



Sunnyvale

## ADA Self-Evaluation & Transition Plan

# Appendix G: Public Rights-of-Way Prioritization Criteria for Barrier Mitigation



**SALLY SWANSON  
ARCHITECTS, INC.**

T 415 445 3045 | F 415 445 3055

220 SANSOME STREET, SUITE 1100 | SAN FRANCISCO, CA 94104

[WWW.SWANARCH.COM](http://WWW.SWANARCH.COM)

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## **Prioritization Criteria for Barrier Mitigation – Public Rights-of-Way**

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## **Definitions**

Access Compliance Assessment – Process taken to fulfill the requirements of a Transition Plan, by surveying and identifying physical barriers which impede accessibility to a program or service provided to the public.

Activity Score – Rating that summarizes a feature’s expected frequency of use and its impact on individuals with disabilities.

Barrier Score – Rating that summarizes the severity of a feature relative to its deviation from current State and Federal Standards.

Curb Ramp – A ramp graded down from the top surface of a sidewalk to the surface of an adjoining street to provide connectivity within the Public Rights-of-Way.

Facility – A place housing a program or service for the public.

Feature – An element provided in the Public Rights-of-Way, including public sidewalks and streets, crosswalks, curb ramps, street furnishings, pedestrian signals, parking, etc. The three main features assessed are 1) sidewalks, 2) curb ramps, and 3) pedestrian signals.

Pedestrian Signal – Devices used at signalized intersections to notify pedestrians when it is safe to cross the street.

Priority Score – Rating that is the summation of both Activity Score and Barrier Score. This rating is used as criteria for determining barrier mitigation schedules that are a requirement of a Transition Plan.

PROW – *Refer to definition of “Public Rights-of-Way (PROW)”*

Public Rights-of-Way (PROW) – Public infrastructure such as streets, roads, or walkways under the responsibility or authority of a public entity, such as a City or County.

Self-Evaluation – A review of a public entity’s policies, procedures, and practices in meeting the programmatic requirements of Title II of the Americans with Disabilities Act. The findings of the review and the modifications made as a result must be compiled and shall be made available for public inspection.

Title I – Regulations from the Americans with Disabilities Act specific to employment.

Title II – Regulations from the Americans with Disabilities Act specific to state and local government entities, including City and County governments.

Title III – Regulations from the Americans with Disabilities Act specific to areas of public accommodations and commercial facilities.

Transition Plan - A living document that inventories the physical barriers identified which impede accessibility to a public entity’s programs and services. The document will identify solutions to mitigate the barriers and set forth the steps necessary to achieve compliance via a timeline or schedule, and designate an official responsible to maintain and update the document. The document is a requirement of the Americans with Disabilities Act and shall be made current and available for public inspection.

## Activity Score

An Activity Score is a rating that summarizes a feature's (sidewalk, curb ramp or pedestrian signal) expected frequency of use and its impact on individuals with disabilities in the Public Rights-of-Way. A rating is assigned to a feature based on that feature's location in proximity to several categories.

In total, the Activity Score is scored on a scale of 0 to 100, with 0 being the lowest activity, and 100 being the highest activity. An Activity Score of 0 indicates that the feature is not expected to see any use by pedestrians based on its location. An Activity Score of 100 indicates that the feature is expected to see significant use by pedestrians due to its location.

The following categories are used to rate an Activity Score for each feature in the Public Rights-of-Way:

