for new trailheads should consider environmental conditions near the trail site to minimize environmental degradation. The design of the



trailhead should reflect the desired trail class experience, and cultural landscapes. (National Park Service, 2012).

**Trail Parking:** An appropriate amount of vehicle and bicycle parking should be provided near trails. To encourage people to walk and bike to the trail, the number of vehicle parking spaces should be based upon the use anticipated on an average weekend during the peak season of use. Parking area designs should follow the sustainable guidelines provided by the National Park Service. Bicycle parking should be provided at all designated trailheads.

**Benches:** Benches should be located along trails and at sidewalks at regular intervals benefiting senior residents.



**The 6 E's of Active Transportation** is an effective strategy to further the goals of the Active Transportation.

**Education:** Education activities teach walking and bicycling safety skills and promote the benefits of active transportation. These activities can be adapted for different ages, abilities, settings and contexts.

**Encouragement:** Encouragement activities generate excitement and enthusiasm for walking and biking.

**Enforcement:** Enforcement activities aim to deter unsafe behaviors and reinforce safe behaviors.

**Engineering:** Engineering strategies change the built environment to create safer and more comfortable places to walk and/or bicycle.

**Evaluation:** Evaluation activities measure both program outputs (deliverables) and program outcomes. Evaluation helps address whether a program is doing what it intended to do.

**Equity:** Equity in transportation invests resources in disadvantaged communities which are most dependent on active transportation and transit.

For more information, visit [Active Transportation Resource Center](#)

**Water Stations:** Potable drinking water facilities should be provided, if feasible, along the trail at an adequate distance.

**Wayfinding Signs:** A wayfinding and signage plan should be created by the City. A mobile application can be developed to help trail users navigate routes and locate facilities.

**Bicycle Parking and Storage Facilities:** Ensure the availability of adequate bicycle parking at public facilities, schools, commercial areas, major transit stops, and other locations according to current or future bicycle parking demands.

**Pedestrian Countdown Signals:** Install pedestrian countdown indicators at traffic signals.

**Tree Shades:** Functional landscaping and tree shades can lower the temperatures by 6-to-8 degrees.

The City of Patterson is also developing a Parks and Recreation Master Plan that will provide more details on the supporting infrastructure.



**Walk & Roll Stanislaus** is a regional bicyclist and pedestrian safety and education campaign in Stanislaus County. The Stanislaus Council of Governments (StanCOG) is teaming up with community leaders and advocates to improve road safety, increase awareness of and empathy toward active transportation users, and boost walking and bicycling rates throughout the county.



For more information, visit [www.walkandrollstanislaus.com](http://www.walkandrollstanislaus.com)



**Patterson Healthy Walks** is an event organized by the Patterson Recreation and Community Services department on the third Saturday of every month. A different location is selected for each event and the registration is available onsite.

For more information, visit <https://www.ci.patterson.ca.us/845/Patterson-Healthy-Walks>



## 6. IMPLEMENTATION

The City of Patterson will continue to build a strong and connected active transportation network using a variety of implementation strategies. The Plan will be built over a number of years depending on funding and staffing resources, focusing first on the near-term projects that have the highest potential to increase walking and biking. Throughout the implementation process, staff will continue to work with critical partners and the community to gather input. Implementation of the Plan will be incremental but is guided by established policy to continue to prioritize funding to support the City's goals for increasing bicycling and walking.

## POTENTIAL FUNDING SOURCES

To implement the bicycle and pedestrian projects, the city will need to identify additional funding sources beyond the city's general funds. Most funding for the improvements recommended in this plan is likely to come from federal, state, and regional grant programs. These grant programs are often competitive and will require the city to compete against other municipalities for funding. To help identify the eligible competitive grants, common federal, state, and regional grant funding programs have been summarized below.

### Federal Funding Sources

#### ***Transportation Alternatives Set-Aside***

The Transportation Alternatives (TA) Set-Aside under the Fixing America's Surface Transportation (FAST) Act authorizes funding for programs and projects defined as transportation alternatives, including but not limited to on- and off-road pedestrian and bicycle facilities; infrastructure projects for improving non-driver access to public transportation and enhanced mobility; recreational trail projects, and; safe routes to school projects.

*Matching Requirements:* Federal share is typically 88.5%; however, some safety projects allow for 100% federal share. Local match is about 11.5%.

#### ***Congestion Mitigation and Air Quality (CMAQ)***

The CMAQ Improvement Program funds transportation projects to improve air quality and reduce traffic congestion in areas that do not meet air quality standards. The program has been a key mechanism for implementing non-motorized projects that reduce greenhouse gas emissions. The CMAQ program is administered jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Funds are directed to transportation projects and

programs which contribute to the attainment or maintenance of National Ambient Air Quality Standards (NAAQS). Funds may be used for transportation projects or programs that are likely to contribute to the attainment or maintenance of national ambient air quality standard. Please see StanCOG's current transportation plan and Federal Transportation Improvement Program (FTIP) for more details (Stanislaus Council of Governments, 2021).

About \$2.5 Billion was allocated to the CMAQ program in 2020 under the federal Fixing America's Surface Transportation (FAST) Act. It is important to note that CMAQ operates on a reimbursement schedule; funds are not distributed until work is completed.

*Matching Requirements:* Federal share is typically 80%; however, some safety projects allow for 100% federal share.

#### ***Highway Safety Improvement Program***

The Highway Safety Improvement Program (HSIP) funds projects that reduce collisions and vehicular fatalities and improve road safety. Applicable projects include improvements for bicyclists and pedestrians, safety education, training, and traffic calming. Like CMAQ funds, HSIP funds are allocated to every state to carry out approved projects and programs. In California, HSIP is managed by the Caltrans Division of Local Assistance. In 2019, California programmed \$14 million

towards non-infrastructure safety projects with more than \$6.5 million directed to the Pedestrian and Bicyclists improvement category. The maximum reimbursement for a single project is \$10 million, and the minimum is \$100,000. Federal refund is typically 90%, but in some scenarios can be the full project cost. Applications for Cycle 10 were due in Fall 2020, and the Cycle 11 call for projects is anticipated in April of 2022.

*Matching Requirements:* Federal share is typically 90%.

## | State Funding Sources

### **Active Transportation Program**

In 2013, Governor Brown created the Active Transportation Program (ATP), which consolidated other existing federal and state active transportation funding programs to support infrastructure and non-infrastructure projects. The purpose of the ATP is to increase biking and walking trips, increase safety and mobility for non-motorized users, enhance air quality and public health, and ensure disadvantaged communities fully share the benefits of the program. Each year, the program allocates 50% of its funds to projects on a competitive basis, 40% to regional agencies, and 10% specifically to rural areas. Exact funding amounts fluctuate from cycle to cycle. Roughly \$440 million is expected to be available for 2021 ATP Cycle 5. The minimum

award amount is \$250,000; there is no maximum award amount. This plan is funded through an ATP grant.

*Matching Requirements:* The Commission does not require a funding match for ATP.

### **Solutions for Congested Corridors Program**

The purpose of the Solutions for Congested Corridors Program (SCCP) is to reduce congestion and expand transportation choices for road users. In addition to mitigating congestion, the program seeks to improve safety, improve air quality, and generate economic development and job creation opportunities. Projects include improvements to bicycle and pedestrian facilities, and updates to local streets and roads. \$494 million was allocated for fiscal year 2021-2022 and 2022-2023, and seven projects received funding throughout the state. For more information about the program, visit the California Transportation Commission's program site.

*Matching Requirements:* None; leveraged funds are desirable.

### **Local Partnership Program**

California Senate Bill 1 (SB 1) includes the Local Partnership Program (LPP), which is a funding source for local and regional transportation agencies that have passed a sales tax measure, developer fee, or

other transportation fee for the purpose of improving transportation and mobility. \$200 million of SB 1 funds are allocated to LLP annually and provides funding opportunities to improve active transportation, health, and safety benefits, as well as other opportunities related to aging infrastructure and road conditions. The program is two-pronged; 40% is through a statewide competitive process and 60% is through a formulaic program. 2020 applications were due in June of 2020; new funding cycles will be programmed every two years.

*Matching Requirements:* 1-to-1 match for both Formulaic and Competitive Program

### **Clean Mobility Options Voucher Pilot Program**

The Clean Mobility Options Voucher Pilot sponsored by California Air Resources Board (CARB) distributes cap-and-trade dollars (up to \$20 million) for shared mobility projects including car share, bike share, and on-demand programs to disadvantaged, low-income communities. Public agencies, tribal governments, and nonprofit organizations are eligible. Each new mobility project can receive up to \$1,000,000; a project expanding an existing mobility service can receive up to \$600,000, and community Transportation Needs Assessment projects could receive up to \$50,000.

*Matching Requirements:* Varies; look for more details on CARB website ([ww2.arb.ca.gov](http://ww2.arb.ca.gov)).

### **Office of Traffic Safety Grants**

The California State Transportation Agency's Office of Traffic Safety (OTS) funds programs that promote safe behaviors and the use of roadways when walking or biking. Programs target all age groups to raise awareness about traffic rules, rights, and responsibilities for all roadway users. Specifically, programs are designed to teach safer driving, bicycling, and walking behaviors to high-risk populations, including youth and older community members. Grants for FY 2022 opened in December 2020 and were due by January 30, 2021.

*Matching Requirements:* No matching requirement

### **Sustainable Transportation Planning Grants**

Caltrans' Sustainable Transportation Grants provide funding to support regional sustainable community strategies that can help to achieve the State's greenhouse gas reduction targets of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.

The Sustainable Transportation Planning Grant Program is composed of two broad grant programs, within which there are two award and eligibility categories: Sustainable Communities Grants, and

Sustainable Partnerships Grants. The projects recommended in this plan are likely to be eligible for Sustainable Communities Grants. The Sustainable Communities Grants encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.

Eligible projects include land use and transportation planning documents, feasibility studies for active transportation, complete streets and safe routes to school plans, and active transportation master plans. The latest cycle of funding opened in December 2020 and applications were due in February 2021.

*Matching Requirements:* 11.47% for Competitive, Formula, and SP – Transit; 20% for Strategic Partnerships

### **Sustainable Transportation Equity Project**

The Sustainable Transportation Equity Program (STEP) is a new pilot in 2020. The intent is to address community residents' transportation needs and increase access to key destinations while reducing greenhouse gas emissions by funding, clean transportation and supporting projects. The pilot has two grant types: Planning and Capacity Grants (\$1.75M) and Implementation Grants (\$17.75M). Eligible programs include establishing bike share

programs, implementing voucher programs, and increasing access to transit. Funding for the program is \$19.5 million.

*Matching Requirements:* Applicants are required to contribute a minimum of 20% of the project cost.

### **Affordable Housing Sustainable Communities**

The Affordable Housing Sustainable Communities (AHSC) Program gives grants and loans to affordable housing developers and transportation agencies to increase access between housing, employment centers, and essential services. Funded by auction proceeds from California's Cap-and-Trade emissions reduction program, AHSC is administered by the Strategic Growth Council and implemented by the California Department of Housing and Community Development. There are three project types: Transit-Oriented Development Project Areas, Integrated Connectivity Project Areas, and Rural Innovation Project Areas. Awarded projects have included improvements to the pedestrian environment, amenities like bus shelters and benches, and programs that encourage public transit use.

The AHSC program has invested more than \$1 Billion in projects across the state, 70% of which have been allocated to disadvantaged communities. The maximum and minimum awards across all project types are \$30 million



and \$1 million, respectively. The application deadline for the most recent round of AHSC (Round 6) funding was February 11, 2021. The estimated available funding is \$375 million.

*Matching Requirements:* Project must have enough committed additional funding at time of application to meet 90% of the following formula: (AHSC funds requested + Enforceable Funding Commitments (EFCs) – Deferred Costs) / (Total Development Cost – Deferred Costs).

## | Regional Funding Programs

### **Measure L**

In 2016, Stanislaus County residents voted to implement Measure L, a half-cent sales tax to fund regional and local transportation projects. The funds can be used for all project phases, including planning, permitting, design, and construction. Bicycle and pedestrian improvements account for 5% of Measure L revenues, which are projected to result in approximately \$48 million in project funding over the measure's 25-year life. Since the program was enacted, funds have been utilized to support the installation of Class I and Class II bike lanes and the introduction of safety elements such as flashing beacons and high-visibility crosswalks. StanCOG, as the Local Transportation Authority (LTA), is responsible for the administration of the Measure L.

### **Local Funding Programs**

Local revenue sources to fund active transportation programs include development impact fees, the state gas tax, transit fares, and local transportation funds. Development impact fees collect funds from new developments to offset their construction impact. Fees are requested by the local government agency. Fees are often utilized towards improvement of bicycle and pedestrian facilities, lighting and street safety elements, and educational programs for residents, employees, and community members.

There are various other funding sources available in addition to those listed above, such as private/ foundation/ nonprofit funding opportunities. Nationally, organizations such as the American Association of Retired Persons (AARP), Safe Routes National Partnership, and America Walks have small grant programs supporting active transportation. Within California, organizations such as the California Endowment and the California Wellness

Foundation have grant programs that focus on community health.

## | MAINTENANCE

The City of Patterson maintains its street infrastructure in an effort to keep bicycle and pedestrian facilities comfortable and free of hazards. This includes making sure traffic control devices, streetlights, signs, and pavement surfaces are in good working order. Facilities with cracked pavement, vegetation, broken glass and other debris are a hazard and a barrier to walking and biking. The City will develop a plan to ensure the proactive maintenance of bicycle and pedestrian facilities.

# 7. REFERENCES

- Advanced Mobility Group. (2020). Transportation Infrastructure Master Plan. Patterson: City of Patterson.
- City of Patterson. (2010). General Plan. Patterson: City of Patterson.
- National Park Service. (2012). Cuyahoga Valley National Park: Sustainable Trail Guidelines.
- Patterson Joint Unified School District. (2021). Annual Report to our Community. Patterson. Retrieved from <https://www.patterson.k12.ca.us/>
- Rails-to-Trails Conservancy. (2011). Active Transportation Beyond Urban Centers. Retrieved from <https://www.railstotrails.org/resource-library/resources/active-transportation-beyond-urban-centers-report/>
- Rodriguez, D. A., Fang, K., & Harvey, C. (2019). Evaluating Alternative Measures of Bicycling Level of Traffic Stress Using Crowdsourced Route Satisfaction Data. San Jose: Mineta Transportation Institute. Retrieved from <https://transweb.sjsu.edu/sites/default/files/1711-Bicycle-Level-of-Stress-Crowdsourced-Route-Satisfaction.pdf>
- Stanislaus Council of Governments . (2021). Non-Motorized Transportation Master Plan. Modesto: StanCOG.
- Stanislaus Council of Governments. (2021). Active Transportation Toolkit. Modesto: StanCOG. Retrieved from <http://www.stancog.org/bike-ped.shtm>
- Stanislaus County Environmental Resources. (2018). Stanislaus County Parks and Recreation Master Plan. Modesto. Retrieved from <http://www.stancounty.com/parks/executive-summary.shtm>
- The Trust for Public Land. (n.d.). City's ParkScore® ranking. Retrieved October 06, 2021, from The Trust for Public Land: <https://www.tpl.org/city/patterson-california>



# APPENDIX

## PROJECT PRIORTIZATION

Project prioritization methodology was developed based on the prioritization criteria identified during community engagement. The project prioritization methodology has been summarized in Table A-1. Final scores for bicycle and pedestrian projects are tabulated in Table A-2 and Table A-3 respectively.

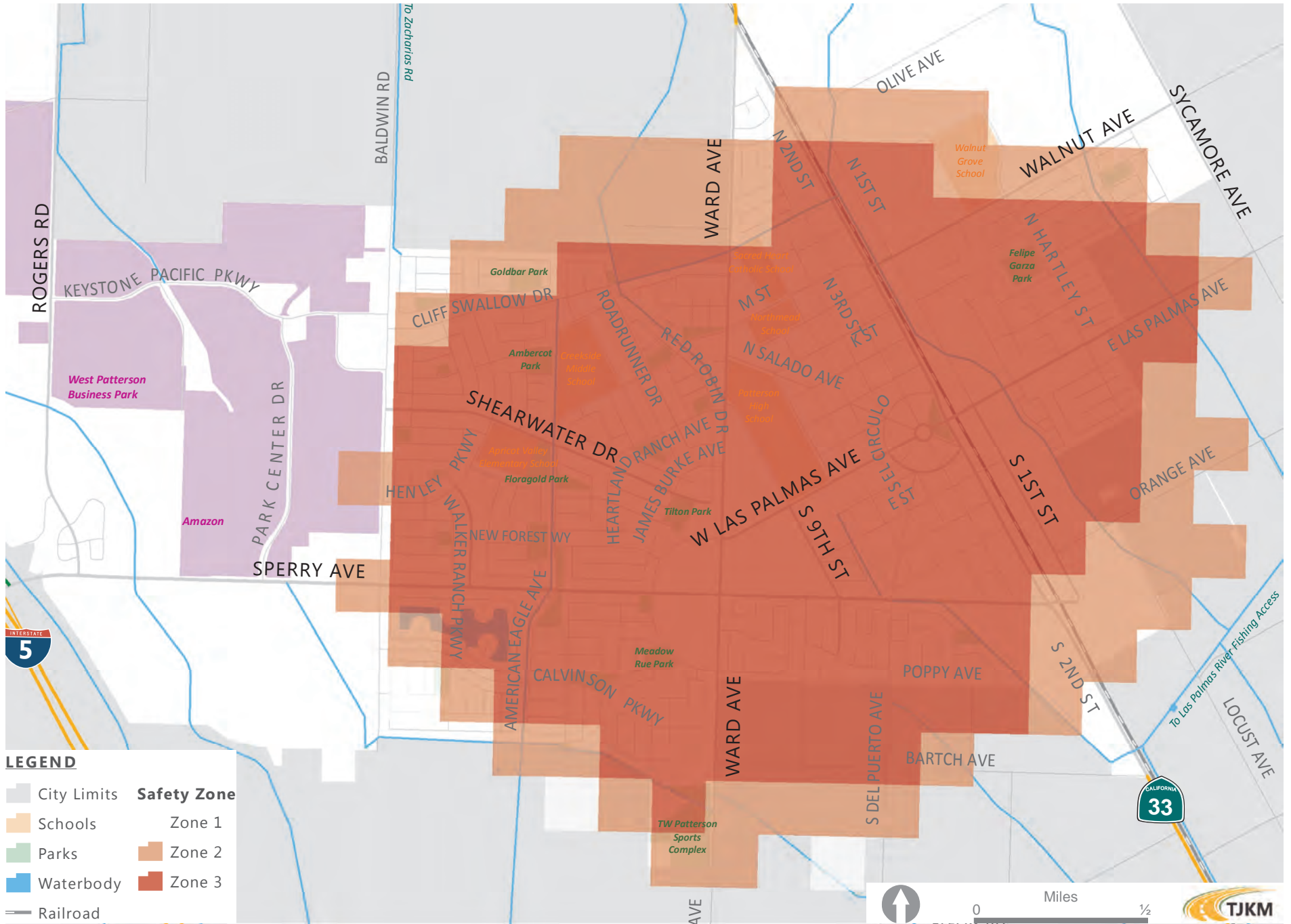
Table A-1: Project Prioritization Methodolgy

Priority	Measure	Description	Weightage	Score	Criteria
1	Safety <sup>1</sup>	Potential for reducing the number and/or rate of pedestrian and bicyclist fatalities and Injuries. Scoring is based on the proximity to existing collisions. See map A-1.	3	1 5 10	Zone 1 Zone 2 Zone 3
2	Connectivity	The project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need.	3	1 5 10	New facility along the corridor/Upgrading the facility; New facility near existing built environment; Filling the gap along existing facility
3	Ease of Implementation	The project is relatively easy to implement (limited acquisitions and low cost).	2	1 5 10	More than \$1,000,000 Between \$100,000 to \$1,000,000 Less than \$100,000
4	Equity	The project serves disadvantaged residents. See map A-2.	2	1 5 10	CalEnviroScreen 3.0 Percentile <80% Between 80% and 85% > 85%
5	Health	Proximity to parks and schools. See Map A-3.	2	1 5 10	Zone 1: 100 feet from School or Park Zone 2: 500 feet from School or Park Zone 3: Above 500 feet
6	Environment	The project reduces VMT and greenhouse gas emissions. It is anticipated that providing facilities along major corridors will result in significant mode shift.	1	1 5 10	Local Streets Collector Arterial
7	Access	The project is in proximity to transit station or service. See map A-4.	1	1 5 10	Zone 1: 0.25 mile from transit stop Zone 2: 0.5 mile from transit stop Zone 3: Above 0.5 mile

<sup>1</sup> If the project is in two zones, we select the zone with the higher score.

<sup>2</sup> More information about CalEnviroScreen 3.0 can be found here: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>

Map A-1 Safety



Source: City of Patterson General Plan, 2014; Stanislaus County Geographic Information Systems, ESRI, OpenStreetMap contributors



Map A-2 Equity



Source: City of Patterson General Plan, 2014; Stanislaus County Geographic Information Systems, ESRI, OpenStreetMap contributors

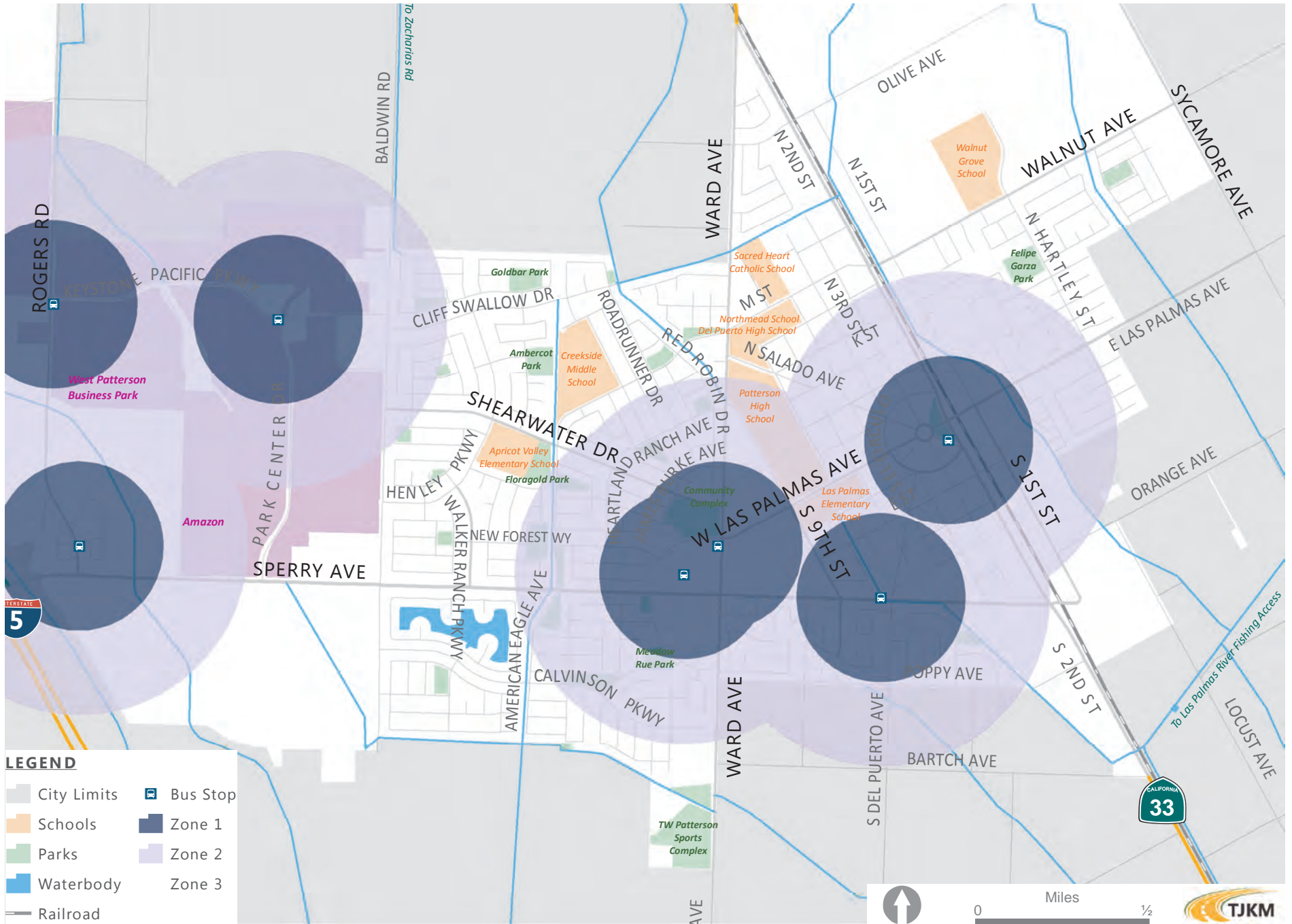


Map A-2 Health



Source: City of Patterson General Plan, 2014; Stanislaus County Geographic Information Systems, ESRI, OpenStreetMap contributors