Table 1: Activity Score Category Breakdown

Category	Sub-Category	Specifications	Weight	Value	Score
Streets	Arterial	Adjacent Arterial Street	10	100%	10
	Collector	Adjacent Collector Street		50%	5
Transit Stops	All forms of Public Transit	Within 1/4 Mile of a Transit Stop	10	100%	10
Schools	Elementary School (Primary Education)	Within 1/4 Mile of Primary Education	12	100%	12
	Middle/Intermediate or High School (Secondary Education)	Within 1/2 Mile of Secondary Education		100%	
Parks	All Parks within the Client's Jurisdiction	Within 1/4 mile of a Park	10	100%	10
County Attractors	Downtown	Within 1/4 Mile of a Downtown Area	12	100%	12
	City-Owned Buildings	Within 1/4 Mile of County Buildings		50%	6
Pedestrian Generators	Senior Center	Within 1/4 Mile of a Senior Center	12	100%	12
	Medical or Social Services	Within 1/4 Mile of Medical or Social Services		50%	6
Population Density	* Population per Square Mile in each Census Block, as delineated by the U.S. Census. * Categorized according to Manual Intervals of 30%, 60%, and 100%	No Population	12	0%	0
		> 0% - 30%		33%	4
		> 30% - 60%		66%	8
		> 60% - 100%		100%	12
Senior Population Density	* Population Aged 65 and Older per Square Mile in each Census Block, as delineated by the U.S. Census. * Categorized according to Manual Intervals of 30%, 60%, and 100%	No Population	12	0%	0
		> 0% - 30%		33%	4
		> 30% - 60%		66%	8
		> 60% - 100%		100%	12
No Sidewalk	Adjacent to an Incorporated Street without Sidewalks	A sidewalk, curb ramp, or pedestrian signal that is adjacent to a street without sidewalks.	10	100%	10
<b>Total</b>			<b>100</b>		

## **Barrier Score**

A Barrier Score is a rating assigned to a feature (sidewalk, curb ramp, or pedestrian signal) in the Public Rights-of-Way based on the severity of the feature's existing conditions in comparison to current State and Federal Standards.

In total, the Barrier Score is scored on a scale of 0 to 100, with 0 being a feature that is compliant with current State and Federal Standards, and 100 indicating that the feature is completely noncompliant.

Categories used to rate a Barrier Score for each feature in the Public Rights-of-Way are specific to the feature being assessed (sidewalk, curb ramp, or pedestrian signal).

The following categories are used to rate a Barrier Score for Sidewalks:

Table 2: Barrier Score Category Breakdown for Sidewalks

Category	Barrier Type	Weight	Quantity	Value	Score
Heaving/Vertical Change	Minor Heaving (Less than 0.75")	10	1-2 Incidents	30%	3
			3-5 Incidents	60%	6
			6+ Incidents	100%	10
	Major Heaving (0.75" or greater)	20	1-2 Incidents	30%	6
			3-5 Incidents	60%	12
			6+ Incidents	100%	20
Cross Slope	Cross Slope Low (> 2%-5%)	10	10' or less	50%	5
			> 10'	100%	10
	Cross Slope Medium (> 5%-8%)	15	10' or less	50%	7.5
			> 10'	100%	15
	Cross Slope High (> 8%)	20	10' or less	50%	10
			> 10'	100%	20
Run Slope	Running Slope Low (> 5%-8%)	2.5	10' or less	50%	1.25
			> 10'	100%	2.5
	Running Slope Medium (8%-11%)	5	10' or less	50%	2.5
			> 10'	100%	5
	Running Slope High (11% or greater)	7.5	10' or less	50%	3.75
			> 10'	100%	7.5
Obstructions	Obstructions	10	1 Incident	50%	5
			3+ Incidents	100%	10
<b>Total</b>		<b>100</b>			