Map A-4 Access



**LEGEND**

City Limits	Bus Stop
Schools	Zone 1
Parks	Zone 2
Waterbody	Zone 3
Railroad	

Source: City of Patterson General Plan, 2014; Stanislaus County Geographic Information Systems, ESRI, OpenStreetMap contributors

0 Miles 1/2

Date: 11/29/2021



Table A-2: Bicycle Projects Prioritization Scoring

<b>Id</b>	<b>Roadway Name</b>	<b>Limits</b>	<b>Term</b>	<b>Total Score</b>	<b>Safety (x3)</b>	<b>Connectivity (x3)</b>	<b>Ease of Implementation (x2)</b>	<b>Equity (x2)</b>	<b>Health (x2)</b>	<b>Environment</b>	<b>Access</b>
12	W Las Palmas Ave	N 2nd St to Weber Ave	Near-Term	120	30	30	10	10	20	10	10
1	Shearwater Dr	American Eagle Ave to Henley Parkway	Near-Term	108	30	30	20	2	20	5	1
5	Walnut Ave/M St	N 1st St to SR 33	Near-Term	98	30	30	20	10	2	5	1
11	W Las Palmas Ave	N 7th St to S El Circulo Ave	Near-Term	98	30	30	20	2	10	1	5
20	Ward Ave	M St to North 9th St	Near-Term	98	30	30	10	2	20	5	1
2	Henley Pkwy	Cliff Swallow Dr to Shearwater Dr	Near-Term	94	30	30	20	2	10	1	1
3	Cliff Swallow Dr	Baldwin Rd to Skimmer Dr	Near-Term	94	30	30	20	2	10	1	1
4	9th St	Las Palmas Ave to Sperry Ave	Near-Term	92	30	15	20	2	10	5	10
9	W Las Palmas Ave	Ward Ave/Mackihaffy to Sperry Ave	Mid-Term	88	30	15	10	2	20	1	10
31	Heartland Ranch Ave	Pipit Dr to Ward Ave	Mid-Term	83	30	15	10	2	20	1	5
10	W Las Palmas Ave	Sperry Ave to N 9th St	Mid-Term	82	30	15	10	2	10	5	10
17	Sperry Ave	N 2nd St to Del Puerto Ave	Mid-Term	82	30	15	10	2	10	10	5
25	Pipit Dr	American Eagle Ave to W Las Palmas Ave	Mid-Term	80	30	15	20	2	2	1	10
8	L St	N 2nd St to 7th St	Mid-Term	79	30	15	20	2	10	1	1
16	Sperry Ave	Del Puerto Ave to Ward Ave	Mid-Term	79	30	15	10	2	2	10	10
29	Roadrunner Dr	Cliff Swallow Dr to Heartland Ranch Ave	Mid-Term	79	30	15	20	2	10	1	1
15	Sperry Ave	Ward Ave to Rogers Rd	Mid-Term	78	30	15	10	2	10	10	1
6	N Hartley St	Walnut Ave to E Las Palmas Ave	Mid-Term	77	30	15	10	10	10	1	1
24	Peregrine Dr	Flicker Ln to Heartland Ranch Ave	Mid-Term	77	30	3	20	2	20	1	1
38	Scarlett Ln	Horizon Ln to Daisy Dr	Mid-Term	77	30	3	20	2	20	1	1

28	N 2nd St	Bartch Ave to Eucalyptus Ave/Magnolia Ave	Mid-Term	76	30	3	2	20	10	10	1
32	Kestrel Dr	American Eagle Ave to W Las Palmas Ave	Mid-Term	75	30	15	20	2	2	1	5
26	S El Circulo	All	Long-Term	74	30	15	10	2	2	5	10
36	Washburn St	1st to Weber Ave	Long-Term	71	30	3	20	10	2	1	5
37	Weber Ave	Washburn St to E Las Palmas Ave	Long-Term	71	30	3	20	10	2	1	5
7	E St	S 2nd St to 9th St	Long-Term	70	30	15	10	2	2	1	10
18	S Del Puerto Ave	Plaza Cir to Poppy Ave	Long-Term	70	30	15	10	2	2	1	10
19	Ward Ave	North 9th St to Sperry Ave	Long-Term	70	30	3	10	2	10	5	10
41	S Del Puerto Ave	Poppy Ave to Elfers Rd	Long-Term	59	30	3	20	2	2	1	1
14	Canal Trail	N 1st St to Main Canal	Long-Term	58	30	3	2	10	2	1	10
22	Poppy Ave	N 2nd St to Clover Ave	Long-Term	53	30	3	10	2	2	1	5
27	Clover Ave	Sperry Ave to Bartch Ave	Long-Term	53	30	3	10	2	2	1	5
21	Ward Ave	SR 33 to Barros St	Long-Term	50	15	15	10	2	2	5	1
33	Eucalyptus Ave	SR 33 to Sycamore Ave	Long-Term	50	3	3	20	20	2	1	1
34	Olive Ave	SR 33 to Poplar Ave	Long-Term	50	3	3	20	20	2	1	1
35	Poplar Ave	Olive Ave to Las Palmas Ave	Long-Term	50	3	3	20	20	2	1	1
13	Cliff Swallow Trail	Cliff Swallow Dr to N 1st St	Long-Term	49	30	3	2	2	10	1	1
40	Bartch Ave	Ward Ave to SR 33	Long-Term	41	30	3	2	2	2	1	1
42	Unknown	Ward Ave to Cliff Swallow Dr	Long-Term	41	30	3	2	2	2	1	1
30	Baldwin Rd	Zachariad Rd to Patterson City Limit	Long-Term	40	3	3	10	20	2	1	1
39	Sycamore Ave	Marshall Rd to Walnut Ave	Long-Term	32	3	3	2	20	2	1	1
23	Main Canal Trail	SR 33 to Las Palmas River Fishing Access	Long-Term	22	3	3	2	10	2	1	1

Table A-3: Pedestrian Projects Priortization Scoring

ID	Project Name	Location	Description	Term
1	High Visibility Crossing	Las Palmas Ave near Meadow Rue Park/Walmart	High Visibility Crossing	Near-Term
2	High Visibility School Crossing	Henley Pkwy and Mendocino Creek Dr	High Visibility School Crossing	Near-Term
3	High Visibility School Crossing	Shearwater Dr and Creekside Dr	High Visibility School Crossing	Near-Term
4	High Visibility School Crossing	Shearwater Dr and Urban Green Trail Crossing	High Visibility School Crossing	Near-Term
5	High Visibility School Crossing	W Las Palmas Ave and S 9th St	High Visibility School Crossing	Near-Term
14	Stripped Crosswalk and Pedestrian Activated Crosswalk Flashers	Ward Avenue and Mackilhaffy Drive.	A new crosswalk will be constructed on Ward Ave/Mackilhaffy Drive with pedestrian activated crosswalk flashers	Near-Term
13	Signal Upgrade	Sperry Avenue and 9th Street	The existing crosswalk at Sperry Ave/9th St will be upgraded with mast arms, pedestrian activated crosswalk flashers, new paint striping, and ADA ramps	Mid-term
15	New Signal	S 2nd St and Sperry Avenue	New Signal proposed in TIMP 2020. Provision of pedestrian signal heads, crosswalk striping, and installation of ADA ramps could be included in this project.	Mid-term
16	New Signal	Ward Avenue and N Salado Avenue	New Signal proposed in TIMP 2020. Provision of pedestrian signal heads, crosswalk striping, and installation of ADA ramps could be included in this project.	Mid-term
17	New Signal	Rogers Road and Keystone Pacific Pkwy	New Signal proposed in TIMP 2020. Provision of pedestrian signal heads, crosswalk striping, and installation of ADA ramps could be included in this project.	Mid-term

18	New Signal	West Las Palmas Avenue and Poplar Avenue	New Signal proposed in TIMP 2020. Provision of pedestrian signal heads, crosswalk striping, and installation of ADA ramps could be included in this project.	Mid-term
6	Trail Crossing-Subject to Trail Approval	At Cliff Swallow Dr (end)	Trail Crossing-Subject to Trail Approval	Long-Term
7	Trail Crossing-Subject to Trail Approval	At Ward Ave near Rose Dr	Trail Crossing-Subject to Trail Approval	Long-Term
8	Trail Crossing-Subject to Trail Approval	At American Eagle Ave near Red Robin Dr	Trail Crossing-Subject to Trail Approval	Long-Term
9	Trail Crossing-Subject to Trail Approval	At N 2nd St near El Solyo Dr	Trail Crossing-Subject to Trail Approval	Long-Term
10	Trail Crossing-Subject to Trail Approval	At Las Palmas Ave near Weber Ave	Trail Crossing-Subject to Trail Approval	Long-Term
11	Citywide Sidewalk Infill	Throughout the City. Total = 8.27 Miles	Citywide Sidewalk Infill	NA <sup>1</sup>
12	Citywide ADA Ramps Addition	Throughout the City. Missing ADA Ramps = 208	Citywide ADA Ramps Addition. Installing and upgrading ADA ramps. Most upgrades are related to missing DWS.	NA
		Not Meeting Standards = 991	Adding truncated domes	

<sup>1</sup> Sidewalk and ADA ramps will be constructed over multiple phases.

<sup>2</sup> Sperry Avenue and I-5 interchange traffic signals are not included in the ATP project list. Information regarding new traffic signals and phasing is referred from TIMP 2020.

Appendix - ADA Ramps Zones



Source: City of Patterson General Plan, 2014; Stanislaus County Geographic Information Systems, ESRI, OpenStreetMap contributors

<b>Zone</b>	<b>Missing ADA Ramps</b>	<b>Not Meeting Standards</b>
Zone 1	6	30
Zone 2	0	4
Zone 3	0	213
Zone 4	0	65
Zone 5	8	187
Zone 6	0	104
Zone 7	4	61
Zone 8	147	113
Zone 9	5	26
Zone 10	29	144
<b>Total</b>	<b>199</b>	<b>947</b>
<b>Total Cost</b>	<b>\$3,044,700</b>	<b>\$5,795,640</b>
Cost per ramp	\$15,300	\$6,120



COMMUNITY CENTER  
PATTERSON, CALIFORNIA

COMMUNITY CENTER  
PATTERSON, CALIFORNIA





**Patterson**  
Active Transportation Plan

**Existing Conditions Report**

March 2021





# **CITY OF PATTERSON ACTIVE TRANSPORTATION PLAN**

## **Existing Conditions Report**

March 2021

Prepared For:  
The City of Patterson

Prepared By:  
TJKM Transportation Consultants

# | CONTENTS

## **1. Introduction**

Purpose & Key Goals	1-2
Benefits of Active Transportation	1-3
What are Complete Streets?	1-4

## **2. Relevant Plans, Policies & Standards**

General Plan Circulation Element	2-2
Transportation Infrastructure Master Plan (TIMP)	2-2
Parks and Recreation Master Plan	2-3
Zacharias and Baldwin Master Plan	2-3
City of Patterson Standard Specifications	2-4
StanCOG Non-Motorized Transportation Master Plan (NMTMP)	2-4
Regional Transportation Plan	2-6

## **3. Setting**

Population and Employment	3-2
Land uses and travel destinations	3-3
Street Network	3-5
Public Transit	3-7

## **4. Cycling Conditions**

Types of Bikeway Facilities	4-2
Existing Bikeway Network	4-4
Barriers to Cycling	4-4
Bicycle Level of Traffic Stress	4-5
Proposed Regional Bikeways	4-8

## **5. Walking Conditions**

Sidewalk Network	5-2
Sidewalk Gaps & ADA Curb Ramp Deficiencies	5-2
Pedestrian Safety	5-4
Summary of Key Barriers to Walking	5-5
Pedestrian Priority Areas & Improvement Projects (NMTMP)	5-6

## LIST OF FIGURES

Figure 1: Regional Location	3-2
Figure 2: General Plan Land Use Map	3-3
Figure 3: Street Network Map	3-6
Figure 4: Public Transit Routes	3-7
Figure 5: Types of Bikeways	4-2
Figure 6: Existing & Currently Planned Bikeway Network	4-3
Figure 7a: Bicycle Level of Traffic Stress (LTS) Definitions	4-5
Figure 7b: Bicycle Level of Traffic Stress	4-7
Figure 8a: Priority Bikeways (StanCOG NMTMP)	4-8
Figure 8b: Tier-one Priority Regional Bikeway – Las Palmas (StanCOG NMTMP)	4-9
Figure 9: Pedestrian Gaps and Barriers	5-3
Figure 10: Pedestrian & Bicycle Collision Locations (2015-2019)	5-4
Figure 11: Pedestrian Bulbout & High-visibility Crosswalk Treatment Examples	5-5
Figure 12: Pedestrian Priority Area Projects (StanCOG NMTMP)	5-6

## LIST OF TABLES

Table 1: Population by Age	3-2
Table 2: School Locations	3-3
Table 3: Local Bus Routes	3-7
Table 4a: Bicycle LTS Criteria for Roadway Segments	4-6
Table 4b: Bicycle LTS Criteria for Bike Lanes Adjacent to On-Street Parking	4-6
Table 4c: Bicycle LTS Criteria for Bike Lanes with No Adjacent On-Street Parking	4-6



# 1. INTRODUCTION

The Patterson Citywide Active Transportation Plan (ATP) is being developed by the City of Patterson, with the help of an Active Transportation Grant awarded by Caltrans and California Transportation Commission (CTC).

This report is divided into the following sections:

**1. Introduction** describes the purpose, key goals & objectives of the Citywide Active Transportation Plan

**2. Relevant Plans, Policies & Standards** describes adopted plans and standards relevant to bicycling and walking in Patterson, and describes adopted goals and policies that the Citywide Active Transportation Plan aims to support.

**3. Setting** summarizes relevant aspects of Patterson's built environment including population, employment, street network characteristics, traffic volumes and transit service.

**4. Cycling Conditions** summarizes existing characteristics of the Patterson's street network relevant to bicycling, describes existing bikeways well as currently proposed bikeways.

**5. Walking Conditions** describes the existing sidewalk and path network in Patterson, summarizes pedestrian safety data, and identifies key gaps and barriers to walking.

## ■ PURPOSE & KEY GOALS

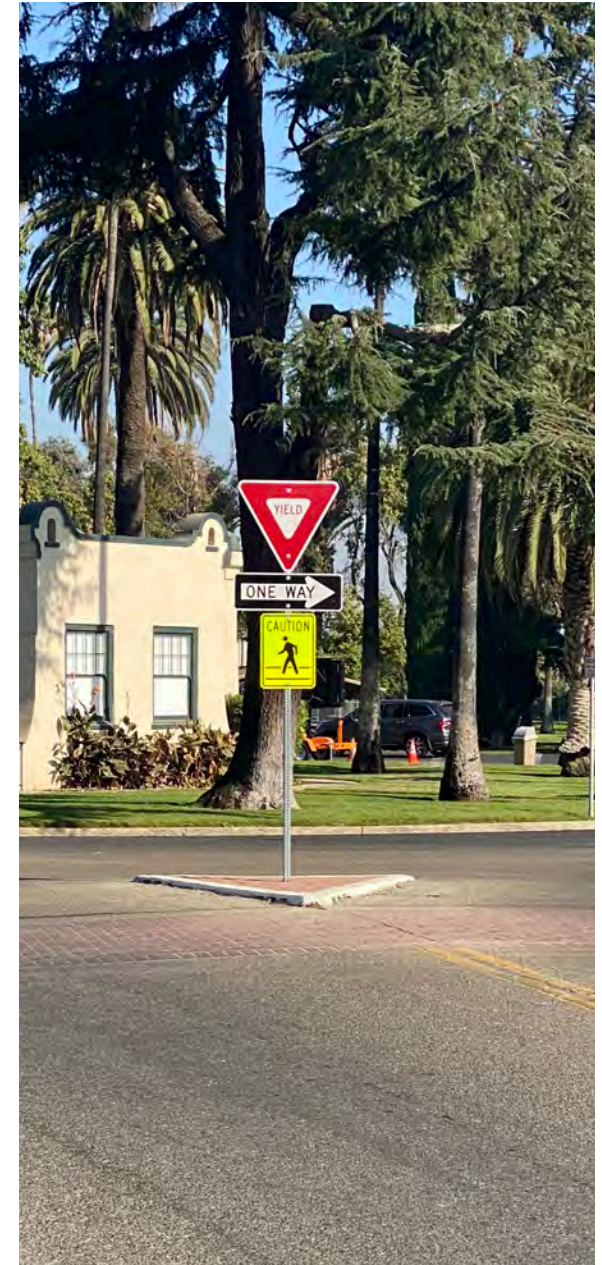
The Citywide ATP will provide a master plan for development of a citywide bikeway network and improvements to the citywide pedestrian network.

The ATP will complement adopted City plans including the General Plan Circulation Element, adopted in 2010, and the Transportation Infrastructure Master Plan (TIMP) approved in 2020, as well as the Stanislaus Council of Government (StanCOG) Non-Motorized Transportation Master Plan (NMTMP), adopted in

2013. The ATP will also:

- Support the City in reaching its goals to plan and develop a multimodal transportation network that is safe and efficient for all users
- Identify measures to implement adopted goals and policies relevant to bicycling and walking described in the NMTMP and TIMP
- Provide an overall framework plan depicting Patterson's future citywide cycling and walking network
- Identify pedestrian and bicycle network deficiencies, and develop implementable improvement options, with extensive input from members of the community
- Prepare conceptual designs for short and long-term improvements suitable for Future CIP funding programming and grant applications
- Specify recommended changes to street design standards to enhance walking and bicycling, and to incorporate recommended improvements
- Develop a phasing plan and funding strategy for prioritized projects, programs, and action steps

Key goals of the ATP are to support adopted policies at providing complete streets, increasing mobility, enhancing safety, improving public health, and increase the rate of bicycling and walking for every day transportation in Patterson.



## BENEFITS OF ACTIVE TRANSPORTATION

Providing design amenities to create integrated transportation networks that include walkable and bikeable streets and neighborhoods produces multiple benefits including:

- **Enhanced mobility:** Most daily trips in most communities, including Patterson, are within bicycling or walking distances, including local trips to shopping, schools, local services, parks and public transit. Provision of a complete street network and elimination of barriers to walking and bicycling, including provisions for transit access will result in increased transportation options for all age groups.
- **Improved public health:** Rates of obesity and other public health risks associated with reduced physical activity increased dramatically in recent decades, for children as well as adults. Provision of active transportation networks is increasingly identified as a recommended component of local public health programs.
- **Reduction in greenhouse gas emissions:** Successful investments in walking and bicycling lead to reductions in local greenhouse gas emissions.
- **Increased property values:** Bikeable and walkable neighborhoods help to attract and retain a talented and youthful workforce<sup>1</sup>.
- **More retail dollars spent at local businesses:** Studies in other cities have found that residents who walk and bike to visit local businesses spend more money than customers that drive<sup>2</sup>.



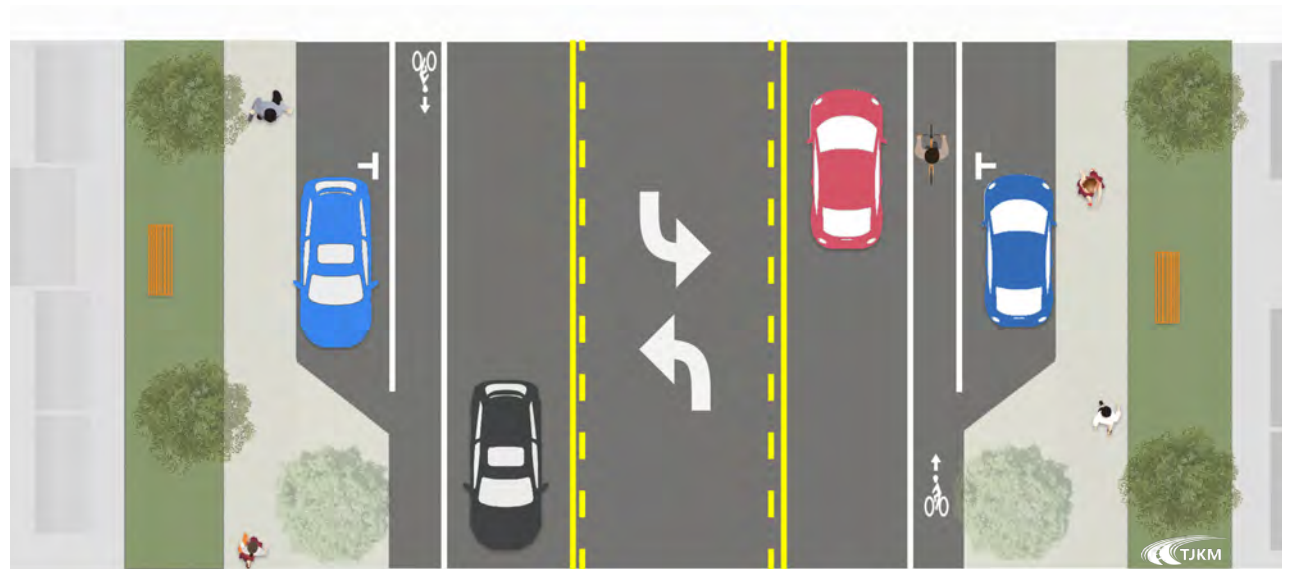
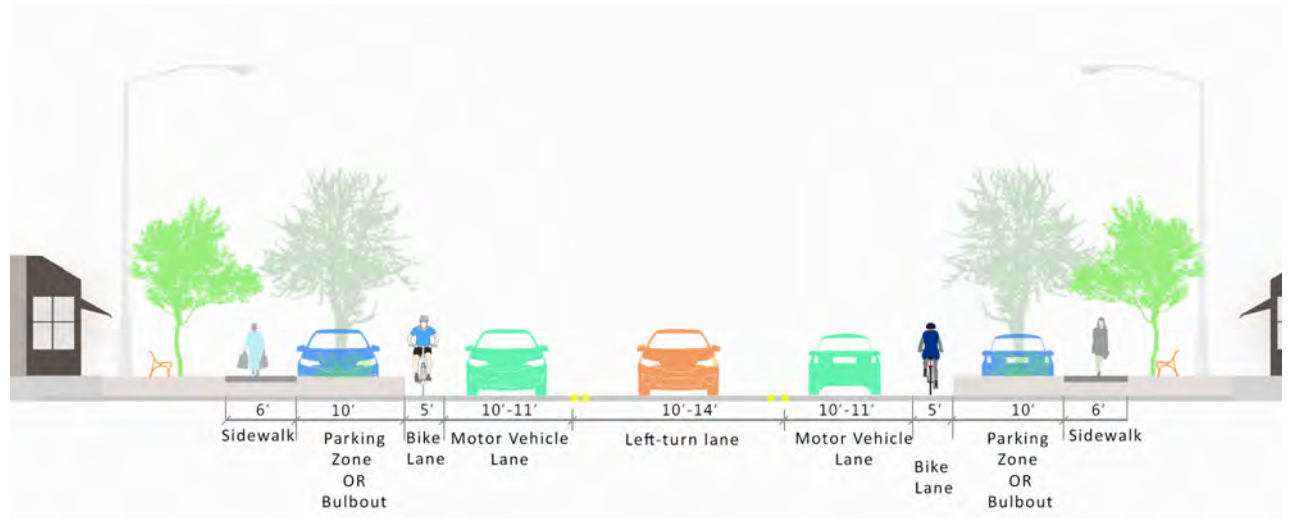
<sup>1</sup>Cortright, Joe for CEOs for Cities. (2009). *Walking the Walk: How Walkability Raises Home Values in US Cities*.

<sup>2</sup>The Clean Air Partnership. (2009). *Bike Lanes, On-Street Parking and Business: A Study of Bloor Street in Toronto's Annex Neighborhood*.

## WHAT ARE COMPLETE STREETS?

A complete street is a street that accommodates mobility for all modes of transportation. There is no one design, or “one size fit all” solution for a complete street. It is a street design that enables safe, comfortable access for users of all ages and abilities, no matter how they travel.

- The term “Complete Streets” refers to a balanced, multimodal transportation network that meets the needs of all users of streets -- including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors. A “Complete Street” is one that provides safe and convenient travel in a manner that is suitable to the local context.
- The California Complete Streets Act (AB 1358) adopted in 2008, requires that cities and other public agencies incorporate “Complete Street” policies when updating their General Plan Circulation Element. Complete Streets make travel safe for all users, including bicyclists, pedestrians, motorists, transit vehicles, and people of all ages and abilities. Each and every street does not need to provide dedicated space to all users, but the network must accommodate the needs of all users.
- Design guidance relevant to providing complete streets are provided by various sources including the National Association of City Transportation Officials (NACTO) Urban Street Design Guide.





## **2. RELEVANT PLANS, POLICIES & STANDARDS**



This section summarizes relevant adopted plans, policies or standards that include policies or recommendations relevant to the citywide bicycle and pedestrian networks. Documents relevant to the Citywide ATP include the City of Patterson General Plan, Transportation Infrastructure Master Plan (TIMP) and Parks and Master Plan, as well as the Stanislaus Council of Governments (StanCOG) Non-motorized Transportation Master Plan (NMTMP) and Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

## GENERAL PLAN CIRCULATION ELEMENT

The City of Patterson General Plan and its Circulation Element were adopted in November 2010. The purpose of the Circulation Element is to provide goals and policies aimed at meeting the transportation needs of the City. The Circulation Element has identified roadway deficiencies, as well as improvements to achieve and maintain established City standards.

The following is a list of adopted General Plan goals and policies relevant to the citywide pedestrian and bicycle networks:

General Plan Goal T-7: To promote pedestrian, bicycle and rail travel as alternatives to automobile use.

- Policy T-7.1: Safe Pedestrian and Bike Pathways: The City shall create and maintain a safe and convenient system of pedestrian and bicycle pathways that encourages walking and bicycling as an alternative to driving. New development shall be required to pay its fair share of the costs for development of this pathway system.
- Policy T-7.2: Pedestrian Access: All new development shall be reviewed to ensure safe pedestrian access is provided from the

street, within parking areas and between new development and surrounding neighborhoods.

- Policy T-7.3: Bike Routes: The City shall establish a safe and convenient network of identified bicycle routes connecting new residential areas by the shortest possible routes with recreation, shopping, and employment areas within the city. The City shall cooperate with surrounding jurisdictions in designing and implementing an area-wide bikeway system.
- Policy T-7.4: Separation of Bike Routes from Motor Vehicles: Bicycle routes shall emphasize paths separated from vehicle traffic (Class I) to the maximum extent possible, but shall also include bicycle lanes within public streets (Class II and III). The City shall limit on-street bicycle routes to those streets where the available roadway width and traffic volumes permit safe coexistence of bicycle and motor vehicle traffic.
- Policy T-7.5: Include Pathways in Open Space: To the extent practicable, bicycle and pedestrian pathways shall be included within open space areas.
- Policy T-7.6: Bike Storage: The City shall require the inclusion of bicycle parking facilities at all new major public facilities and commercial and employment sites and shall encourage large employers to provide showers for employees.
- Policy T-7.7: Bicycle-Automobile Conflicts: The City shall promote the safe “sharing” of roads between automobiles and bicyclists.
- Policy T-7.8: Bike Safety: Bicycle safety shall be considered when implementing improvements for automobile traffic operations
- Policy T-7.9: Coordination with Schools:

The City shall collaborate with the School District to promote bike use and shall actively pursue Safe Route to School grants to fund programs that facilitate safe bike routes.

- Policy T-7.10: Coordination with Other Agencies: The City shall coordinate with Stanislaus County, the Stanislaus Council of Governments, Caltrans and other agencies to improve bicycle and pedestrian circulation region-wide.

## TRANSPORTATION INFRASTRUCTURE MASTER PLAN (TIMP)

The City Patterson TIMP was prepared in March 2020 and provides transportation infrastructure recommendations based on two future scenarios:

- 10-year near-term scenario based on a future population of 28,900 residents in Patterson (an increase from 22,524 residents in 2019), and 21,980 jobs in Patterson.
- Master Plan Buildout Scenario, to accommodate a buildout population of 66,300 residents and 81,300 jobs in Patterson. The number of jobs in the Master Plan buildout scenario would greatly exceed the size of the local labor force (approximately 30,000 Patterson residents would be part of the working-age population at buildout). Therefore, the majority of the jobs in Patterson would be held by over 50,000 commuters that would travel from other communities to jobs in Patterson.

The TIMP is intended to be used as a tool to help the City plan for anticipated growth in the future. The TIMP recommends to “establish and provide ‘Complete Street’ policies for all future roadways.



Relevant TIMP policies are listed below:

- Encourage future commercial development to provide bicycle access to surrounding residential areas.
- Require future commercial development to place bike racks near entrances for employees and customers.
- As appropriate require future development to construct bikeways included in the proposed system as a condition of development.
- Meet the requirements of the Americans with Disabilities Act when constructing facilities contained in the proposed system, where applicable.
- Encourage future development to consider schools as important destinations for bicyclists when designing circulation systems within new developments.
- Establish and provide Complete Street policies for all future roadways. Adopt recommended bike facilities plan and provide future funding for its construction. Creation of more continuous bike lanes at key destinations would encourage more people to use bikes instead of autos.
- Focus on redesign of downtown streets based walkable and livable principles.

## PARKS AND RECREATION MASTER PLAN

Although not formally adopted by the City yet, the Parks and Recreation Master Plan will guide the City in expanding, improving, and protecting the parks and recreational facilities as the City continues to grow. As the City improves and builds upon its park and facility network, it will be important to improve and build upon the multimodal network as well so that residents of all ages may access the parks and facilities in order to maintain a healthy lifestyle. Relevant guidelines and goals are highlighted below:

### Planning & Design Guidelines

- Parks should be programmed and designed to appeal to multiple user groups from toddler to senior, and to provide both active and passive, as well as individual and group recreation opportunities.
- Wherever possible, highlight and strengthen connections between the park and other public spaces and community destinations.
- Provide logical, integrated, safe and ADA compliant access and circulation throughout the park.

### Goals

- Including parks as “important” and “key” destinations when considering bicycle and pedestrian circulation;
- Prioritizing parks and recreation facilities as well as schools as key destinations when designing Complete Streets;
- Providing a sufficient number of conveniently located bicycle racks at all parks and recreation facilities; and
- Expanding the system of multi-use paths that function as linear parks.

## ZACHARIAS AND BALDWIN MASTER PLAN

The City plans to annex approximately 1,227 acres of land just outside the City Limits. Proposed development will consist of residential, mixed-use, commercial, industrial, schools, parks, and open space uses.

The potential build-out will consist of approximately 5,086 dwelling units and 7,765,000 square feet of non-residential uses. According to the study, the neighborhood streets would be constructed with traffic calming measures to provide pedestrian and bicycle safety.

As part of the proposed TDM measures, the project should designate pedestrian and bike lanes to encourage walking and biking, provide secure bicycle parking, and provide adequate street lighting, sidewalks, and pedestrian/bicycle paths. Proposed strategies are listed below:

### Proposed Access and Circulation

- Neighborhood streets designed with traffic calming geometric features.

### Transportation Demand Management Strategies

- A clearly designated pedestrian circulation network within the site that links to the City of Patterson roadway network. Currently there are Class II on-street bike lane on Baldwin Road and Ward Avenue. Class II bike lane should be provided on both streets in the project area. The existing site plan shows pedestrian routes that connect to adjacent local roadways. Clearly designated bike lanes should be provided that connects to employment centers and downtown areas.
- Secure bicycle parking in safe, strategic locations within the site.
- Safety amenities such as lighting, sidewalks, and off-street pedestrian / bicycle paths.

## CITY OF PATTERSON STANDARD SPECIFICATIONS

The City of Patterson Standard Specifications were last updated in 2011 and contain specifications and typical drawings for improvements that intends to aid all persons engaged in the construction of public works within the City limits. The document includes but is not limited to:

- Typical roadway cross sections
- Cul-de-sac geometry, roundabout details,
- Sidewalk cross sections
- Curb ramp details
- Landscaping, and lighting standards

The Active Transportation Plan will include street design recommendations that could result in updates to the City's standard specifications.

## STANCOG NON-MOTORIZED TRANSPORTATION MASTER PLAN (NMTMP)

The Stanislaus Council of Governments (StanCOG) updated and adopted the NMTMP in 2013 with the goal of improving the bicycle and pedestrian network in Stanislaus County. The NMTMP has been prepared so that cities may prioritize investments in bicycle and pedestrian infrastructure and increase grant funding opportunities. Planning efforts included an outreach process with stakeholders to identify policy and network recommendations.

### Regional NMTMP Facilities within Patterson

Proposed bikeway and pedestrian facilities recommended by the NMTMP within Patterson are described in Chapters 4 and 5.

### NMTMP Policy Recommendations for the City of Patterson

The NMTMP includes the following policy recommendations for the City of Patterson:

- Consider revising bicycle parking requirements in Zoning Code based on Section 9-4 of the NMTMP
- Adopt policy language in the next General Plan update that is focused on Complete Streets and balancing the need of all roadway users.
- Consider adoption of a "Complete Streets" policy or "Routine Accommodation" type of policy to encourage accommodation of bicyclists and pedestrians of all ages and experience levels with new construction or improvements to the public right-of-way.
- Prepare, adopt, and implement an ADA Implementation Plan to guide inventory accessibility needs and future improvements.
- Adopt citywide policy of constructing ADA curb ramps and any other accessibility measures routine practice in any new construction or improvement project within the public right-of-way.
- When completing traffic analysis, collect bicycle and pedestrian volumes at each study location to address safety and circulation issues for those modes.

### NMTMP Goals and Policies

Goals and policies of the NMTMP are discussed below:

**NMTMP Goal 1: Increase Bicycle And Pedestrian Access And Safety.** Expand bicycle and pedestrian facilities and access in and between local destinations such as neighborhoods, employment centers, shopping areas, schools, and recreational sites as well as throughout the

region to increase the number of bicycling trips to five percent of all trips by 2030.

Objective 1.A: Implement the StanCOG Countywide Bicycle and Pedestrian Master Plan, which identifies existing conditions and planned networks, and provides specific short-term and long-term recommendations for countywide priority facilities and programs, including near-term (five to ten-year) priority projects.

### Policy Actions:

- Maximize coordination between all municipalities, schools, and community organizations to review and comment on bicycle and pedestrian issues of mutual concern.
- Implement the recommendations to regularly monitor bicycle- and pedestrian-related collision levels, and seek a reduction in these collision levels on a per capita basis over the next twenty years.
- Update the Plan periodically as required by Caltrans to reflect new policies and/or requirements for bicycle and pedestrian funding.
- Establish a countywide bicycle/pedestrian coordinator who would help implement the county and local bicycle and pedestrian improvements.

Objective 1.B: Complete a continuous network of bikeways and pedestrian facilities that are feasible, fundable, and serve the needs of bicyclists and pedestrians, especially for travel to employment centers, schools, commercial districts, transit stations, and institutions.

### Policy Actions:

- Seek funding for the priority bicycle and pedestrian projects through current local, regional, state, and federal funding programs



and encourage multi-jurisdictional funding applications.

- Complete existing gaps in the pedestrian network, especially in the vicinity of land use attractors such as schools, parks, and neighborhood commercial areas as well as over major barriers such as railroad tracks, highways, and water bodies.
- Codify the existing practice of providing wide shoulders or bicycle lanes during overlay and widening projects as roadway space allows through the adoption of a "Complete Street" policy to encourage construction of bikeways as a part of any roadway project, where feasible and appropriate.
- Provide opportunities for bicycling for recreational purposes, especially to access parks and open space.

Objective 1.C: Address immediate and future safety needs for all roadway users, particularly bicyclists and pedestrians, who are the most vulnerable roadway users.

- Policy Actions:
- Secure funding for and implement priority bikeways and priority pedestrian projects identified in the Plan, many of which are located on corridors with high numbers of bicycle and pedestrian collisions.
- Develop adult and youth bicycle and pedestrian education, encouragement and safety programs aimed at youths, adult cyclists, pedestrians, and motorists.
- Objective 1.D: Improve access and integration with transit for bicycling and walking trips.

Policy Actions:

- Assist transit providers in providing and promoting secure, covered bicycle racks and

lockers at transit centers and along key bus routes to facilitate multi-modal trips.

- Support and promote transit facility enhancements, such as bus stop access improvements, that will encourage increased bicycle and pedestrian access to transit.
- • Require future transit service in Stanislaus County to provide adequate bicycle and pedestrian access, bus mounted bicycle racks, and secure bicycle parking.
- • Conduct bicycle and pedestrian counts at regular intervals and include bicycle and pedestrian counts as part of vehicle traffic counts to evaluate usage and demand, and assist in the prioritization of project funding.

**NMTMP Goal 2: Increase Bicycle and Pedestrian Trips.** Make bicycling and walking a viable option for shopping, school, and work trips in Stanislaus County and other trips of fewer than five miles by implementing and maintaining a bikeway network, providing end-of-trip facilities for bicyclists, improving access and integration with transit, and making walking and biking convenient and safer.

Objective 2.A: Include bikeways and pedestrians facilities in all appropriate future development projects to facilitate on-site circulation and connections to the proposed system.

Policy Actions:

- Require future development to construct bikeways, sidewalks, and/or other pedestrian facilities included in the proposed system as a condition of development.
- Encourage future commercial development to provide bicycle and pedestrian access to surrounding residential areas.
- Require future commercial development to place bicycle racks near entrances for

employees and customers.

- Meet the requirements of the Americans with Disabilities Act when constructing facilities contained in the proposed system, where applicable.
- Encourage future development to consider schools as important destinations for bicyclists and pedestrians when designing circulation systems within new developments.
- Work with transit authorities to ensure that pedestrian and bicycle concerns are addressed in the design of transit stops.

Objective 2.B: Provide secure, covered short- and long-term bicycle parking in employment and commercial areas, in multi-family housing, at schools, and at transit facilities.

Policy Actions:

- Develop a bicycle parking policy, as described in this Plan, to encourage or require the inclusion of bicycle parking in new development projects.
- Encourage the installation of short- and long-term bicycle parking in the public right-of-way, particularly adjacent to transit stops.
- Encourage the installation of short- and long-term bicycle parking at local elementary, middle, and high schools to promote bicycle commuting.

**NMTMP Goal 3: Improve Regional & Local Connections.** Increase accessibility within neighborhoods and cities as well between Stanislaus County cities, serving utilitarian, commute, and recreational trips.

Objective 3.A: Complete a network of bikeways that allow for intercity travel between Stanislaus County communities.

Policy Actions:

- Complete countywide priority bikeway network, as detailed in this Plan.
- Focus on development of Class 3 Bicycle Routes with wide shoulders as a lower-cost solution to regional bicycling needs than Class 1 paths, particularly in the near-term.

Objective 3.B: Align countywide bikeways through Stanislaus County cities such that local needs and destinations are served.

Policy Actions:

- Complete existing gaps in the countywide bicycle network, especially in the vicinity of schools, transit stops, neighborhood commercial centers, and major barriers such as railroad tracks, highways, and water bodies.

## REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for Stanislaus County was developed so that transportation improvements and future land development will be coordinated with each other.

The RTP/SCS identifies policies, projects, and programs over 25 years to enhance the region's transportation network. The RTP/SCS was developed in accordance with state and federal guidelines, and supports California's climate goals.

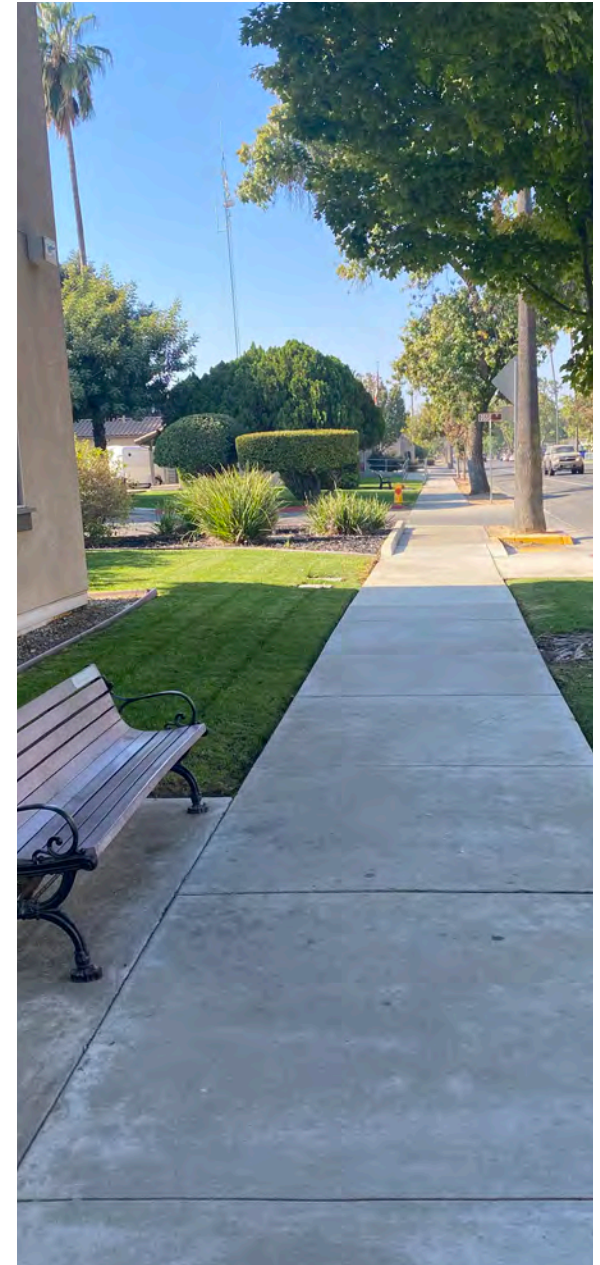
One of the key RTP/SCS improvement projects is to place "emphasis on bicycle/pedestrian improvements along central corridors, Class I multi-use trails, and complete street improvements." Relevant regional goals include:

### RTP/SCS Goal 1: Mobility & Accessibility

Improve the ability of people and goods to move between desired locations, and provide a variety of modal and mobility options.

### RTP/SCS Goal 6: Health & Safety

Operate and maintain the transportation system to ensure public safety and security; improve the health of residents by improving air quality, and provide more transportation options.





### **3. SETTING**

Known as the “Apricot Capital of the World”, Patterson is located in the middle of Stanislaus County within the San Joaquin Valley, roughly 17 miles southwest of Modesto. The City is approximately six square miles in size. Interstate 5 lies immediately west of the City. Figure 1 provides a map showing Patterson’s regional location. Due to its location, the City of Patterson provides plenty of recreational opportunity for residents. Patterson takes pride in its agricultural history, culminating in the annual Apricot Fiesta that takes place each June.

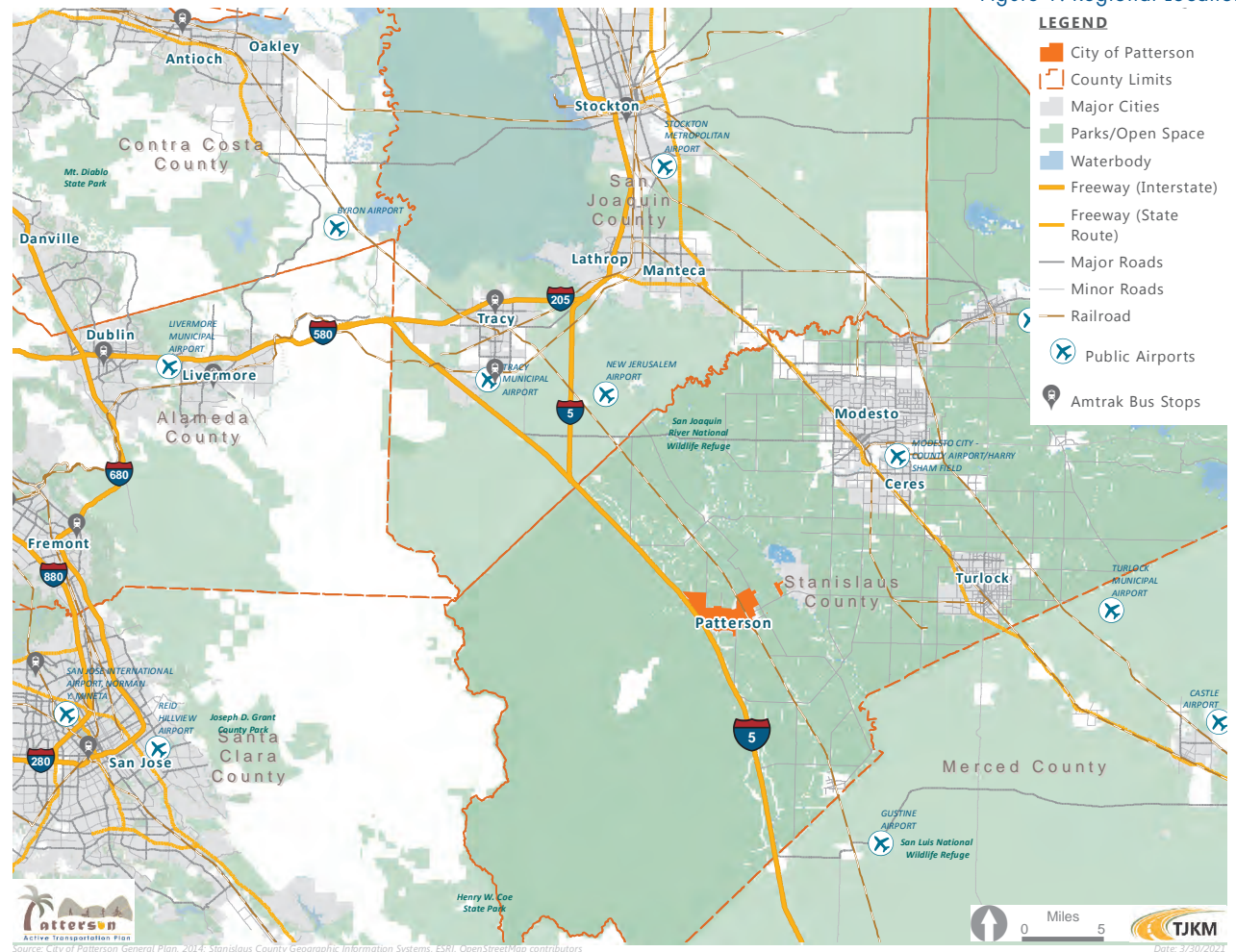
## POPULATION AND EMPLOYMENT

In 2019, Patterson’s population was estimated by the US Census Bureau to be approximately 22,524. Since 2010, the total population has grown by approximately 9.2%, a rate of roughly one percent annually. There is an approximate 52:48 ratio of male to female residents with over 60% of the population falling into the age range of 18 to 65 years, and 30% under the age of 18. Patterson represents approximately four percent of the population in Stanislaus County estimated at 550,660. Table 1 presents Patterson’s population by age.

Table 1: Population by Age

Age Range	2019 Estimate	Percentage
Under 18	6,667	30%
18-65	13,740	61%
Over 65	2,117	9%
<b>Total</b>	<b>22,524</b>	<b>100%</b>

Figure 1: Regional Location



Patterson’s current population of 22,524 residents consists of approximately 6,000 households and includes an estimated labor force of 9,800 workers according to the U.S. Census Bureau.



**22,524**  
Population



**\$69K**  
Median Household Income



**3.47**  
Average Household Size

## LAND USES AND TRAVEL DESTINATIONS

Patterson is a predominantly residential community with single-family homes throughout the City. Most of the commercial and industrial land uses are present along Sperry Avenue, Ward Avenue and State Route 33. Figure 2 presents land use designations for the City of Patterson from the City's General Plan.

### Commercial Destinations

Patterson's commercial destinations are primarily located at the shopping centers at the intersections of Sperry Avenue and Ward Avenue and along State Route 33 from Ward Avenue to City Limits. Some commercial areas are also located near the Sperry Avenue and Interstate 5 interchange. West of Baldwin Road, majority of the land uses are light industrial, serving as distribution centers for major companies such as Amazon, CVS Pharmacy, Kohl's Department Store, Grainger, and several other hardware distribution companies.