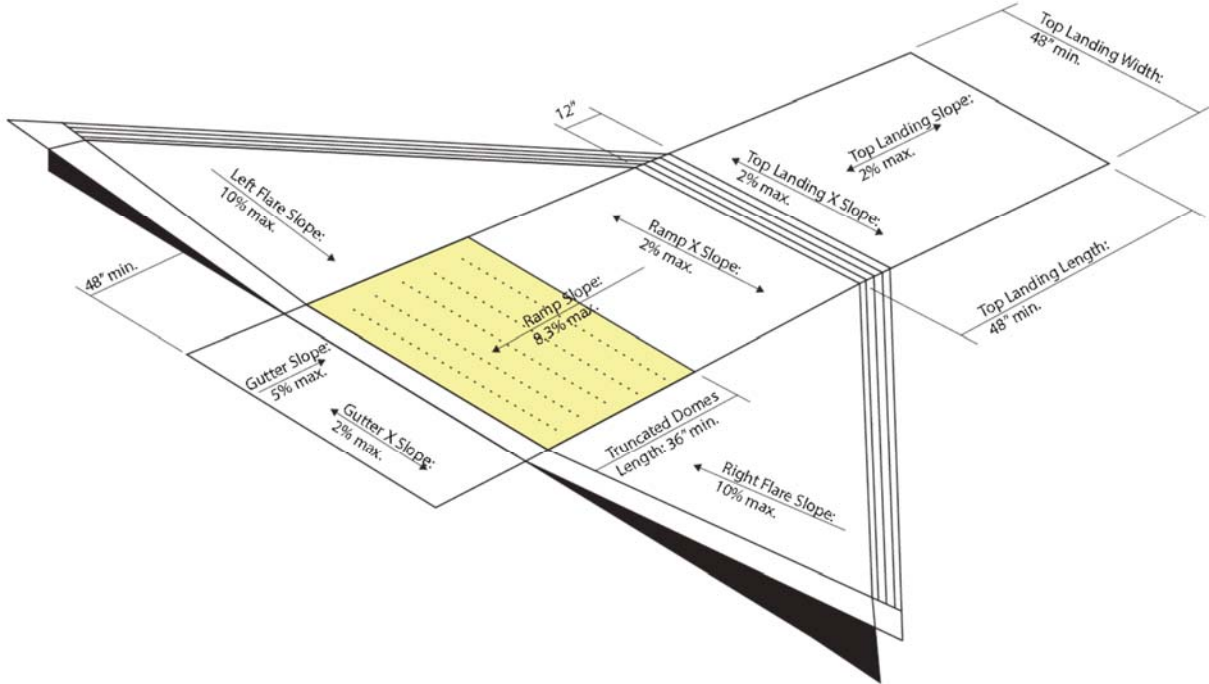
The following categories are used to rate a Barrier Score for Curb Ramps (Perpendicular):

Table 3: Barrier Score Category Breakdown for Curb Ramps (Perpendicular)

Barrier Type	Weight	Category	Value	Score
Width of Ramp	6	≤ 35.9"	100%	6
		36.0" - 41.9"	50%	3
		42.0" - 47.5"	25%	1.5
		≥ 48"	0%	0
Alignment with Marked Crosswalk	2	No	100%	2
		Yes	0%	0
Slope of Ramp	10	≥ 15%	100%	10
		12.5% - 14.9%	75%	7.5
		10.0% - 12.4%	50%	5
		8.4% - 9.9%	25%	2.5
		≤ 8.3%	0%	0
Cross Slope of Ramp	10	≥ 7.0%	100%	10
		5.0% - 6.9%	75%	7.5
		2.9% - 4.9%	50%	5
		2.1% - 2.8%	25%	2.5
		≤ 2.0%	0%	0
Top Landing Running Slope	5	≥ 9.0%	100%	5
		5.0% - 8.9%	75%	3.75
		2.9% - 4.9%	50%	2.5
		2.1% - 2.8%	25%	1.25
		≤ 2.0%	0%	0
Top Landing Cross Slope	10	≥ 9.0%	100%	10
		5.0% - 8.9%	75%	7.5
		2.9% - 4.9%	50%	5
		2.1% - 2.8%	25%	2.5
		≤ 2.0%	0%	0
Flare (Right)	10	≥ 14%	100%	10
		12.1% - 13.9%	60%	6
		10.1% - 12%	40%	4
		≤ 10.0%	0%	0
Flare (Left)	10	≥ 14%	100%	10
		12.1% - 13.9%	60%	6
		10.1% - 12%	40%	4
		≤ 10.0%	0%	0

Top Landing Length	9	≤ 32.9"	100%	9
		33.0" - 35.9"	75%	6.75
		36.0" - 41.9"	50%	4.5
		42.0" - 47.9"	25%	2.25
		≥ 48"	0%	0
Truncated Domes	4	No	100%	4
		Not Entire Width	60%	2
		Yes	0%	0
Gutter Lip	4	≥ 1"	100%	4
		0.75" - .99"	75%	3
		0.5" - .74"	50%	2
		0.1" - 0.49"	25%	1
		Flush	0%	0
Cross Slope of Gutter	10	≥ 9.0%	100%	10
		5.0% - 8.9%	75%	7.5
		2.9% - 4.9%	50%	5
		2.1% - 2.8%	25%	2.5
		≤ 2.0%	0%	0
Gutter Slope	10	≥ 9.0%	100%	10
		6.7% - 8.9%	75%	7.5
		5.4% - 6.6%	50%	5
		5.1% - 5.3%	25%	2.5
		≤ 5.0%	0%	0
<b>Total Weight</b>	<b>100</b>			

Figure 1: Curb Ramp Diagram (Perpendicular)





The following categories are used to rate a Barrier Score for Curb Ramps (Parallel):

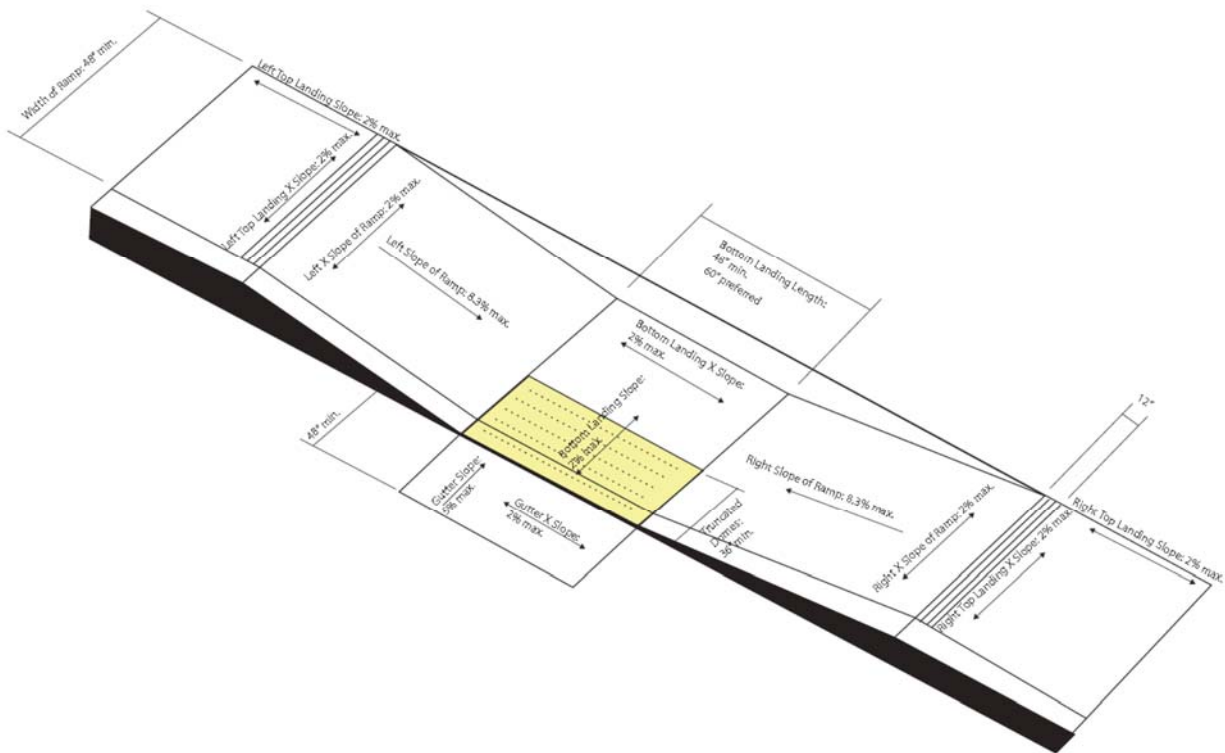
Table 4: Barrier Score Category Breakdown for Curb Ramps (Parallel)