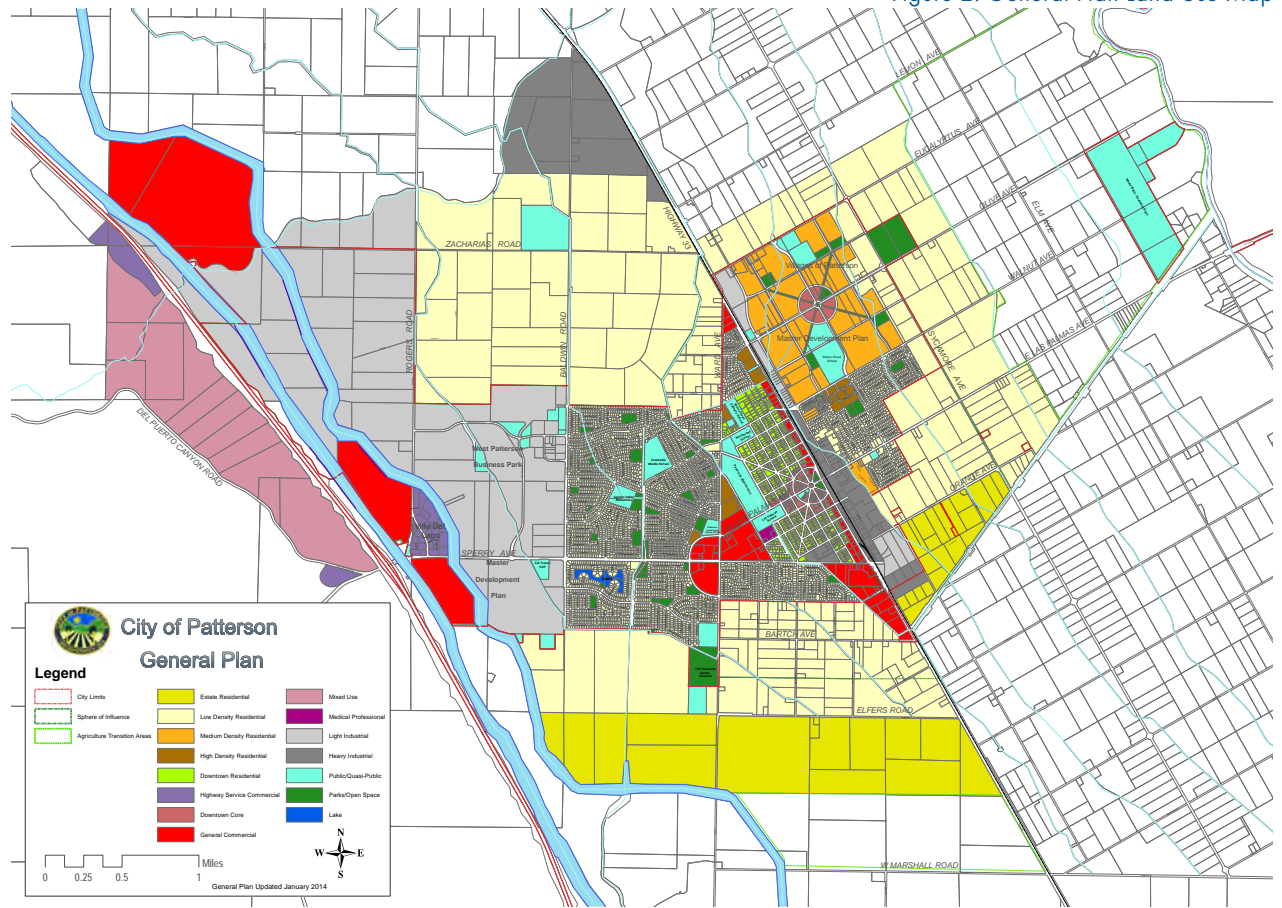
### School Destinations

As identified in Table 2, there are 11 schools within Patterson, primarily located west of State Route 33.

Table 2: School Locations

School	Address
Apricot Valley Elementary School	1320 Henley Parkway
Central Valley Art Academy	505 Baldwin Road
Creekside Middle School	535 Peregrine Drive
Del Puerto High School	640 M Street
Las Palmas School	642 W Las Palmas Avenue
Northmead Elementary School	625 L Street
Patterson High School	200 N 7th Street
Patterson Preschool Academy	610 N Hartley Street
Sacred Heart Catholic School	505 M Street
Walnut Grove School	775 N Hartley Street
West Valley Learning Center	610 N Hartley Street

Figure 2: General Plan Land Use Map



### Parks and Recreation Destinations

There are 34 public parks/open space locations within the City of Patterson available for recreational activities.

- Amaryllis Park: Located at American Eagle Avenue and Sperry Avenue, this park offers an open lawn, paved pathway and picnic tables and benches under a gazebo.
- Ambercot Park: Located at Creekside Drive and Alpine Creek Drive, this park offers shelters, tables, a playground, a multi-use field, and restrooms.
- Aprigold Park: Located at Hackney Street and New Forest Way, this park provides a playground, shelter and tables, multi-use fields, and shade trees.
- Aurora Park: Located at Roadrunner Drive and Cliff Swallow Drive, this park provides barbecue pits and tables, and open lawn
- Autumn Royal Park: Located along Heartland Ranch Avenue and Peregrine Drive, this park provides a playground, shelter and tables,



a barbecue pit, a multi-use field, basketball court, open lawn, and shade trees.

- Blenheim Park: Located at the corner of American Eagle Avenue and Pipit Drive, this park provides a playground, shelter and tables, and an open lawn.
- Blue Fiesta Park: Located along Hyacinth Drive, this park provides a water spray play area, shelter and tables, and an open field.
- Camas Lily Park: Located at American Eagle Avenue and Sperry Avenue, this park provides shelter and tables, a multi-use field and open lawn.
- Castlebirte Park: Located along the Damara Court cul-de-sac, this park provides a playground for young children, picnic tables, and an open lawn.
- City Park: Located at Las Palmas Avenue and Ossie Street, this small park provides a picnic table and bench.
- Del Puerto Park: Located at Del Puerto Avenue and S 5th Street, this park provides an open lawn, benches, and trees that provide shade.
- Early Gold Park: Located at Jersey Lane and New Forest Way, this park provides a playground for young children, shelter, barbecues, tables, a basketball court, and an open lawn.
- El Pescadero Park: Located along Walnut Avenue, this park provides benches and an open lawn.
- Floragold Park: Located at Shearwater Drive and American Eagle Avenue, this park provides a playground, tables, a multi-use field, and open lawn, and restrooms.
- Garza Park: Located at Hartley Street, this park provides a playground, a baseball field, multi-use field, restrooms, on-site parking,

and a concession stand.

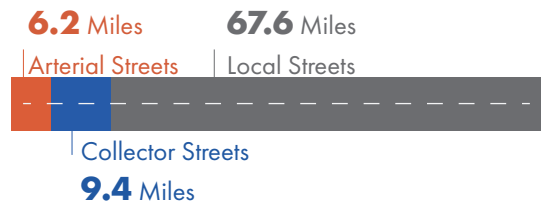
- Goldbar Park: Located at Amantha Creek Drive and Gold Creek Drive, this park provides a climbing wall, a swing set, shelter and tables, a multi-use field, and an open lawn.
- Golden Amber Park: Located at Red Robin Drive and Heartland Ranch Ave, this park provides a playground for young children, shelter, barbecues, tables, basketball, and an open lawn.
- Meadow Rue Park: Located at Garden Patch Way and Las Palmas Avenue, this park provides tables, a multi-use field, fitness equipment, and an open lawn.
- Mustang Clover Park: Located at Calvinson Parkway and Garden Patch Way, this park provides shelter and tables, a playground, multi-use field, sand volleyball court, and an open lawn.
- Newcastle Park: Located at Red Robin Drive and American Eagle Avenue, this park provides a playground, shelter, barbecue and tables, a multi-use field, basketball court, and an open lawn.
- Noble Park: Located at Noble Park Circle, this park provides a playground and benches.
- North Park: Located at Las Palmas Avenue and N Del Puerto Avenue, this park provides a playground, large picnic shelter, barbecue pits, tables, restrooms, concession stand, and open lawn.
- Rosette Park: Located at Las Palmas Avenue and N Del Puerto Avenue, this park provides a playground, shelter and tables, basketball court, and an open lawn.
- Sorensen Park: Located at American Eagle Avenue and Ward Avenue, this park provides a playground for young children, tables and an open lawn.

- South Park: Located at Las Palmas Avenue and Salado Avenue, this park provides horseshoe pits, Veteran's Memorial, and an open lawn.
- Sunflower Park: Located at Sunflower Drive and Nicastro Drive, this park provides a basketball court and an open lawn.
- Sungiant Park: Located at Samantha Creek Drive and Placer Creek Drive, this park provides a playground, tables, basketball court, benches and an open lawn.
- Sunglow Park: Located at American Eagle Avenue and Gannet Lane, this park provides a playground for young children, picnic shelter, barbecue, a multi-use field, and an open lawn.
- Tilton Park: Located at James Burke Avenue and Kestrel Drive, this park provides a playground, shelter and tables, a multi-use field, open lawn, and benches.
- Trigem Park: Located at Steel Creek Drive and Placer Creek Drive, this park provides a playground, shelter and tables, basketball court, a music panel, and climbing rocks.
- Valley Lupine Park: Located at Las Palmas Avenue and Sperry Avenue, this park provides a playground, shelter, multi-use field, benches, and open lawn.
- Wilding Park: Located at Ashwood Lane and Oakwood Lane, this park provides a playground, tables, multi-use field, basketball court, and an open lawn.
- Woodland Star Park: Located at Marigold Drive and Scarlet Lane, this park provides a playground, shelter and tables, multi-use field, and an open lawn.
- T.W. Patterson Sports Complex: Located along Ward Avenue, this complex provides a playground, shelters, barbecues and tables.



## STREET NETWORK

Patterson's street network consists of approximately 83 miles of streets including six miles of arterial streets, nine miles of collector streets, and 68 miles of local streets. A map of the existing street network and street classifications in Patterson is presented on Figure 3. The main thoroughfares within Patterson are Sperry Avenue, Baldwin Road, Ward Avenue, Las Palmas Avenue, and Second Street (Highway 33).



### Arterial Streets

**Sperry Avenue** is Patterson's main east-west arterial that connects Interstate 5 with Second Street (Highway 33), and is one of the longest roadways in the city. Classified as an arterial, it connects Interstate 5 and State Route 33 in an east-west orientation. Majority of land uses surrounding Sperry Avenue are commercial, residential and open space. From Interstate 5 to Baldwin Road, Sperry Avenue is primarily a two-lane roadway bordering commercial uses. East of Baldwin Road to South 9th St, Sperry Avenue is a four-lane divided roadway bordering residential subdivisions, before it transitions to a two-lane roadway from S 9th St to State Route 33. Signalized intersections provide marked crosswalks. The speed limit along Sperry Avenue ranges from 35 to 45 mile per hour (mph).

**Las Palmas Avenue** is an east-west arterial east of Second Street (Highway 33) to the City limits, and a two-lane collector street west of Second Street to Ward Avenue and south to Sperry Avenue. Los Palmas Avenue passes directly through the heart of downtown, while the segment east of the city limits is a key regional route, connecting with Turlock. Along the collector portion of Las Palmas Avenue, it is primarily a two-lane roadway surrounded by open space, schools, residential and commercial land uses. At the signalized intersection of Las Palmas Avenue and Ward Avenue, ADA-compliant curb ramps, marked crosswalks and pedestrian signal heads are provided. Majority of land uses along the arterial portion are industrial and residential land uses. Signalized intersections along this section provide marked crosswalks and pedestrian signal heads. The posted speed limit is 25 mph west of Second Street, and 35 mph east of Second Street.

**Second Street (Highway 33)** is a north-south arterial that runs through the eastern portion of Patterson including the downtown core, primarily bordering commercial and industrial land uses. Most of the intersections along Second Street are side-street stop controlled. The two signalized intersections, with Walnut Avenue and Las Palmas Avenue, provide marked crosswalks and pedestrian signal heads. The posted speed limit is 40 mph.

### Collector Streets

**Rogers Road** is a north-south collector street from city limits to Sperry Avenue that primarily has one lane in each direction. Near Sperry Avenue, there are gas stations, fast-food restaurants, a hotel, and RV Park. Majority of land along Rogers Road is undeveloped, but there are distribution centers located on the northern portion of this roadway. The speed limit ranges from 25 to 35 mph.

**Shearwater Drive** is classified as an east-west two-lane collector street. This corridor is primarily surrounded by single-family homes, Apricot Valley Elementary School and Floragold Park. Class II bike lanes are provided on both sides of Shearwater Drive for a majority of the corridor. The roundabouts provide marked crosswalks for pedestrians. The posted speed limit is 25 mph.

**Walnut Avenue** is an east-west two-lane collector street from State Route 33 to city limits. This roadway is surrounded by residential land uses on the south side of the roadway. On the north side of the roadway, there are two schools and undeveloped land. The signalized intersections provide pedestrian signal heads and marked school crosswalks. The posted speed limit is 25 mph.

**Ward Avenue** is a north-south two-lane collector to State Route 33 and the southern city limits. Ward Avenue provides connectivity to T.W. Patterson Complex, shopping centers, residential neighborhoods and Patterson High School. There are bike lanes present near Patterson High School. The speed limit along Ward Avenue ranges from 25 to 35 mph.

**South 1<sup>st</sup> Street** is a north-south two-lane collector from Las Palmas Avenue to Sperry Avenue. Majority of the land uses along South 1st Street are industrial land uses. The posted speed limit is 25 mph.

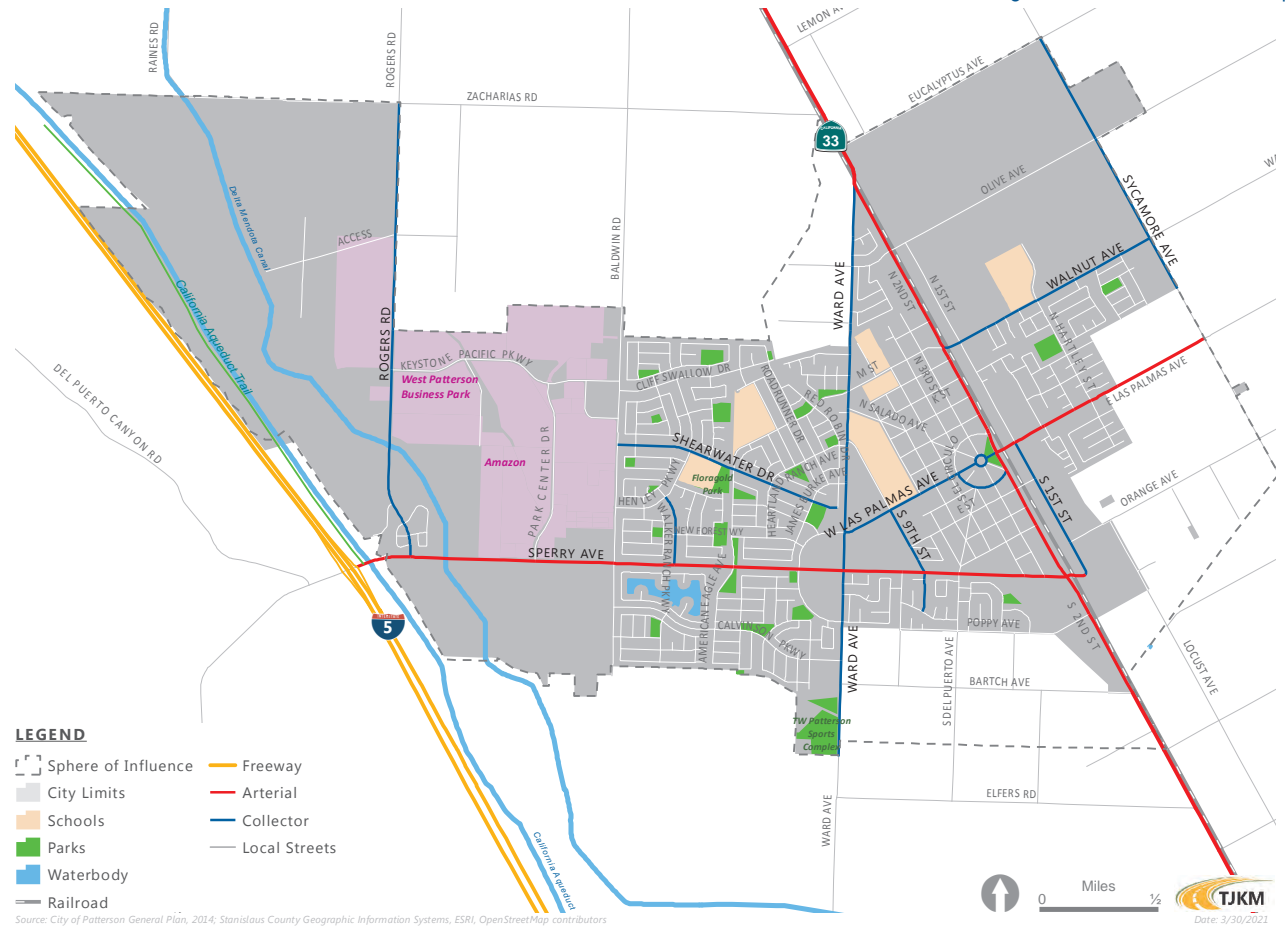
## Traffic Volumes and Capacities

The provision of excess motor vehicle lanes, and/or excess street widths, tends to result in higher than desired motor vehicle speeds. A general rule of thumb for estimating the required number of motor vehicle lanes is based on daily traffic volumes. Each motor vehicle lane on a city street can generally accommodate up to about 10,000 daily vehicles (based on peak-hour volumes representing 6 to 10 percent of daily volumes). Thus, a 2-lane arterial or collector street can generally accommodate roughly 20,000 daily vehicles if left-turn pockets are provided, while a 4-lane arterial can accommodate over 36,000 daily vehicles.

Existing traffic volumes on Patterson's 4-lane arterial streets are well below capacity, which could provide opportunities for reallocating portions of roadway space to better accommodate pedestrians and bicyclists:

- Sperry Avenue carries approximately 15,000 daily vehicles travel east of Baldwin Road, and approximately 20,000 daily vehicles west of Baldwin Road (both segments well below the capacity of over 36,000 daily vehicles for 4-lane arterials).
- Second Street (Highway 33) carries approximately 10,000 daily vehicles within Patterson, also well below the capacity of over 36,000 daily vehicles for 4-lane arterials.

Figure 3: Street Network Map



83

Miles of Street Network



# PUBLIC TRANSIT

Stanislaus Regional Transit (StaRT) provides public bus transit services throughout Stanislaus County. Four different bus routes run through Patterson, with 3 operating Monday through Saturday and 1 route running on weekdays only as a Commuter service between Turlock and the East Dublin/Pleasanton BART Station. Table 3 presents the available bus routes, direction, and days of operation. Figure 4 provides a map of the transit routes in Patterson.

Figure 4: Public Transit Routes



Table 3: Local Bus Routes

Stanislaus Regional Transit (StaRT) Routes	Type	Hours of Operations	Days of Operation
Route 40 (Modesto, Grayson, Westley, Patterson)	Local Route	5:15 a.m. and 9:12 p.m.	Monday through Friday
		7:00 a.m. and 6:52 p.m.	Saturday Only
Route 45E (Patterson / Turlock)	Local Route	6:15 a.m. and 8:18 p.m.	Monday through Friday
		7:15 a.m. and 6:08 p.m.	Saturday Only
Route 45W (Gustine, Newman, Crows Landing, Patterson)	Local Route	5:37 a.m. and 9:21 p.m.	Monday through Friday
		6:20 a.m. and 7:56 p.m.	Saturday Only
Commuter	Commuter Route	4:55 am and 6:15 pm	Weekdays Only



## 4. CYCLING CONDITIONS

This section describes existing bicycle facilities and conditions affecting cyclists within the City of Patterson. Facilities to enhance bicycle travel include designated bikeways as well as bicycle parking facilities.



## TYPES OF BIKEWAY FACILITIES

There are four classifications of bikeway facilities in California as defined by the Department of Transportation (Caltrans) and illustrated on Figure 5:

**Multi-Use Paths (Class I Bikeways)** – a path physically separated from motor vehicle traffic by an open space or barrier, used by bicyclists, pedestrians, joggers, skater, and other non-motorized travelers. Because the availability of uninterrupted rights-of-way is limited, this type of facility may be difficult to locate and expensive to build relative to other types of bicycle and pedestrian facilities, but inexpensive compared

to new roadways. Prime locations for bike paths are areas such as power-line easements, utility easements, canal banks, river levees, drainage easements, railroad or highway rights-of-way, or regional community parks.

**Bicycle Lanes (Class II Bikeways)** – a travel lane on a roadway that has been set aside by striping and pavement markings for the preferential or exclusive use of bicyclists. Bicycle lanes are intended to promote an orderly flow of bicycle and motor vehicle traffic. This type of facility is established by using the appropriate striping, legends, and signs.

**Bicycle Routes (Class III Bikeways)** – bicycle routes designated by signage where bicyclists share travel lanes with motor vehicle traffic. Bicycle routes must be of benefit to the bicyclist and offer a higher degree of service than adjacent streets. Class III bikeways are often designated on low-volume local residential streets.

**Bicycle Boulevard:** addition, many cities have installed an enhanced type of Class III Bicycle Route, referred to as a “Bicycle Boulevard.” Bicycle Boulevards are generally installed on relatively low-volume streets and often include elements to facilitate bicycle travel, such as reorienting stop signs to reduce delays to cyclists, and/or discouraging use by motorists making through trips, such as through inclusion of traffic calming measures.

**Separated Bikeway (Class IV Bikeways)** – a Class IV Bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and adjacent vehicle traffic. The physical separation may include flexible posts, grade separation, inflexible physical barriers or on-street parking. Separated bikeways generally operate in the same direction as vehicle traffic on the same side of the roadway. However, two-way separation bikeways can also be used, usually in lower speed environments (35 miles per hour or less).

Figure 5: Types of Bikeways



Multi-Use Path (Class I Bikeway)



Bicycle Lane (Class II Bikeway)

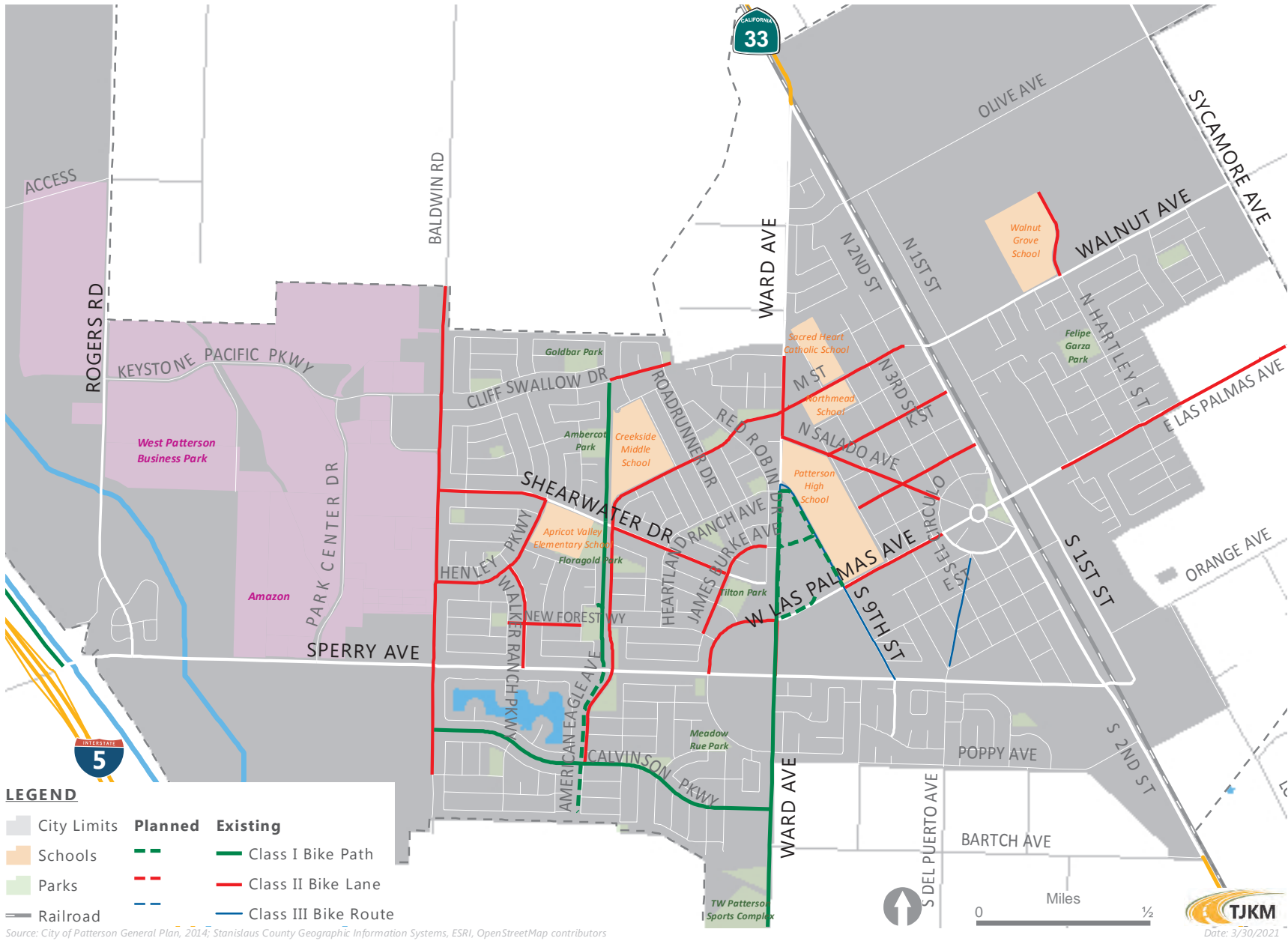


Bicycle Route (Class III Bikeway)



Separated Bikeway (Class IV Bikeway)

Figure 6: Existing & Currently Planned Bikeway Network



**LEGEND**

- |   |   |  |
|---|---|--|
| <ul style="list-style-type: none"> <li>City Limits</li> <li>Schools</li> <li>Parks</li> <li>Railroad</li> </ul> | <p><b>Planned</b></p> <ul style="list-style-type: none"> <li>Class I Bike Path</li> <li>Class II Bike Lane</li> <li>Class III Bike Route</li> </ul> | <p><b>Existing</b></p> <ul style="list-style-type: none"> <li>Class I Bike Path</li> <li>Class II Bike Lane</li> <li>Class III Bike Route</li> </ul> |
|---|---|--|

Source: City of Patterson General Plan, 2014; Stanislaus County Geographic Information Systems, ESRI, OpenStreetMap contributors

Scale: 0 Miles 1/2

North Arrow

TJKM

Date: 3/30/2021

## EXISTING BIKEWAY NETWORK

Figure 6 provides a map of the existing bikeway network in Patterson, as well as planned future bikeways that are already funded.

- The existing bicycle infrastructure is primarily located in residential neighborhoods, connecting residents to schools and recreational facilities.
- Bicyclists were involved in eight percent of reported collisions during the five-year period from 2015 to 2019, based on collision data described in the following chapter (see Table 5 and Figure 10).
- None of the reported collisions involving bicyclists from 2015 to 2019 resulted in serious injuries or fatalities.

Existing bikeways in Patterson include:

- Las Palmas Avenue: Bicycle lanes east of First Street to the city limits, west of El Circulo Avenue to Ninth Street, and west of Ward Avenue to Sperry Avenue.
- American Eagle Avenue: Bicycle lanes from Calvinson Parkway to Third Street, terminating just west of Second Street (Highway 33).
- Baldwin Road: Class II bicycle lanes from the northern city limit to Sperry Avenue, and a northbound bicycle lane on the east-side of Baldwin Avenue south of Sperry Avenue.
- Shearwater Drive: Intermittent bicycle lanes from Baldwin Road and Ward Avenue.
- Henley Parkway: bicycle lanes from Baldwin Road to Shearwater Parkway, providing school and park access.

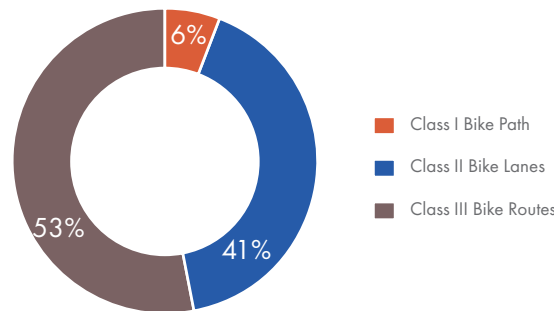
- Salado Avenue: Bicycle lanes from Ward Avenue to El Circulo Avenue.
- 9th Street: Class III bicycle route from Sperry Avenue to Ward Avenue.
- Del Puerto Avenue: Class III bicycle route from Sperry Avenue to El Circulo Avenue.
- Patterson Bicycle Trail: Intermittently paved multi-use path from Cliff Swallow Drive to Sperry Avenue.

A key goal of the ATP is to improve bicycle connectivity throughout the City to encourage an increase in bicycling. Provision of bicycle facilities will improve connection between existing facilities. Bicycle facility designation through signage and striping tends to increase community awareness among roadway users. With improvements, bicycle rider safety and comfortability can be enhanced with minimal impacts to vehicular traffic.



17

Miles of Bikeway Network



## BARRIERS TO CYCLING

Key barriers to cycling in Patterson under existing conditions include:

- Lack of bicycle accommodations on Sperry Avenue and Second Street (Highway 33) limits access to commercial destinations and job sites located adjacent to Patterson's key east-west and north-south arterials.
- Gaps in existing bicycle lanes including segments of Ward Avenue, and on Los Palmas Avenue in the heart of Patterson, between Second Street and El Circulo Avenue, and between 9th Street and Ward Avenue.
- Narrow bike lane widths adjacent to on-street parking on segments of Los Palmas Avenue just west of El Circulo Avenue. Adequate bike lane widths could be provided by narrowing the width of the adjacent motor vehicle lanes.
- No provisions for bicycle access to commercial destinations and employment locations west of Baldwin Road including the West Patterson Park sites accessed via Park Center Drive and Keystone Pacific Parkway, as well as the commercial sites bordering Rogers Road.
- Bicycle lane markings have worn off on some segments.



## BICYCLE LEVEL OF TRAFFIC STRESS

Bicycle Level of Traffic Stress (LTS) is an evaluation that quantifies the amount of discomfort that people feel when bicycling near motor vehicle traffic. It assigns a numeric stress level to roadway segments, trails, and intersections based on attributes such as motor vehicle speed, volume, number of lanes, lane blockage, on-street parking, and ease of intersection crossing. The higher the Bicycle LTS, the higher the discomfort. The implication of higher LTS is the possibility for improving bicycle infrastructure to make such bicycle facility safe and comfortable for all types of users. Figure 7a summarizes the four bicycle LTS ratings as generally perceived from the user perspective:

- LTS 1: Very low traffic stress. Most children feel comfortable bicycling.
- LTS 2: Low traffic stress. The mainstream adult population feels comfortable bicycling.
- LTS 3: Moderate traffic stress. Bicyclists who are considered “enthused and confident” but still prefer having their own dedicated space feel comfortable while bicycling.
- LTS 4: High traffic stress. Only “strong and fearless” bicyclists feel comfortable while bicycling. These routes have high-speed limits, multiple travel lanes, limited or non-existent bicycle lanes and signage, and large distances to cross at an intersection.

The bicycle LTS analysis evaluates street segments and intersections based on the roadway characteristics and provided bicycle facility. The analysis is based on the following factors:

- Posted Speed Limit
- Number of Travel Lanes
- Typical Traffic Volume or Roadway Classification
- Presence and Characteristic of bicycle facilities
- Presence of On-Street Parking & Width of Parking Lane

Tables 4a to 4c describes the additional criteria for evaluating the Bicycle LTS score based on street characteristics including average

daily traffic (ADT) volume, number of through traffic lanes and automobile parking lane width. Markings and signs give bicyclists more perceived safety and warn drivers about bicycles potentially being in the roadway, which tends to lower overall speeds. Street segment criteria is based on the speed limit or the prevailing speed if different, and the number of lanes by direction, and the two-way average daily traffic (ADT).

Figure 7b provides a map showing the bicycle LTS patterns in Patterson, to help identify stress corridors and opportunities for infrastructure improvements.

Figure 7a: Bicycle Level of Traffic Stress (LTS) Definitions

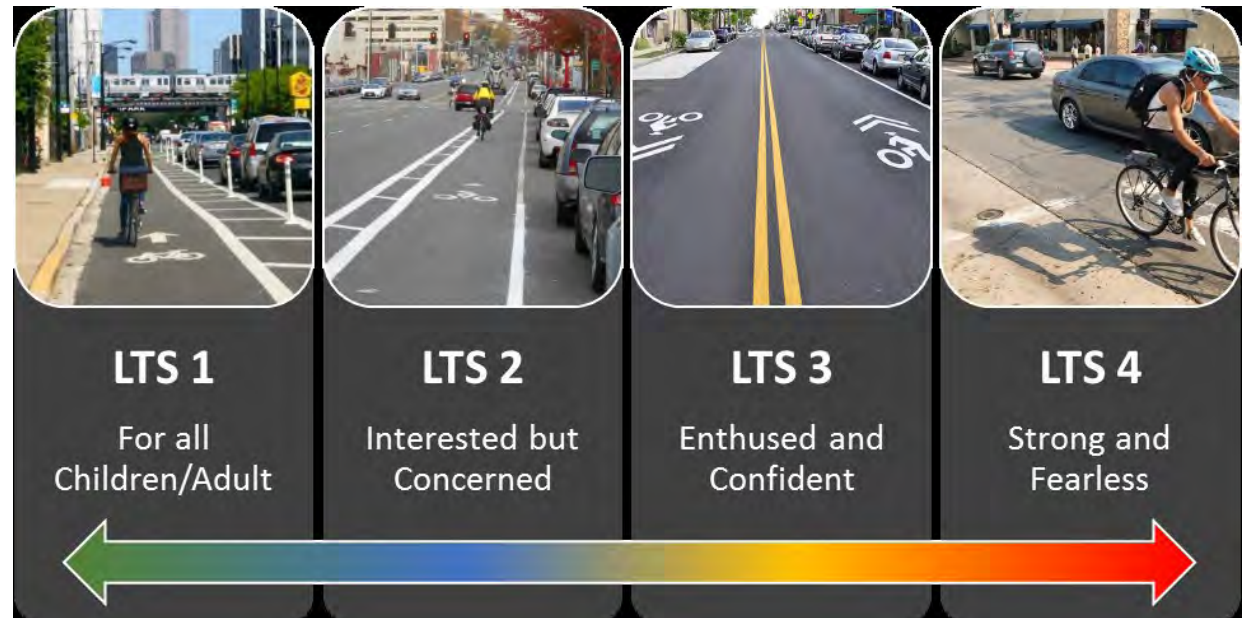


Table 4a: Bicycle LTS Criteria for Roadway Segments

Number of Lanes	ADT (vpd)	Functional Class	Posted or Prevailing Speed (mph)				
			25	30	35	40	>45
1 through lane per direction	≤750	Local	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3
	750 - ≤1,500	Local/ Collector	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
	1,500 - ≤3,000	Collector	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4
	>3,000	Arterial	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4
2 through lane per direction	≤8,000	Arterial	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4
	>8,000	Arterial	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4
3+ through lanes per direction	Any ADT	Arterial	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4

Table 4b: Bicycle LTS Criteria for Bike Lanes Adjacent to On-Street Parking

Prevailing or Posted Speed	Combined width of parking lane & bicycle lane				
	1 automobile lane per direction			≥ 2 automobile lanes per direction	
	≥ 15'	14' - 14.5'	≤ 13' or Frequent blockage	≥ 15'	≤ 14.5' or Frequent blockage
≤ 25 mph	LTS 1	LTS 2	LTS 3	LTS 2	LTS 3
30 mph	LTS 1	LTS 2	LTS 3	LTS 2	LTS 3
35 mph	LTS 2	LTS 3	LTS 3	LTS 3	LTS 3
≥40 mph	LTS 2	LTS 4	LTS 4	LTS 3	LTS 4

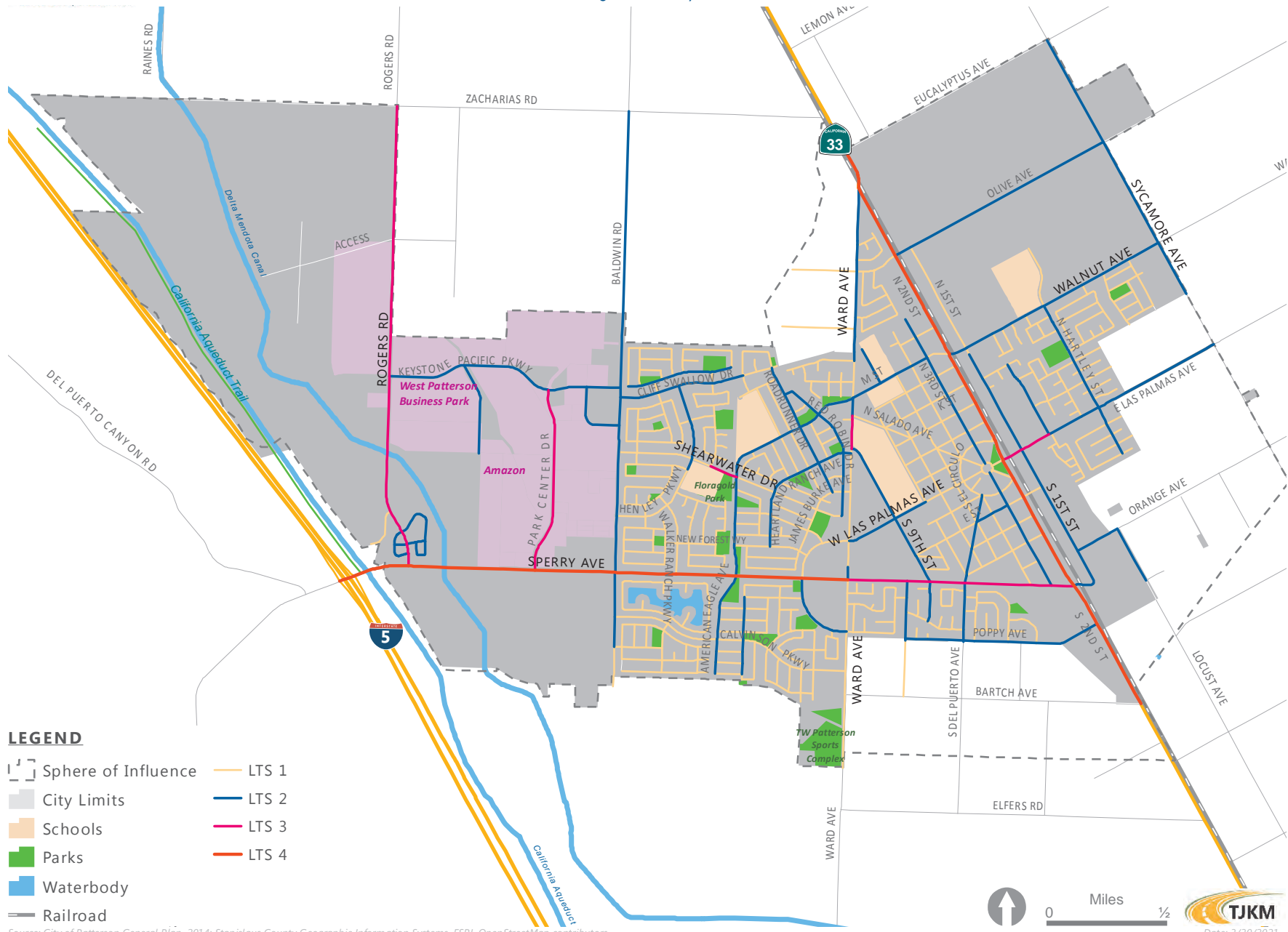
Table 4c: Bicycle LTS Criteria for Bike Lanes with No Adjacent On-Street Parking

Prevailing or Posted Speed	1 automobile lane per direction				≥ 2 automobile lanes per direction	
	≥ 7' Buffered bike lane	5.5' - 7' Bike lane	≤ 5.5' Bike lane	Frequent bike lane blockage	≥ 7' Buffered bike lane	<7' bike lane or frequent blockage
≤30 mph	LTS 1	LTS 1	LTS 2	LTS 3	LTS 1	LTS 3
35 mph	LTS 2	LTS 3	LTS 3	LTS 3	LTS 2	LTS 3
≥40 mph	LTS 3	LTS 4	LTS 4	LTS 4	LTS 3	LTS 4

Source: Oregon Department of Transportation. (2020). Analysis Procedures Manual. Chapter 14 Multimodal Analysis



Figure 7b: Bicycle Level of Traffic Stress



**LEGEND**

- Sphere of Influence
- City Limits
- Schools
- Parks
- Waterbody
- Railroad
- LTS 1
- LTS 2
- LTS 3
- LTS 4

Source: City of Patterson General Plan, 2014; Stanislaus County Geographic Information Systems, ESRI, OpenStreetMap contributors



0 Miles 1/2



Date: 3/30/2021

# PROPOSED REGIONAL BIKeways

The Stanislaus County Non-motorized Transportation Master Plan (NMTMP) specifies the following proposed regional bikeways that would serve Patterson, as illustrated on Figure 8a and Figure 8b:

- Las Palmas Avenue is identified by the NMTMP as a first-tier priority location for a regional east-west bikeway connecting Patterson and Turlock. Within Patterson, the NMTMP envisions continuous bicycle lanes from the city limits, extending westward through downtown Patterson to Ward Avenue, and south from Ward Avenue to Sperry Avenue.
- Second Street (Highway 33) is identified as a second-tier priority location for a north-south bikeway south of Eucalyptus Avenue that would extend through Patterson and connect with communities to the south.
- Class II Bicycle Lanes are proposed by the NMTMP on Sperry Avenue, E Street and Walnut Avenue.
- Class I Multi-use Path is proposed by the NMTMP for an east-west alignment north of Cliff Swallow Drive that would connect the existing Patterson Bicycle Trail with Ward Avenue.

Figure 8a: Priority Bikeways (StanCOG NMTMP)

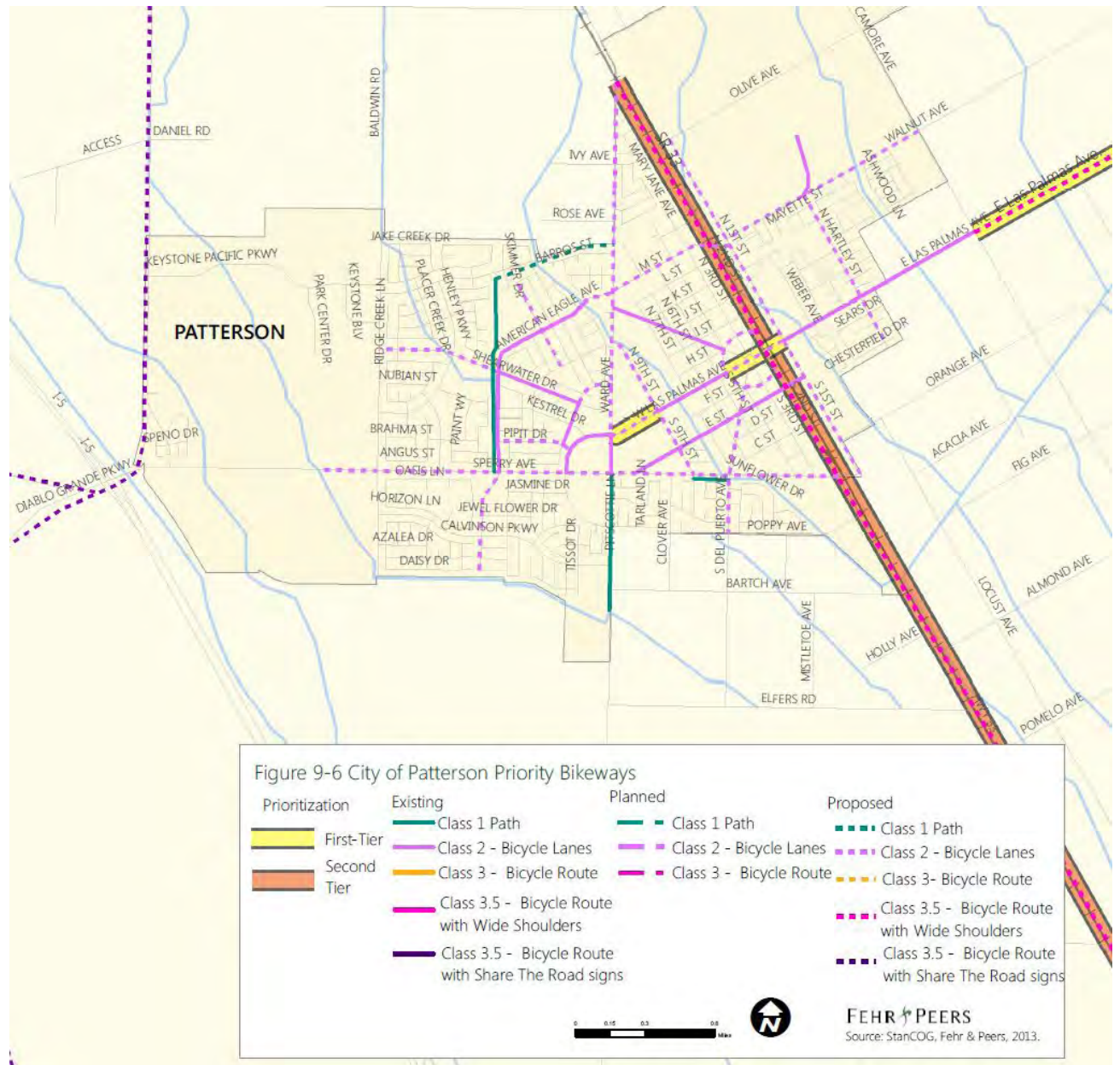
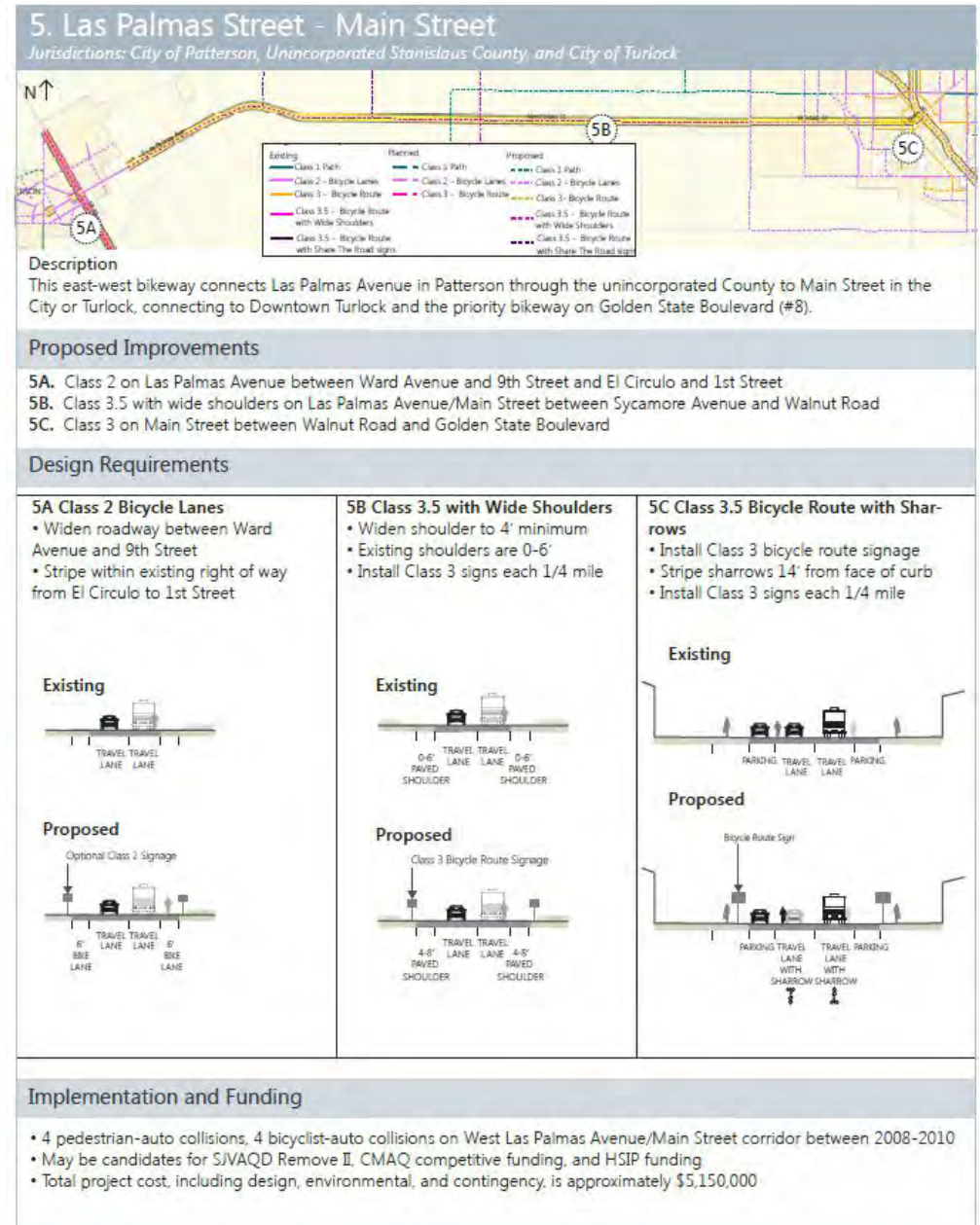


Figure 8b: Tier-one Priority Regional Bikeway – Las Palmas (StanCOG NMTMP)





## **5. WALKING CONDITIONS**

This section describes the existing sidewalk and ADA-compliant curb ramp network within Patterson.

## SIDEWALK NETWORK

Majority of the roadways within Patterson have continuous sidewalks, providing access to parks, schools, and shopping centers.

Majority of the curbs in Patterson are the standard barrier curb, which provides a barrier between the roadway and sidewalk. Having barrier curbs prevents vehicles from mounting and possibly encroaching on to the sidewalks.

Providing ADA-compliant curb ramps at intersections increases access for residents with mobility issues to parks, schools, and locally-owned business. ADA-complaint curb ramps are provided intermittently through the city, particularly in or near West Patterson Business Park, Apricot Valley Elementary School, the Walmart and Save Mart Shopping Center, and the neighborhoods surrounding the downtown core. Most of the curb ramps in the city are missing the ADA-compliant truncated domes.