Barrier Type	Weight	Category	Value	Score
Width of Ramp (Right)	6	≤ 32.9"	100%	6
		33" - 35.9"	75%	4.5
		36.0" - 41.9"	50%	3
		42.0" - 47.9"	25%	1.5
		≥ 48"	0%	0
Width of Ramp (Left)	6	≤ 32.9"	100%	6
		33" - 35.9"	75%	4.5
		36.0" - 41.9"	50%	3
		42.0" - 47.9"	25%	1.5
		≥ 48"	0%	0
Alignment with Marked Crosswalk	5	No	100%	5
		Yes	0%	0
Slope of Ramp (Right)	6	≥ 15%	100%	6
		12.5% - 14.9%	75%	4.5
		10.0% - 12.4%	50%	3
		8.4% - 9.9%	25%	1.5
		≤ 8.3%	0%	0
Slope of Ramp (Left)	6	≥ 15%	100%	6
		12.5% - 14.9%	75%	4.5
		10.0% - 12.4%	50%	3
		8.4% - 9.9%	25%	1.5
		≤ 8.3%	0%	0
Cross Slope of Ramp (Right)	6	≥ 7.0%	100%	6
		5.0% - 6.9%	75%	4.5
		2.9% - 4.9%	60%	3.6
		2.1% - 2.8%	30%	1.8
		≤ 2.0%	0%	0
Cross Slope of Ramp (Left)	6	≥ 7.0%	100%	6
		5.0% - 6.9%	75%	4.5
		2.9% - 4.9%	60%	3.6
		2.1% - 2.8%	30%	1.8
		≤ 2.0%	0%	0
Top Landing Running Slope (Right)	4	≥ 9.0%	100%	4

		5.0% - 8.9%	75%	3
		2.9% - 4.9%	50%	2
		2.1% - 2.8%	25%	1
		≤ 2.0%	0%	0
Top Landing Running Slope (Left)	4	≥ 9.0%	100%	4
		5.0% - 8.9%	75%	3
		2.9% - 4.9%	50%	2
		2.1% - 2.8%	25%	1
		≤ 2.0%	0%	0
Top Landing Cross Slope (Right)	5	≥ 9.0%	100%	5
		5.0% - 8.9	75%	3.75
		2.9% - 4.9%	50%	1.5
		2.1% - 2.8%	25%	1.25
		≤ 2.0%	0%	0
Top Landing Cross Slope (Left)	5	≥ 9.0%	100%	5
		5.0% - 8.9	75%	3.75
		2.9% - 4.9%	50%	1.5
		2.1% - 2.8%	25%	1.25
		≤ 2.0%	0%	0
Truncated Domes	5	No	100%	5
		Not Entire Width	60%	3
		Yes	0%	0
Gutter Lip	6	≥ 1"	100%	6
		0.75" - .99"	75%	4.5
		0.5" - .74"	50%	3
		0" - 0.49"	25%	1.5
		Flush	0%	0
Cross Slope of Gutter	6	≥ 9.0%	100%	6
		5.0% - 8.9%	75%	4.5
		2.9% - 4.9%	50%	3
		2.1% - 2.8%	25%	1.5
		≤ 2.0%	0%	0
Gutter Slope	6	≥ 9.0%	100%	6
		6.7% - 8.9%	75%	4.5
		5.4% - 6.6%	50%	3
		5.1% - 5.3%	25%	1.5

		$\leq 5.0\%$	0%	0										
Bottom Landing Cross Slope	6	$>9.0\%$	100%	6										
		5.0% - 8.9%	75%	4.5										
		2.9% - 4.9%	50%	3										
		2.1% - 2.8%	25%	1.5										
		$\leq 2.0\%$	0%	0										
Bottom Landing Slope	6	$\geq 9.0\%$	100%	6										
		5.0% - 8.9%	75%	4.5										
		2.9% - 4.9%	50%	3										
		2.1% - 2.8%	25%	1.5										
		$\leq 2.0\%$	0%	0										
Bottom Landing Length	6	$\leq 32.9"$	100%	6										
		33" - 35.9"	75%	4.5										
		36.0" - 41.9"	50%	42.0" - 47.9"	25%	1.5	$\geq 48"$	0%	0	<b>Total Weight</b>	<b>100</b>			
		42.0" - 47.9"	25%	1.5										
		$\geq 48"$	0%	0										
<b>Total Weight</b>	<b>100</b>													