Standard Curb along 4th Street



ADA-Compliant Curb Ramp



Sidewalk Gap in the Downtown Core

## SIDEWALK GAPS & ADA CURB RAMP DEFICIENCIES

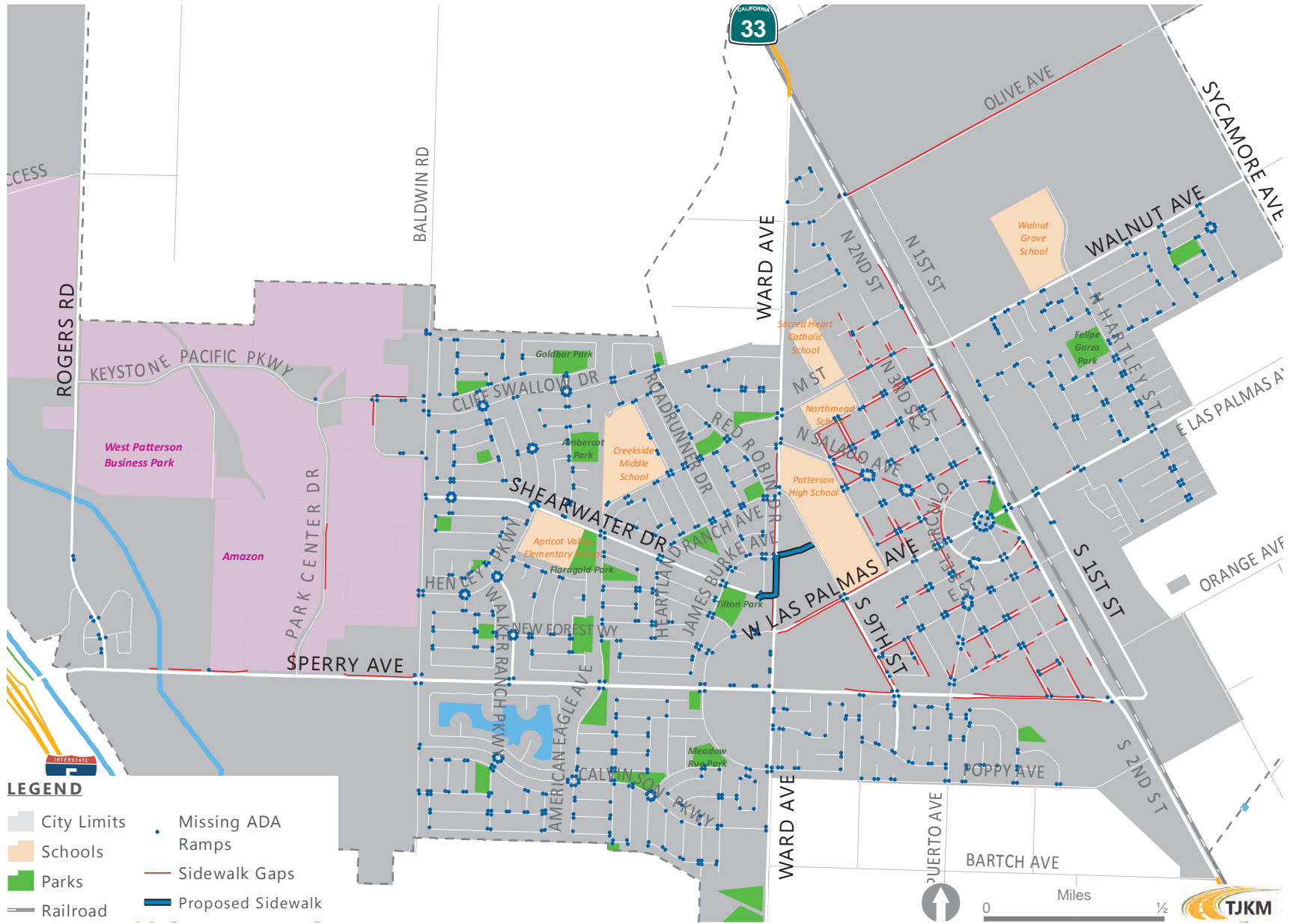
There are various intermittent segments that lack sidewalks on one or both sides of:

- Second Street (Highway 33)
- Sperry Avenue
- B Street
- C Street
- D Street
- I Street
- M Street
- 4th Street
- 5th Street
- 6th Street
- 7th Street.

Most of the sidewalk gaps are located near the downtown core of Patterson. Lack of sidewalks may force pedestrians to walk on the roadway alongside motor vehicles and create unsafe situations.

In addition, many of the street corners lack ADA-compliant curb ramps. Figure 9 illustrates the sidewalk gap locations, and corners lacking ADA-compliant curb ramp gaps in the City of Patterson.

Figure 9: Pedestrian Gaps and Barriers





# PEDESTRIAN SAFETY

Available collision data was reviewed for a five-year period from January 1, 2015 to December 31, 2019. The data review indicates 131 reported motor vehicle collisions, including 11 that resulted in severe injuries and six fatalities. Figure 10 shows the pedestrian collision locations within Patterson from 2015-2019. Key findings are that:

- Pedestrians are disproportionately involved in collisions resulting in serious injuries or fatalities. Although just 8% of reported collisions involved a pedestrian, pedestrians accounted for 43% of collisions with serious injuries, and 67% of fatalities
- Roughly half of the collisions involving pedestrians occurred on Patterson's two major arterial streets, Sperry Road and Second Street.

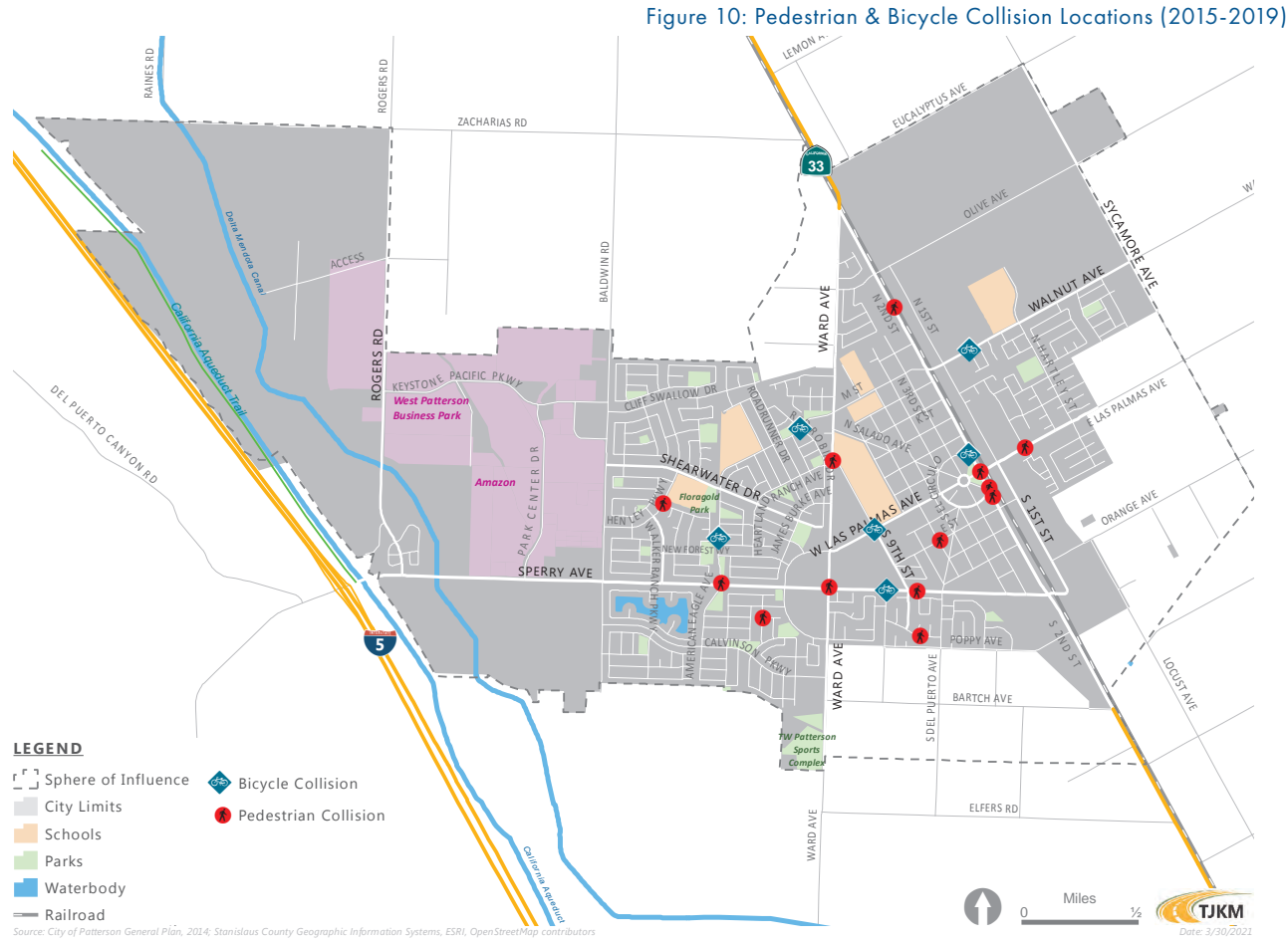
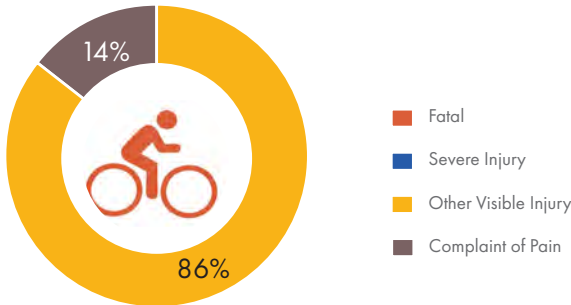
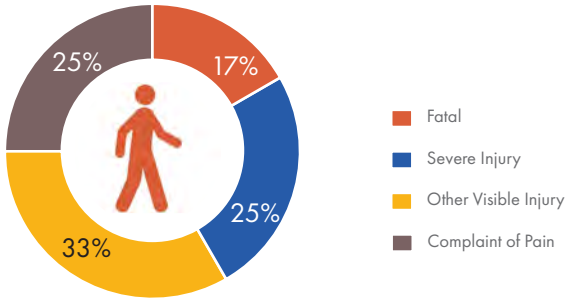


Figure 10: Pedestrian & Bicycle Collision Locations (2015-2019)



Speed is especially lethal for vulnerable users like pedestrians and people biking. The risk of injury and death increases as speed increases.



Street design guidelines tailored towards city streets typically aim to encourage speeds not to exceed 35 miles per hour (mph), while speeds of 20 to 25 mph are desirable in many cases.

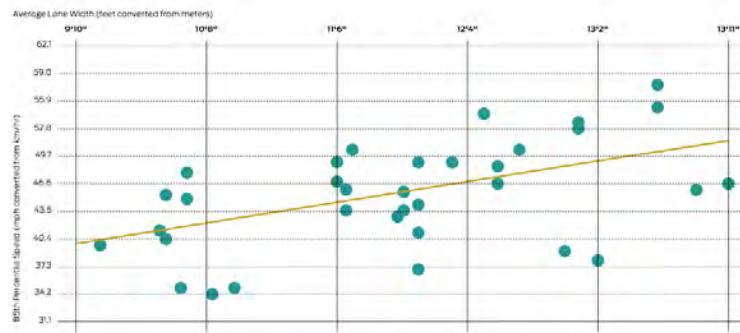
Speed limits in California are based on 85th percentile travel speeds. The speed limits on Patterson's arterial streets exceed 35 mph on some segments:

- Sperry Avenue: 35 to 45 mph speed limit
- Second Street: 40 mph speed limit

Travel speeds tend to correlate with the width of travel lanes and roadways: Figure 11 shows the effect of lane width on typical 85th percentile speeds.

- Travel lane widths greater than 10 feet tend to result in 85th percentile speeds exceeding 35 mph (and often exceeding 40 mph).

**Wider travel lanes are correlated with higher vehicle speeds.**



"As the width of the lane increased, the speed on the roadway increased... When lane widths are 1 m (3.3 ft) greater, speeds are predicted to be 15 km/h (9.4 mph) faster."

Chart source: Fitzpatrick, Kay, Hsu, Carlson, Marcus, Brewer, and Mark Woodroffe, 2000, "Design Factors That Affect Driver Speed on Suburban Streets," Transportation Research Record 1791, 18-25.

Source: National Association of City Transportation Officials (NACTO) Urban Street Design Guide, 2013.

## SUMMARY OF KEY BARRIERS TO WALKING

Incorporating the topics described on the preceding pages, key barriers to walking in Patterson under existing conditions include:

- Gaps in the sidewalk network and corners that lack ADA-complaint curb ramps
- Safety concerns may limit the frequency of walking in Patterson, since pedestrians are disproportionately involved in collisions resulting in serious injuries or fatalities
- Motor vehicle speeds greater than 35 mph on Sperry Avenue and Second Street (Highway 33)
- Few signalized pedestrian crossings on Second Street (Highway 33)

- Lack of "eyes on the street" on Sperry Avenue between Baldwin Road and Las Palmas Avenue
- Lengthy pedestrian distances across arterial streets such as Sperry Avenue
- Very few intersections include corner treatments to enhance pedestrian crossings and reduce pedestrian crossing distances at key intersections, such as bulbouts, reduced curb radii and high-visibility crosswalks. Examples of such treatments are shown on Figure 11



Figure 11: Pedestrian Bulbout & High-visibility Crosswalk Treatment Examples

## PEDESTRIAN PRIORITY AREAS & IMPROVEMENT PROJECTS (NMTMP)

The Stanislaus County Non-motorized Transportation Master Plan (NMTMP) identified the following two areas within Patterson as Pedestrian Priority Areas:

- Neighborhood Commercial areas along Ward and Sperry Avenues
- Residential Areas/School zones west of Ward Avenue

As envisioned by the NMTMP: each priority area would be prioritized for pedestrian improvements and investments.

The NMTMP recommended several potential pedestrian improvement projects as shown on Figure 12. These improvements would include:

- Modifying corners to reduce pedestrian crossing distances with bulbouts (curb extensions) and tightened curb radii
- Providing directional ADA curb ramps whenever feasible
- Widening medians on Sperry Avenue to provide pedestrian refuges to mitigate the effect of the long crossing distances
- Installing high-visibility crosswalk treatments, advanced yield markings, and flashing beacons where appropriate
- Proposed pedestrian priority projects on Sperry Avenue also included installation of Class II bicycle lanes

Figure 12: Pedestrian Priority Area Projects (StanCOG NMTMP)





ESTRANGOS  
TODOS  
JUNTOS  
EN ESTO

LRCV



CALIFORNIA | FLORIDA | TEXAS  
Corporate Office 4305 Hacienda Drive, Suite 550, Pleasanton, CA 94588  
925.463.0611 | [www.TJKM.com](http://www.TJKM.com)

# Appendix F: ADA Title II Premier



Americans with Disabilities Act

# ADA Update:

## A Primer for State and Local Governments



Accessible Entrance  
Elm Street



Figure 703.7.2.2  
International Symbol of TTY

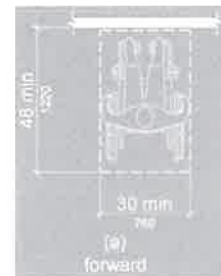


Figure 302.2  
Carpet Pile Height

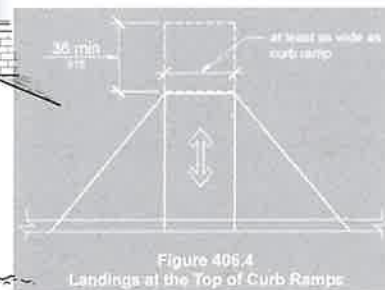
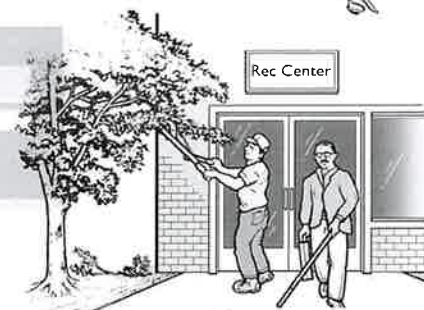
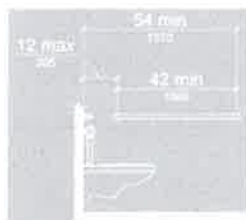
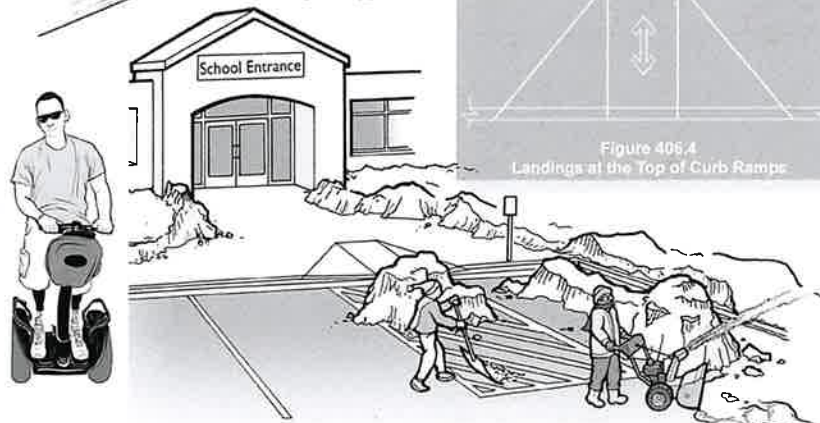


Figure 406.4  
Landings at the Top of Curb Ramps



Figure 703.2.5  
Height of Raised Characters



## TABLE OF CONTENTS

Introduction	1
Who Is Protected under the ADA?	1
Who Has Responsibilities under the ADA?	1
<b>GENERAL NONDISCRIMINATION REQUIREMENTS</b>	<b>2</b>
Basic Principles	2
Reasonable Modification of Policies and Procedures	3
Service Animals	4
Wheelchairs and Other Power-Driven Mobility Devices	6
Communicating with People Who Have Disabilities	7
<b>MAKING THE BUILT ENVIRONMENT ACCESSIBLE</b>	<b>9</b>
Access to Programs and Services in Existing Facilities	9
Element-by-Element Safe Harbor for Existing Facilities	11
Alterations	12
New Construction	12
Highlights of the 2010 Standards	13
<b>PLANNING FOR SUCCESS</b>	<b>14</b>
ADA Coordinator, Grievance Procedure, Self-Evaluations, and Transition Plans	15
Staff Training	15
<b>ADA INFORMATION RESOURCES</b>	<b>16</b>



## Introduction

More than 55 million Americans—18% of our population—have disabilities, and they, like all Americans, participate in a variety of programs, services, and activities provided by their State and local governments. This includes many people who became disabled while serving in the military. And, by the year 2030, approximately 71.5 million baby boomers will be over age 65 and will need services and surroundings that meet their age-related physical needs.

People with disabilities have too often been excluded from participating in basic civic activities like using the public transportation system, serving on a jury, voting, seeking refuge at an emergency shelter, or simply attending a high school sports event with family and friends. The Americans with Disabilities Act (ADA) is a Federal civil rights law that prohibits discrimination against people with disabilities. Under this law, people with disabilities are entitled to all of the rights, privileges, advantages, and opportunities that others have when participating in civic activities.

The Department of Justice revised its regulations implementing the ADA in September 2010. The new rules clarify issues that arose over the previous 20 years and contain new requirements, including the 2010 ADA Standards for Accessible Design (2010 Standards). This document provides general guidance to assist State and local governments in understanding and complying with the ADA's requirements. For more comprehensive information about specific requirements, government officials can consult the regulation ([www.ada.gov/regs2010/ADAREgs2010.htm](http://www.ada.gov/regs2010/ADAREgs2010.htm)), the 2010 Standards ([www.ada.gov/2010ADAstandards\\_index.htm](http://www.ada.gov/2010ADAstandards_index.htm)), and the Department's technical assistance publications ([www.ada.gov/ta-pubs-pg2.htm](http://www.ada.gov/ta-pubs-pg2.htm)).

## Who Is Protected under the ADA?

The ADA protects the rights of people who have a physical or mental impairment that substantially limits their ability to perform one or more major life activities, such as breathing, walking, reading, thinking, seeing, hearing, or working. It does not apply to people whose impairment is unsubstantial, such as someone who is slightly nearsighted or someone who is mildly allergic to pollen. However, it does apply to people whose disability is substantial but can be moderated or mitigated, such as someone with diabetes that can normally be controlled with medication or someone who uses leg braces to walk, as well as to people who are temporarily substantially limited in their ability to perform a major life activity. The ADA also applies to people who have a record of having a substantial impairment (e.g., a person with cancer that is in remission) or are regarded as having such an impairment (e.g., a person who has scars from a severe burn).

## Who Has Responsibilities under the ADA?

Title II of the ADA applies to all State and local governments and all departments, agencies, special purpose districts, and other instrumentalities of State or local government ("public entities"). It applies to all programs, services, or activities of public entities, from adoption services to zoning regulation. Title II entities that contract with other entities to provide public services (such as non-profit organizations that operate drug treatment programs or convenience stores that sell state lottery tickets) also have an obligation to ensure that their contractors do not discriminate against people with disabilities.

## GENERAL NONDISCRIMINATION REQUIREMENTS

---

### Basic Principles

Equal treatment is a fundamental purpose of the ADA. People with disabilities must not be treated in a different or inferior manner. For example:

- A city museum with an oriental carpet at the front entrance cannot make people who use wheelchairs use the back door out of concern for wear and tear on the carpet, if others are allowed to use the front entrance.
- A public health clinic cannot require an individual with a mental illness to come for check-ups after all other patients have been seen, based on an assumption that this patient's behavior will be disturbing to other patients.
- A county parks and recreation department cannot require people who are blind or have vision loss to be accompanied by a companion when hiking on a public trail.

The integration of people with disabilities into the mainstream of American life is a fundamental purpose of the ADA. Historically, public entities provided separate programs for people with disabilities and denied them the right to participate in the programs provided to everyone else. The ADA prohibits public entities from isolating, separating, or denying people with disabilities the opportunity to participate in the programs that are offered to others. Programs, activities, and services must be provided to people with disabilities in integrated settings. The ADA neither requires nor prohibits programs specifically for people with disabilities. But, when a public entity offers a special program as an alternative, individuals with disabilities have the right to choose whether to participate in the special program or in the regular program. For example:

- A county parks and recreation department may choose to provide a special swim program for people with arthritis. But it may not deny a person with arthritis the right to swim during pool hours for the general public.
- A state may be violating the ADA's integration mandate if it relies on segregated sheltered workshops to provide employment services for people with intellectual or developmental disabilities who could participate in integrated alternatives, like integrated supported employment with reasonable modifications; or if it relies on segregated adult care homes for residential services for people with mental illness who could live in integrated settings like scattered-site, permanent supportive housing.
- A city government may offer a program that allows people with disabilities to park for free at accessible metered parking spaces, but the ADA does not require cities to provide such programs.

People with disabilities have to meet the essential eligibility requirements, such as age, income, or educational background, needed to participate in a public program, service, or activity, just like everyone else. The ADA does not entitle them to waivers, exceptions, or preferential treatment. However, a public entity may not impose eligibility criteria that screen out or tend to screen out individuals with disabilities unless the criteria are necessary for the provision of the service, program, or activity being offered. For example:

- A citizen with a disability who is eighteen years of age or older, resides in the jurisdiction, and has registered to vote is "qualified" to vote in general elections.
- A school child with a disability whose family income is above the level allowed for an income-based free lunch program is "not qualified" for the program.

- If an educational background in architecture is a prerequisite to serve on a city board that reviews and approves building plans, a person with a disability who advocates for accessibility but lacks this background does not meet the qualifications to serve on this board.
- Requiring people to show a driver's license as proof of identity in order to enter a secured government building would unfairly screen out people whose disability prevents them from getting a driver's license. Staff must accept a state-issued non-driver ID as an alternative.

Rules that are necessary for safe operation of a program, service, or activity are allowed, but they must be based on a current, objective assessment of the actual risk, not on assumptions, stereotypes, or generalizations about people who have disabilities. For example:

- A parks and recreation department may require all participants to pass a swim test in order to participate in an agency-sponsored white-water rafting expedition. This policy is legitimate because of the actual risk of harm to people who would not be able to swim to safety if the raft capsized.
- A rescue squad cannot refuse to transport a person based on the fact that he or she has HIV. This is not legitimate, because transporting a person with HIV does not pose a risk to first responders who use universal precautions.
- A Department of Motor Vehicles may require that all drivers over age 75 pass a road test to renew their driver's license. It is not acceptable to apply this rule only to drivers with disabilities.

There are two exceptions to these general principles.

- The ADA allows (and may require – see below) different treatment of a person with a disability in situations where such treatment is necessary in order for a person with a disability to participate in a civic activity. For example, if an elected city council member has a disability that prevents her from attending council meetings in person, delivering papers to her home and allowing her to participate by telephone or videoconferencing would enable her to carry out her duties.
- There are some situations where it simply is not possible to integrate people with disabilities without fundamentally altering the nature of a program, service, or activity. For example, moving a beach volleyball program into a gymnasium, so a player who uses a wheelchair can participate on a flat surface without sand, would “fundamentally alter” the nature of the game. The ADA does not require changes of this nature.

In some cases, “equal” (identical) treatment is not enough. As explained in the next sections, the ADA also requires public entities to make certain accommodations in order for people with disabilities to have a fair and equal opportunity to participate in civic programs and activities.

## **Reasonable Modification of Policies and Procedures**

Many routine policies, practices, and procedures are adopted by public entities without thinking about how they might affect people with disabilities. Sometimes a practice that seems neutral makes it difficult or impossible for a person with a disability to participate. In these cases, the ADA requires public entities to make “reasonable modifications” in their usual ways of doing things when necessary to accommodate people who have disabilities. For example:

- A person who uses crutches may have difficulty waiting in a long line to vote or register for college classes. The ADA does not require that the person be moved to the front of the line (although this would be permissible), but staff must provide a chair for him and note where he is in line, so he doesn't lose his place.
- A person who has an intellectual or cognitive disability may need assistance in completing an application for public benefits.
- A public agency that does not allow people to bring food into its facility may need to make an exception for a person who has diabetes and needs to eat frequently to control his glucose level.
- A city or county ordinance that prohibits animals in public places must be modified to allow people with disabilities who use service animals to access public places. (This topic is discussed more fully later.)
- A city or county ordinance that prohibits motorized devices on public sidewalks must be modified for people with disabilities who use motorized mobility devices that can be used safely on sidewalks. (This topic is discussed more fully later.)
- At a hot lunch program for elderly town residents, staff are not obliged to feed a woman with a disability who needs assistance in eating, if it does not provide this service for others. However, the woman should be allowed to bring an attendant to assist her. If she can feed herself but cannot cut large pieces of food into bite-sized pieces, it is reasonable to ask staff to cut up the food.
- If a city requires a 12-foot set-back from the curb in the central business district, it may be reasonable to grant a 3-foot variance for a store wishing to install a ramp at its entrance to meet its ADA obligations. If the set-back is smaller and the ramp would obstruct pedestrian traffic, granting the variance may "fundamentally alter" the purpose of the public sidewalk.

## Service Animals

Under the ADA, a service animal is defined as a dog that has been individually trained to do work or perform tasks for an individual with a disability. The task(s) performed by the dog must be directly related to the person's disability. For example, many people who are blind or have low vision use dogs to guide and assist them with orientation. Many individuals who are deaf use dogs to alert them to sounds. People with mobility disabilities often use dogs to pull their wheelchairs or retrieve items. People with epilepsy may use a dog to warn them of an imminent seizure, and individuals with psychiatric disabilities may use a dog to remind them to take medication. Dogs can also be trained to detect the onset of a seizure or panic attack and to help the person avoid the attack or be safe during the attack. Under the ADA, "comfort," "therapy," or "emotional support" animals do not meet the definition of a service animal because they have not been trained to do work or perform a specific task related to a person's disability.

Allowing service animals into a "no pet" facility is a common type of reasonable modification neces-

Only "reasonable" modifications are required. When only one staff person is on duty, it may or may not be possible to accommodate a person with a disability at that particular time. The staff person should assess whether he or she can provide the assistance that is needed without jeopardizing the safe operation of the public program or service. Any modification that would result in a "fundamental alteration" -- a change in the essential nature of the entity's programs or services -- is not required. For example:

- At a museum's gift shop, accompanying and assisting a customer who uses a wheelchair may not be reasonable when there is only one person on duty.



Woman using a wheelchair and her service animal enter a town building

sary to accommodate people who have disabilities. Service animals must be allowed in all areas of a facility where the public is allowed except where the dog's presence would create a legitimate safety risk (e.g., compromise a sterile environment such as a burn treatment unit) or would fundamentally alter the nature of a public entity's services (e.g., allowing a service animal into areas of a zoo where animals that are natural predators or prey of dogs are displayed and the dog's presence would be disruptive). The ADA does not override public health rules that prohibit dogs in swimming pools, but they must be permitted everywhere else.

The ADA requires that service animals be under the control of the handler at all times and be harnessed, leashed, or tethered, unless these devices interfere with the service animal's work or the individual's disability prevents him from using these devices. Individuals who cannot use such devices must maintain control of the animal through voice, signal, or other effective controls.

Public entities may exclude service animals only if 1) the dog is out of control and the handler cannot or does not regain control; or 2) the dog is not housebroken. If a service animal is excluded, the individual must be allowed to enter the facility without the service animal.

Public entities may not require documentation, such as proof that the animal has been certified, trained, or licensed as a service animal, as a condition for entry. In situations where it is not apparent that the dog is a service animal, a public entity may ask only two questions: 1) is the animal required because of a disability? and 2) what work or task has the dog been trained to perform? Public entities may not ask about the nature or extent of an individual's disability.

The ADA does not restrict the breeds of dogs that may be used as service animals. Therefore, a town ordinance that prohibits certain breeds must be modified to allow a person with a disability to use a service animal of a prohibited breed, unless the dog's presence poses a direct threat to the health or safety of others. Public entities have the right to determine, on a case-by-case basis, whether use of a particular service animal poses a direct threat, based on that animal's actual behavior or history; they may not, however, exclude a service animal based solely on fears or generalizations about how an animal or particular breed might behave.

The ADA does not require service animals to be certified, licensed, or registered as a service animal. Nor are they required to wear service animal vests or patches, or to use a specific type of harness. There are individuals and organizations that sell service animal certification or registration documents to the public. The Department of Justice does not recognize these as proof that the dog is a service animal under the ADA.

For additional information, see [ADA 2010 Revised Requirements: Service Animals](http://www.ada.gov/service_animals_2010.htm) at [www.ada.gov/service\\_animals\\_2010.htm](http://www.ada.gov/service_animals_2010.htm) or [www.ada.gov/service\\_animals\\_2010.pdf](http://www.ada.gov/service_animals_2010.pdf).

## Wheelchairs and Other Power-Driven Mobility Devices

Allowing mobility devices into a facility is another type of “reasonable modification” necessary to accommodate people who have disabilities.

People with mobility, circulatory, or respiratory disabilities use a variety of devices for mobility. Some use walkers, canes, crutches, or braces while others use manual or power wheelchairs or electric scooters, all of which are primarily designed for use by people with disabilities. Public entities must allow people with disabilities who use these devices into all areas where the public is allowed to go.

Advances in technology have given rise to new power-driven devices that are not necessarily designed specifically for people with disabilities, but are being used by some people with disabilities for mobility. The term “other power-driven mobility devices” is used in the ADA regulations to refer



Man with prosthetic legs using a Segway®

to any mobility device powered by batteries, fuel, or other engines, whether or not they are designed primarily for use by individuals with mobility disabilities for the purpose of locomotion. Such devices include Segways®, golf cars, and other devices designed to operate in non-pedestrian areas. Public entities must allow individuals with disabilities who use these devices into all areas where the public is allowed to go, unless the entity can demonstrate that the particular type of device cannot be accommodated because of legitimate safety requirements. Such safety requirements must be based on actual risks, not on speculation or stereotypes about a particular class of devices or how individuals will operate them.

Public entities must consider these factors in determining whether to permit other power-driven mobility devices on their premises:

- the type, size, weight, dimensions, and speed of the device;
- the volume of pedestrian traffic (which may vary at different times of the day, week, month, or year);
- the facility’s design and operational characteristics, such as its square footage, whether it is indoors or outdoors, the placement of stationary equipment, devices, or furniture, and whether it has storage space for the device if requested by the individual;
- whether legitimate safety standards can be established to permit the safe operation of the device; and
- whether the use of the device creates a substantial risk of serious harm to the environment or natural or cultural resources or poses a conflict with Federal land management laws and regulations.

Using these assessment factors, a public entity may decide, for example, that it can allow devices like Segways® in a facility, but cannot allow the

use of golf cars, because the facility's corridors or aisles are not wide enough to accommodate these vehicles. It is likely that many entities will allow the use of Segways® generally, although some may determine that it is necessary to restrict their use during certain hours or particular days when pedestrian traffic is particularly dense. It is also likely that public entities will prohibit the use of combustion-powered devices from all indoor facilities and perhaps some outdoor facilities. Entities are encouraged to develop written policies specifying which power-driven mobility devices will be permitted and where and when they can be used. These policies should be communicated clearly to the public.

Public entities may not ask individuals using such devices about their disability but may ask for a credible assurance that the device is required because of a disability. If the person presents a valid, State-issued disability parking placard or card or a State-issued proof of disability, that must be accepted as credible assurance on its face. If the person does not have this documentation, but states verbally that the device is being used because of a mobility disability, that also must be accepted as credible assurance, unless the person is observed doing something that contradicts the assurance. For example, if a person is observed running and jumping, that may be evidence that contradicts the person's assertion of a mobility disability. However, the fact that a person with a disability is able to walk for some distance does not necessarily contradict a verbal assurance -- many people with mobility disabilities can walk, but need their mobility device for longer distances or uneven terrain. This is particularly true for people who lack stamina, have poor balance, or use mobility devices because of respiratory, cardiac, or neurological disabilities.

For additional information, see [ADA 2010 Revised Requirements: Wheelchairs, Mobility Aids, and Other Power-Driven Mobility Devices](http://www.ada.gov/opdmd.htm) at [www.ada.gov/opdmd.htm](http://www.ada.gov/opdmd.htm) or [www.ada.gov/opdmd.pdf](http://www.ada.gov/opdmd.pdf).

## Communicating with People Who Have Disabilities

Communicating successfully is an essential part of providing service to the public. The ADA requires public entities to take the steps necessary to communicate effectively with people who have disabilities, and uses the term "auxiliary aids and services" to refer to readers, notetakers, sign language interpreters, assistive listening systems and devices, open and closed captioning, text telephones (TTYs), videophones, information provided in large print, Braille, audible, or electronic formats, and other tools for people who have communication disabilities. In addition, the regulations permit the use of newer technologies including real-time captioning (also known as computer-assisted real-time transcription, or CART) in which a transcriber types what is being said at a meeting or event into a computer that projects the words onto a screen; remote CART (which requires an audible feed and a data feed to an off-site transcriber); and video remote interpreting (VRI), a fee-based service that allows public entities that have video conferencing equipment to access a sign language interpreter off-site. Entities that choose to use VRI must comply with specific performance standards set out in the regulations.

Because the nature of communications differs from program to program, the rules allow for flexibility in determining effective communication solutions. The goal is to find a practical solution that fits the circumstances, taking into consideration the nature, length, and complexity of the communication as well as the person's normal method(s) of communication. What is required to communicate effectively when a person is registering for classes at a public university is very different from what is required to communicate effectively in a court proceeding.

Some simple solutions work in relatively simple and straightforward situations. For example:

- If a person who is deaf is paying a parking ticket at the town clerk's office and has a question, exchanging written notes may be effective.
- If a person who is blind needs a document that is short and straightforward, reading it to him may be effective.

Other solutions may be needed where the information being communicated is more extensive or complex. For example:

- If a person who is deaf is attending a town council meeting, effective communication would likely require a sign language interpreter or real time captioning, depending upon whether the person's primary language is sign language or English.
- If a person who is blind needs a longer document, such as a comprehensive emergency preparedness guide, it may have to be provided in an alternate format such as Braille or electronic disk. People who do not read Braille or have access to a computer may need an audiotaped version of the document.

Public entities are required to give primary consideration to the type of auxiliary aid or service requested by the person with the disability. They must honor that choice, unless they can demonstrate that another equally effective means of communication is available or that the aid or service requested would fundamentally alter the nature of the program, service, or activity or would result in undue financial and administrative burdens. If the choice expressed by the person with a disability would result in an undue burden or a fundamental alteration, the public entity still has an obligation to provide another aid or service that provides effective communication, if possible.

The decision that a particular aid or service would result in an undue burden or fundamental alteration must be made by a high level official, no lower than a Department head, and must be accompanied by a written statement of the reasons for reaching that conclusion.

The telecommunications relay service (TRS), reached by calling 7-1-1, is a free nationwide network that uses communications assistants (also called CAs or relay operators) to serve as intermediaries between people who have hearing or speech disabilities who use a text telephone (TTY) or text messaging and people who use standard voice telephones. The communications assistant tells the voice telephone user what the TTY-user is typing and types to the TTY-user what the telephone user is saying. When a person who speaks with difficulty is using a voice telephone, the communications assistant listens and then verbalizes that person's words to the other party. This is called speech-to-speech transliteration.

Video relay service (VRS) is a free, subscriber-based service for people who use sign language and have videophones, smart phones, or computers with video communication capabilities. For outgoing calls, the subscriber contacts the VRS interpreter, who places the call and serves as an intermediary between the subscriber and a person who uses a voice telephone. For incoming calls, the call is automatically routed to the subscriber through the VRS interpreter.

Staff who answer the telephone must accept and treat relay calls just like other calls. The communications assistant or interpreter will explain how the system works.

For additional information, including the performance standards for VRI, see [ADA 2010 Revised Requirements: Effective Communication](http://www.ada.gov/effective-comm.htm) at [www.ada.gov/effective-comm.htm](http://www.ada.gov/effective-comm.htm) or [www.ada.gov/effective-comm.pdf](http://www.ada.gov/effective-comm.pdf).



## **MAKING THE BUILT ENVIRONMENT ACCESSIBLE**

---

The ADA's regulations and the ADA Standards for Accessible Design, originally published in 1991, set the minimum standard for what makes a facility accessible. Only elements that are built-in (fixed in place) are addressed in the Standards. While the updated 2010 Standards, which became effective on March 15, 2012, retain many of the original provisions in the 1991 Standards, there are some significant differences. The Standards are used when determining if a public entity's programs or services are accessible under the ADA. However, they apply differently depending on whether the entity is providing access to programs or services in existing facilities or is altering an existing facility or building a new facility.

### **Access to Programs and Services in Existing Facilities**

Public entities have an ongoing obligation to ensure that individuals with disabilities are not excluded from programs and services because facilities are unusable or inaccessible to them. There is no "grandfather clause" in the ADA that exempts older facilities. However, the law strikes a careful balance between increasing access for people with disabilities and recognizing the constraints many public entities face. It allows entities confronted with limited financial resources to improve accessibility without excessive expense.

In the years since the ADA took effect, public facilities have become increasingly accessible. In the event that changes still need to be made, there is flexibility in deciding how to meet this obligation -- structural changes can be made to provide access, the program or service can be relocated to an accessible facility, or the program or service can be provided in an alternate manner. For example:

- In an elementary school without an elevator, a teacher can be assigned to a first floor classroom if the class includes a student with a mobility disability.
- A social service agency located in an inaccessible facility can make arrangements to meet with an applicant or client with a mobility disability at an alternate location that is accessible.
- If an application for a particular city program must be made in person at an inaccessible office, the city could allow a person with a mobility disability to complete and submit the application by mail or email.
- If a public library is inaccessible, staff can provide curbside service for a patron with a mobility disability to check out and return books.

Structural changes are not required where other solutions are feasible. However, where other solutions are not feasible, structural changes are required. When structural change is the method chosen to make a program or service accessible, the changes must meet the requirements of the 2010 ADA Standards, unless it is technically infeasible to do so. When full compliance is not technically feasible, the changes must follow the Standards to the maximum extent feasible. For example, if there is not enough space to install a ramp with a slope that complies with the Standards, a public entity may install a ramp with a slightly steeper slope. However, deviations from the Standards must not pose a significant safety risk. In addition, public entities are not required to take any action that would threaten or destroy the historic significance of an historic property.

Whatever method is chosen, the public entity must ensure that people with disabilities have access to programs and services under the same terms and conditions as other people. For example:

- If a social service agency meets with clients in a private office on the second floor of a building without an elevator, a public area on the first floor is not an acceptable alternate location to meet with a client who has a mobility disability. The alternate location must provide the same degree of privacy as the regular location.
- If a court has ordered a person with a mobility disability to participate in a group anger-management program, and the program is located in an inaccessible facility, it is not acceptable to offer the program to him individually in an accessible location, because the group interaction is a critical component of the program.

There are limits to a public entity's program access obligations. Entities are not required to take any action that would result in undue financial and administrative burdens. The decision that an action would result in an undue burden must be made by a high level official, no lower than a Department head, having budgetary authority and responsibility for making spending decisions, after considering all resources available for use in the funding and operation of the service, program, or activity, and must be accompanied by a written statement of the reasons for reaching that conclusion. If an action would result in an undue burden, a public entity must take any other action that would not result in an undue burden but would nevertheless ensure that individuals with disabilities receive the benefits or services provided by the public entity.

A key concept is that public programs and services, when viewed in their entirety, must be accessible to people with disabilities, but not all facilities must necessarily be made accessible. For example, if a city has multiple public swimming pools and limited resources, it can decide which pools to make accessible based on factors such as the geographic distribution of the sites, the availability of public transportation, the hours of operation, and

the particular programs offered at each site so that the swimming program as a whole is accessible to and usable by people with disabilities.

Another key concept is that public entities have an ongoing obligation to make programs and services accessible to people with disabilities. This means that if many access improvements are needed, and there are insufficient resources to accomplish them in a single year, they can be spread out over time. It also means that rising or falling revenues can affect whether or not an access improvement can be completed in a given year. What might have been seen as an undue burden during an economic downturn could become possible when the economy improves and revenues increase. Thus, public entities should periodically reassess what steps they can take to make their programs and services accessible. Public entities should also consult with people with disabilities in setting priorities for achieving program access. (See **Planning for Success** on page 14.)

Temporary access interruptions for maintenance, repair, or operational activities are permitted, but must be remedied as soon as possible and may not extend beyond a reasonable period of time. Staff must be prepared to assist individuals with disabilities during these interruptions. For example, if the accessible route to a biology lab is temporarily blocked by chairs from a classroom that is being cleaned, staff must be available to move the chairs so a student who uses a wheelchair can get to the lab. In addition, if an accessible feature such as an elevator breaks down, public entities must ensure that repairs are made promptly and that improper or inadequate maintenance does not cause repeated failures. Entities must also ensure that no new barriers are created that impede access by people with disabilities. For example, routinely storing a garbage bin or piling snow in accessible parking spaces makes them unusable and inaccessible to people with mobility disabilities.

For activities that take place infrequently, such as voting, temporary measures can be used to achieve access for individuals who have mobility disabilities. For more information, see [Solutions for Five Common ADA Access Problems at Polling Places](http://www.ada.gov/ada_voting/voting_solutions_ta/polling_place_solutions.htm) at [www.ada.gov/ada\\_voting/voting\\_solutions\\_ta/polling\\_place\\_solutions.htm](http://www.ada.gov/ada_voting/voting_solutions_ta/polling_place_solutions.htm) or [www.ada.gov/ada\\_voting/voting\\_solutions\\_ta/polling\\_place\\_solutions.pdf](http://www.ada.gov/ada_voting/voting_solutions_ta/polling_place_solutions.pdf).

## Element-by-Element Safe Harbor for Existing Facilities

The requirements in the 2010 ADA Standards are, for many building elements, identical to the 1991 Standards and the earlier Uniform Federal Accessibility Standards (UFAS). For some elements, however, the requirements in the 2010 Standards have changed. For example:

- The 1991 Standards allowed light switches, thermostats, and other controls to be installed at a maximum height of 54 inches. Under the 2010 Standards, the maximum height is 48 inches.
- The 1991 Standards required one van-accessible space for every eight accessible spaces. The 2010 Standards require one van-accessible space for every six accessible spaces.
- The 2010 Standards for assembly areas contain revised requirements for dispersion of accessible seating, sightlines over standing spectators, and companion seating.

If a facility was in compliance with the 1991 Standards or UFAS as of March 15, 2012, a public entity is not required to make changes to meet the 2010 Standards. This provision is referred to as the “safe harbor.” It applies on an element-by-element basis and remains in effect until a public entity decides to alter a facility for reasons other than the ADA. For example, if a public entity decides to restripe its parking lot (which is considered an alteration), it must then meet the ratio of van acces-

sible spaces in the 2010 Standards. The ADA’s definition of the term “alteration” is discussed below.

The 2010 Standards also contain requirements for recreational facilities that were not addressed in the 1991 Standards or UFAS. These include swimming pools, play areas, exercise machines, court sport facilities, and boating and fishing piers. Because there were no previous accessibility standards for these types of facilities, the safe harbor does not apply. The program access rules apply, and the 2010 Standards must be followed when structural change is needed to achieve program access.

### New Requirements in the 2010 Standards Not Subject to the Safe Harbor

- Amusement rides
- Recreational boating facilities
- Exercise machines and equipment
- Fishing piers and platforms
- Golf facilities
- Miniature golf facilities
- Play areas
- Saunas and steam rooms
- Swimming pools, wading pools, and spas
- Shooting facilities with firing positions
- Residential facilities and dwelling units
- Miscellaneous
  - Team or player seating
  - Accessible route to bowling lanes
  - Accessible route in court sports

## Alterations

When a public entity chooses to alter any of its facilities, the elements and spaces being altered must comply with the 2010 Standards. An alteration is defined as remodeling, renovating, rehabilitating, reconstructing, changing or rearranging structural parts or elements, changing or rearranging plan configuration of walls and full-height or other fixed partitions, or making other changes that affect (or could affect) the usability of the facility. Examples include restriping a parking lot, moving walls, moving a fixed ATM to another location, installing a new service counter or display shelves, changing a doorway entrance, or replacing fixtures, flooring or carpeting. Normal maintenance, reroofing, painting, wallpapering, or other changes that do not affect the usability of a facility are not considered alterations. The 2010 Standards set minimum accessibility requirements for alterations. In situations where strict compliance with the Standards is technically infeasible, the entity must comply to the maximum extent feasible. “Technically infeasible” is defined as something that has little likelihood of being accomplished because existing structural conditions would require removing or altering a load-bearing member that is an essential part of the structural frame; or because other existing physical or site constraints prohibit modifications or additions that comply fully with the Standards. The 2010 Standards also contain an exemption for certain alterations that would threaten or destroy the historic significance of an historic property.

## New Construction

The ADA requires that all new facilities built by public entities must be accessible to and usable by people with disabilities. The 2010 Standards set out the minimum accessibility requirements for newly constructed facilities.

## 2010 ADA Standards Basics

Chapter 1: Application and Administration. This chapter contains important introductory and interpretive information, including definitions for key terms used in the 2010 Standards.

Chapter 2: Scoping. This chapter sets forth which elements, and how many of them, must be accessible.

Chapters 3 – 10: Design and Technical Requirements. These chapters provide design and technical specifications for elements, spaces, buildings, and facilities.

### Common Provisions

Accessible Routes -- Section 206 and Chapter 4.

Parking Spaces -- Sections 208 and 502. The provisions regarding accessible routes (section 206), signs (section 216), and, where applicable, valet parking (section 209) also apply.

Passenger Loading Zones -- Sections 209 and 503.

Assembly Areas -- Sections 221 and 802.

Sales and Service -- Sections 227 and 904.

Dining and Work Surfaces -- Sections 226 and 902. The provisions regarding accessible routes in section 206.2.5 (Restaurants and Cafeterias) also apply to dining surfaces.

Dressing, Fitting, and Locker Rooms -- Sections 222 and 803.

## Highlights of the 2010 Standards

### Parking

The chart below indicates the number of accessible spaces required by the 2010 Standards. One out of every six accessible spaces must be van-accessible.

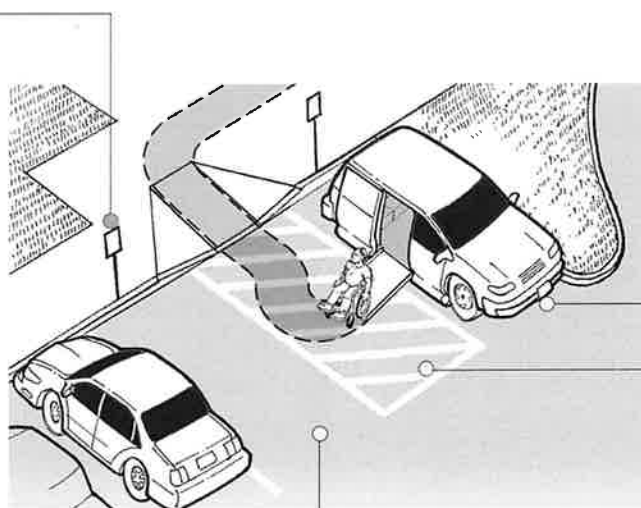
Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total

Public entities with very limited parking (four or fewer spaces) must have one van-accessible parking space. However, no signage is required.

An accessible parking space must have an access aisle, which allows a person using a wheelchair or other mobility device to get in and out of the car or van. Accessible parking spaces (including access aisles) must be level (maximum slope 1:48 in all directions) and each access aisle must adjoin an accessible route.