Figure 2: Curb Ramp Diagram (Parallel)



The following categories are used to rate a Barrier Score for Pedestrian Signals

Table 5: Barrier Score Category Breakdown for Pedestrian Signals

Barrier Type	Weight	Category	Value	Score
Clear Floor Slope	6.5	≤ 2.0%	0%	0
		2.1% - 3.9%	25%	1.625
		4.0% - 6.9%	50%	3.25
		7.0% - 9.9%	75%	4.875
		≥ 10.0%	100%	6.5
Clear Floor Cross Slope	6.5	≤ 2.0%	0%	0
		2.1% - 3.9%	25%	1.625
		4.0% - 6.9%	50%	3.25
		7.0% - 9.9%	75%	4.875
		≥ 10.0%	100%	6.5
Button Height	6.5	> 58.1"	100%	6.5
		< 41.99"	75%	4.875
		48.1" - 58"	50%	3.25
		42" - 48"	0%	0
Button Reach	6.5	>25.01"	100%	6.5
		20.01" - 25"	75%	4.875
		15.01" - 20"	50%	3.25
		10.01" - 15"	25%	1.625
		< 10"	0%	0
Button Pressure	6.5	≥ 10 lbs	100%	6.5
		6 lbs - 9 lbs	50%	3.25
		≤ 5 lbs	0%	0
Button Diameter	6.5	≤ 0.5"	100%	6.5
		1.9" - 0.6"	50%	3.25
		≥ 2"	0%	0
Accessible Path	6.5	No	100%	6.5
		Yes	0%	0
Clear Floor Space	9	No	100%	9
		Yes	0%	0
Closed Fist Operation	6.5	No	100%	6.5
		Yes	0%	0
Visual Contrast	6.5	No	100%	6.5
		Yes	0%	0
Vibrotactile	6.5	No	100%	6.5
		Yes	0%	0
Audible Walk Indicator	6.5	No	100%	6.5
		Speech	0%	0

		Chirp	0%	0
		Audible Tone	0%	0
Button Locator Tone	6.5	No	100%	6.5
		Yes	0%	0
Directional Info	6.5	No	100%	6.5
		Not Tactile	50%	3.25
		Yes	0%	0
Within 5 ft from Crosswalk	3	NO	100%	3
		YES	0%	0
1.5 - 6.0 ft from Curblin	2.5	NO	100%	2.5
		YES	0%	0
10 ft Minimum Separation	1	NO	100%	1
		YES or N/A	0%	0
<b>Total Weight</b>	<b>100</b>			

## **Priority Score**

The Priority Score is a summation of both a feature's Activity Score and Barrier Score and is used as a criterion in planning out schedules for the order of barrier mitigation work.

$$\textit{Activity Score} + \textit{Barrier Score} = \textit{Priority Score}$$

The Priority Score is rated on a scale of 0 to 200, with 0 being a feature that should have no priority for barrier mitigation work and 200 being a feature which should be at the forefront of any planned barrier mitigation work that uses funds dedicated solely for mitigating accessibility barriers identified in an ADA Transition Plan.

The Priority Score is designed to be equal in scale across the three primary features assessed in the PROW (sidewalks, curb ramps, and pedestrian signals), i.e. a Priority Score of 200 given to a curb ramp is equal to a Priority Score of 200 given to a sidewalk.

Note that the Priority Score serves as only one methodology for creating a schedule. Other methods and criteria can be used (and is encouraged) as the basis for forming a schedule including: 1) barriers identified by constituents through an ADA grievance, 2) barriers that overlap with a project already in the pipelines, 3) barriers that can be resolved internally with maintenance staff, 4) etc. Documentation for any additional methodology should be kept on record for justifying a barrier mitigation schedule.