Signage: international symbol of accessibility placed in front of the parking space mounted at least five feet above the ground, measured to the bottom of the sign. Van accessible spaces include the designation "van accessible".

Van Accessible Spaces: 2010 Standards—one for every six accessible spaces (1991 Standards required one for every eight).



Space width for car: eight feet minimum

Space width for van: minimum 11 feet (although it may be minimum eight feet wide if the access aisle is minimum eight feet wide)

Access Aisle: Width: minimum five feet (if aisle serves car and van spaces)

Length: full length of vehicle parking space

### An overview of accessible parking requirements

## Accessible Entrances

One small step at an entrance can make it impossible for individuals using wheelchairs, walkers, canes, or other mobility devices to enter a public facility. Removing this barrier may be accomplished in a number of ways, such as installing a ramp or a lift or regrading the walkway to provide an accessible route. If the main entrance cannot be made accessible, an alternate accessible entrance can be used. If there are several entrances and only one is accessible, a sign should be posted at the inaccessible entrances directing individuals to the accessible entrance. This entrance must be open whenever other public entrances are open.



Sign at an inaccessible entrance identifies the location of the nearest accessible entrance

## Accessible Routes to Programs and Services

The path a person with a disability takes to enter and move through a facility is called an “accessible route.” This route, which must be at least three feet wide, must remain accessible and not be blocked by items such as vending or ice machines, newspaper dispensers, furniture, filing cabinets, display racks, or potted plants. Similarly, accessible toilet stalls and accessible service counters must not be cluttered with materials or supplies. The accessible route should be the same, or be located in the same area as, the general route used by people without mobility disabilities.

## Shelves, Sales and Service Counters, and Check-Out Aisles

The obligation to provide program access also applies to merchandise shelves, sales and service counters, and check-out aisles. Shelves used by the public must be on an accessible route with enough space to allow individuals using mobility devices to access merchandise or materials. However, shelves may be of any height since they are not subject to the ADA’s reach range requirements. A portion of sales and service counters must be accessible to people who use mobility devices. If a facility has check-out aisles, at least one must be usable by people with mobility disabilities, though more are required in larger venues.

---

## PLANNING FOR SUCCESS

---

Being proactive is the best way to ensure ADA compliance. Many public entities have adopted a general ADA nondiscrimination policy, a specific policy on service animals, a specific policy on effective communication, or specific policies on other ADA topics. Staff also need instructions about how to access the auxiliary aids and services needed to communicate with people who have vision, hearing, or speech disabilities. Public entities should also make staff aware of the free information resources for answers to ADA questions. And officials should be familiar with the 2010 Standards before undertaking any alterations or new construction projects. Training staff on the ADA, conducting periodic self-evaluations of the accessibility of the public entity’s policies, programs and facilities, and developing a transition plan to remove barriers are other proactive steps to ensure ADA compliance.

## ADA Coordinator, Grievance Procedure, Self-Evaluations, and Transition Plans

Public entities that have 50 or more employees are required to have a grievance procedure and to designate at least one responsible employee to coordinate ADA compliance. Although the law does not require the use of the term “ADA Coordinator,” it is commonly used by state and local governments across the country. The ADA Coordinator’s role is to coordinate the government entity’s efforts to comply with the ADA and investigate any complaints that the entity has violated the ADA. The Coordinator serves as the point of contact for individuals with disabilities to request auxiliary aids and services, policy modifications, and other accommodations or to file a complaint with the entity; for the general public to address ADA concerns; and often for other departments and employees of the public entity. The name, office address, and telephone number of the ADA Coordinator must be provided to all interested persons.

The 1991 ADA regulation required all public entities, regardless of size, to evaluate all of their services, policies, and practices and to modify any that did not meet ADA requirements. In addition, public entities with 50 or more employees were required to develop a transition plan detailing any structural changes that would be undertaken to achieve program access and specifying a time frame for their completion. Public entities were also required to provide an opportunity for interested individuals to participate in the self-evaluation and transition planning processes by submitting comments. While the 2010 regulation does not specifically require public entities to conduct a new self-evaluation or develop a new transition plan, they are encouraged to do so.

For more information, see [ADA Best Practices Tool Kit for State and Local Governments](http://www.ada.gov/pcatoolkit/chap2toolkit.htm) at [www.ada.gov/pcatoolkit/chap2toolkit.htm](http://www.ada.gov/pcatoolkit/chap2toolkit.htm).

## Staff Training

A critical, but often overlooked, component of ensuring success is comprehensive and ongoing staff training. Public entities may have good policies, but if front line staff or volunteers are not aware of them or do not know how to implement them, problems can arise. It is important that staff -- especially front line staff who routinely interact with the public -- understand the requirements on modifying policies and practices, communicating with and assisting customers, accepting calls placed through the relay system, and identifying alternate ways to provide access to programs and services when necessary to accommodate individuals with a mobility disability. Many local disability organizations, including Centers for Independent Living, conduct ADA trainings in their communities. The Department of Justice or the National Network of ADA Centers can provide local contact information for these organizations.



Staff training session for front line staff and volunteers

## ADA INFORMATION RESOURCES

---

### **U.S. Department of Justice**

For more information about the revised ADA regulations and the 2010 Standards, please visit the Department of Justice's website or call our toll-free number.

**ADA Website**  
[www.ADA.gov](http://www.ADA.gov)

**ADA Information Line**  
800-514-0301 (Voice)  
800-514-0383 (TTY)

24 hours a day to order publications by mail.  
M-W, F 9:30 a.m. – 5:30 p.m., Th 12:30 p.m.  
– 5:30 p.m. (Eastern Time) to speak to an ADA  
Specialist. Calls are confidential.

### **National Network of ADA Centers**

Ten regional centers are funded by the U.S. Department of Education to provide ADA technical assistance to businesses, States and localities, and people with disabilities. One toll-free number connects you to the center in your region:

800-949-4232 (Voice and TTY)

[www.adata.org](http://www.adata.org)

### **Access Board**

For technical assistance on the ADA/ABA Guidelines:

800-872-2253 (Voice)  
800-993-2822 (TTY)

[www.access-board.gov](http://www.access-board.gov)

This publication is available in alternate formats for people with disabilities.

Duplication of this document is encouraged.

June 2015



# Appendix G: ADA Emergency Preparedness and Response Program



## An ADA Guide for Local Governments

# Making Community Emergency Preparedness and Response Programs Accessible to People with Disabilities

One of the most important roles of local government is to protect their citizenry from harm, including helping people prepare for and respond to emergencies. Making local government emergency preparedness and response programs accessible to people with disabilities is a critical part of this responsibility. Making these programs accessible is also required by the Americans with Disabilities Act of 1990 (ADA).



A police officer uses written notes and hand gestures to tell a man who is deaf to evacuate.

A family, including a woman with a service animal, arrives at a shelter.



A man using a wheelchair enters a paratransit van provided so he can evacuate from his home.

## PLANNING

---

If you are responsible for your community's emergency planning or response activities, you should involve people with disabilities in identifying needs and evaluating effective emergency management practices. Issues that have the greatest impact on people with disabilities include:

- notification;
- evacuation;
- emergency transportation;
- sheltering;
- access to medications, refrigeration, and back-up power;
- access to their mobility devices or service animals while in transit or at shelters; and
- access to information.

In planning for emergency services, you should consider the needs of people who use mobility aids such as wheelchairs, scooters, walkers, canes or crutches, or people who have limited stamina. Plans also need to include people who use oxygen or respirators, people who are blind or who have low vision, people who are deaf or hard of hearing, people who have a cognitive disability, people with mental illness, and those with other types of disabilities.

### Action Steps: Planning

Solicit and incorporate input from people with different types of disabilities (e.g. mobility, vision, hearing, cognitive and other disabilities) regarding all phases of your emergency management plan including:

- preparation;
- notification;
- response; and
- clean up.

## NOTIFICATION

---

Many traditional emergency notification methods are not accessible to or usable by people with disabilities. People who are deaf or hard of hearing cannot hear radio, television, sirens, or other audible alerts. Those who are blind or who have low vision may not be aware of visual cues, such as flashing lights. Warning methods should be developed to ensure that all citizens will have the information necessary to make sound decisions and take appropriate, responsible action. Often, using a combination of methods will be more effective than relying on one method alone. For instance, combining visual and audible alerts will reach a greater audience than either method would by itself.

**Action Steps: Notification**

Provide ways to inform people who are deaf or hard of hearing of an impending disaster if you use emergency warning systems such as sirens or other audible alerts.

When the electric power supply is affected, it may be necessary to use several forms of notification. These might include the use of telephone calls, auto-dialed TTY (teletypewriter) messages, text messaging, E-mails, and even direct door-to-door contact with pre-registered individuals.



**A woman who is deaf reads a captioned evacuation notice on her television.**

Also, you should consider using open-captioning on local TV stations in addition to incorporating other innovative uses of technology into such procedures, as well as lower-tech options such as dispatching qualified sign language interpreters to assist in broadcasting emergency information provided to the media.



**A police officer uses hand gestures and a printed note to tell a woman who is deaf that she needs to evacuate her home.**

## EVACUATION

Individuals with disabilities will face a variety of challenges in evacuating, depending on the nature of the emergency. People with a mobility disability may need assistance leaving a building without a working elevator. Individuals who are blind or who have limited vision may no longer be able to independently use traditional orientation and navigation methods. An individual who is deaf may be trapped somewhere unable to communicate with anyone because the only communication device relies on voice. Procedures should be in place to ensure that people with disabilities can evacuate the physical area in a variety of conditions and with or without assistance.

### Action Steps: Evacuation of People with Disabilities

Adopt policies to ensure that your community evacuation plans enable people with disabilities, including those who have mobility, vision, hearing, or cognitive disabilities, mental illness, or other disabilities, to safely self-evacuate or to be evacuated by others. Some communities are instituting voluntary, confidential registries of persons with disabilities who may need individualized evacuation assistance or notification. If you adopt or maintain such a registry, have procedures in place to ensure its voluntariness, guarantee confidentiality controls, and develop a process to update the registry. Also consider how best to publicize its availability. Whether or not a registry is used, your plan should address accessible transportation needs for people who use wheelchairs, scooters, or other mobility aids as well as people who are blind or who have low vision.



**A transit bus equipped with a wheelchair lift is used to evacuate individuals and families.**

Both public and private transportation may be disrupted due to overcrowding, because of blocked streets and sidewalks, or because the system is not functioning at all. The movement of people during an evacuation is critical, but many people with disabilities cannot use traditional, inaccessible transportation.

### Action Steps: Evacuation with Accessible Vehicles

Identify accessible modes of transportation that may be available to help evacuate people with disabilities during an emergency. For instance, some communities have used lift-equipped school or transit buses to evacuate people who use wheelchairs during floods.



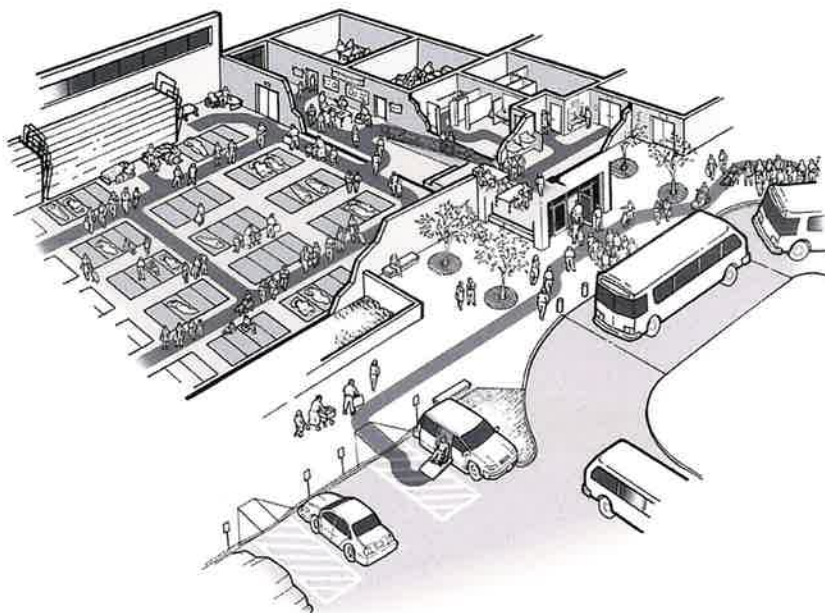
**A lift-equipped school bus is used to evacuate an individual using a wheelchair and her family.**

## SHELTERING

When disasters occur, people are often provided safe refuge in temporary shelters. Some may be located in schools, office buildings, tents, or other areas. Historically, great attention has been paid to ensuring that those shelters are well stocked with basic necessities such as food, water, and blankets. But many of these shelters have not been accessible to people with disabilities. Individuals using a wheelchair or scooter have often been able somehow to get to the shelter, only to find no accessible entrance, accessible toilet, or accessible shelter area.

### Action Steps: Accessible Shelters

Survey your community's shelters for barriers to access for persons with disabilities. For instance, if you are considering incorporating a particular high school gymnasium into your sheltering plan, early in the process you should examine its parking, the path to the gymnasium, and the toilets serving the gymnasium to make sure they are accessible to people with disabilities. If you find barriers to access, work with the facility's owner to try to get the barriers removed. If you are unable to do so, consider another nearby facility for your community sheltering needs.



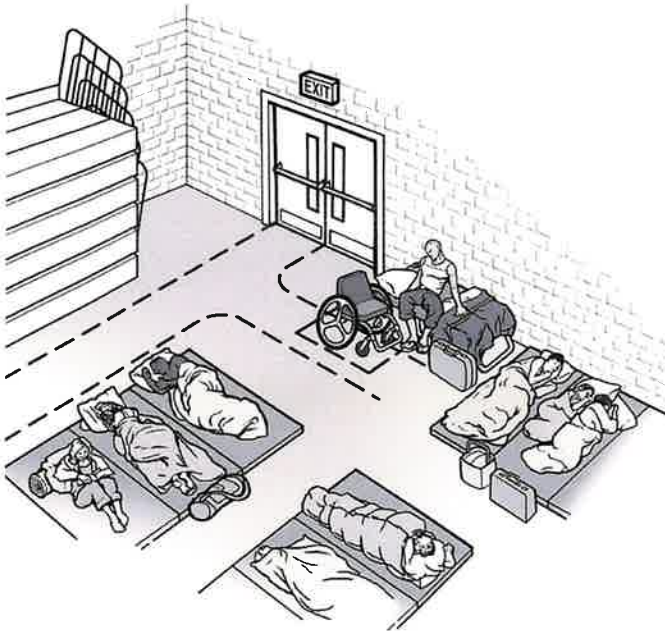
**A shelter with accessible features including parking, drop-off area, entrance, toilet rooms, and sleeping areas.**

Until all of your emergency shelters have accessible parking, exterior routes, entrances, interior routes to the shelter area, and toilet rooms serving the shelter area; you should identify and widely publicize to the public, including persons with disabilities and the organizations that serve them, the locations of the most accessible emergency shelters.

Shelter staff and volunteers are often trained in first aid or other areas critical to the delivery of emergency services, but many have little, if any, familiarity with the needs of people with disabilities. In some instances, people with disabilities have been turned away from shelters because of volunteers' lack of confidence regarding the shelter's ability to meet their needs. Generally, people with disabilities may not be segregated or told to go to "special" shelters designated for their use. They should ordinarily be allowed to attend the same shelters as their neighbors and coworkers.

### Action Steps: Input on Shelter Planning and Staff Training

Invite representatives of group homes and other people with disabilities to meet with you as part of your routine shelter planning. Discuss with them which shelters they would be more likely to use in the event of an emergency and what, if any, disability-related concerns they may have while sheltering. Develop site-specific instructions for your volunteers and staff to address these concerns.



**A individual who uses a wheelchair sits on a cot that is placed against a wall. The height of the bed and the wheelchair seat are of similar height making it possible for this person to transfer from the wheelchair to the bed.**



**A shelter worker helps a person onto a cot using a portable lift provided by the shelter.**



**A shelter worker helps a man transfer onto a cot.**



## SHELTERING (continued)

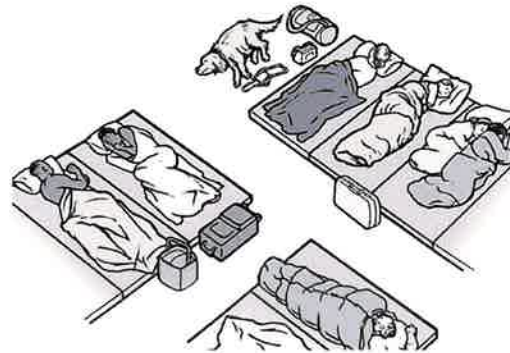
Many shelters have a “no pets” policy and some mistakenly apply this policy to exclude service animals such as guide dogs for people who are blind, hearing dogs for people who are deaf, or dogs that pull wheelchairs or retrieve dropped objects. When people with disabilities who use service animals are told that their animals cannot enter the shelter, they are forced to choose between safety and abandoning a highly trained animal that accompanies them everywhere and allows them to function independently.

### Action Steps: Service Animals

Adopt procedures to ensure that people with disabilities who use service animals are not separated from their service animals when sheltering during an emergency, even if pets are normally prohibited in shelters. While you cannot unnecessarily segregate persons who use service animals from others, you may consider the potential presence of persons who, for safety or health reasons, should not be with certain types of animals.



**A man using a wheelchair arrives at a shelter with his family and service animal.**



**A woman has a service animal lying on the floor next to her cot.**

Individuals whose disabilities require medications, such as certain types of insulin that require constant refrigeration, may find that many shelters do not provide refrigerators or ice-packed coolers. Individuals who use life support systems and other devices rely on electricity to function and stay alive and, in many cases, may not have access to a generator or other source of electricity within a shelter.

## Action Steps: Medications, Refrigeration, and Back-up Power

Ensure that a reasonable number of emergency shelters have back-up generators and a way to keep medications refrigerated (such as a refrigerator or a cooler with ice). These shelters should be made available on a priority basis to people whose disabilities require access to electricity and refrigeration, for example, for using life-sustaining medical devices, providing power to motorized wheelchairs, and preserving certain medications, such as insulin, that require refrigeration. The public should be routinely notified about the location of these shelters. In addition, if you choose to maintain a confidential registry of individuals needing transportation assistance, this registry could also record those who would be in need of particular medications. This will facilitate your planning priorities.



**A person using a wheelchair picks up medication at the shelter.**

People who are deaf or hard of hearing may not have access to audible information routinely made available to people in the temporary shelters. Individuals who are blind or who have low vision will not be able to use printed notices, advisories, or other written information.

## Action Steps: Communications

Adopt procedures to provide accessible communication for people who are deaf or hard of hearing and for people with severe speech disabilities. Train staff on the basic procedures for providing accessible communication, including exchanging notes or posting written announcements to go with spoken announcements. Train staff to read printed information, upon request, to persons who are blind or who have low vision.



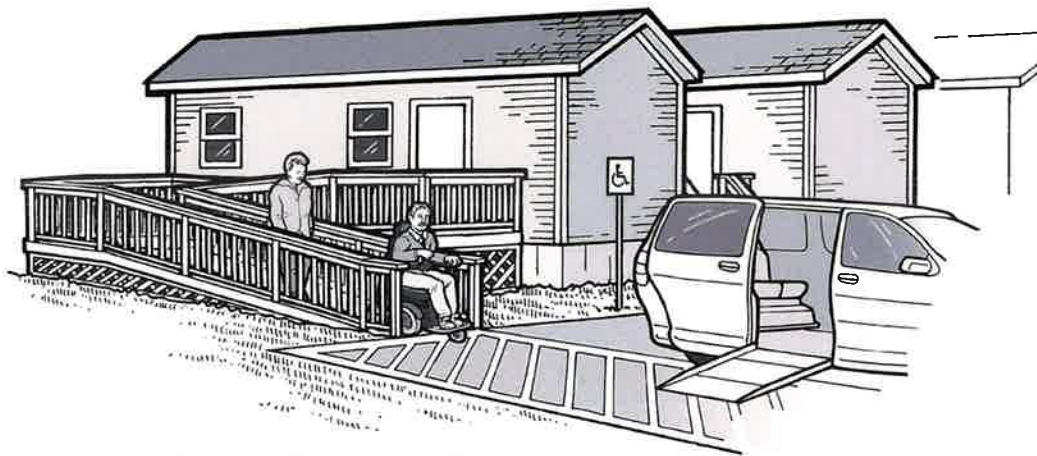
**A shelter worker reads printed information to a woman who is blind.**

## RETURNING HOME

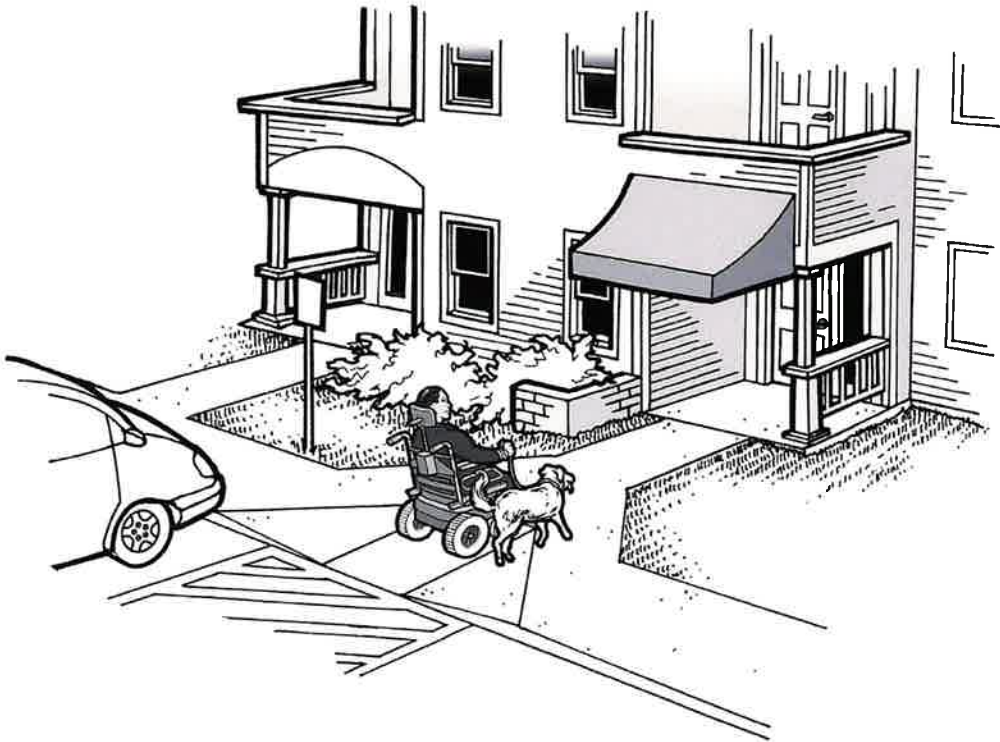
The needs of individuals with disabilities should be considered, too, when they leave a shelter or are otherwise allowed to return to their home. If a ramp has been destroyed, an individual with a mobility impairment will be unable to get into and out of the house. In case temporary housing is needed past the stay at the shelter, your emergency response plan could identify available physically accessible short-term housing, as well as housing with appropriate communication devices, such as TTY's, to ensure individuals with communication disabilities can communicate with family, friends, and medical professionals.

### Action Steps: Planning

Identify temporary accessible housing (such as accessible hotel rooms within the community or in nearby communities) that could be used if people with disabilities cannot immediately return home after a disaster if, for instance, necessary accessible features such as ramps or electrical systems have been damaged.



**A portable trailer provides temporary accessible housing for an individual who uses a wheelchair and his family. In addition to accessible features inside, the trailer also has an accessible entrance, accessible parking, and the trailer is located on an accessible route to other site features in the mobile home park.**



**A man using a wheelchair and his service animal enters temporary accessible housing provided in an apartment building.**

## CONTRACTING FOR EMERGENCY SERVICES

Many local governments provide emergency services through contracts with other local governments or private relief organizations. These entities may not fully understand the role they need to play in meeting your obligation to provide accessible emergency services.

### Action Steps: Contracting for Emergency Services

Make sure that contracts for emergency services require providers to follow appropriate steps outlined in this document. Review the terms of these contracts on a regular basis to ensure that they continue to meet the accessibility needs of people with disabilities. Provide training to contractors so that they understand how best to coordinate their activities with your overall accessibility plan for emergency services.

The Americans with Disabilities Act authorizes the Department of Justice (the Department) to provide technical assistance to individuals and entities that have rights or responsibilities under the Act. This document provides informal guidance to assist you in understanding the ADA and the Department's regulations.

This guidance document is not intended to be a final agency action, has no legally binding effect, and may be rescinded or modified in the Department's complete discretion, in accordance with applicable laws. The Department's guidance documents, including this guidance, do not establish legally enforceable responsibilities beyond what is required by the terms of the applicable statutes, regulations, or binding judicial precedent.