



CITY OF FALLS CHURCH

Self-Evaluation Update and Americans with Disabilities Act (ADA) Transition Plan for Public Rights-of-Way

Created as part of the 'Pedestrian, Bicycle, and Traffic Calming Strategic Implementation Plan' 1

DRAFT REPORT

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TABLE OF CONTENTS

ACRONYMS	III
GLOSSARY OF TERMS.....	IV
EXECUTIVE SUMMARY	VIII
CHAPTER 1. BACKGROUND	1
CHAPTER 2. SELF-EVALUATION GUIDELINES.....	7
CHAPTER 3. INVENTORY FINDINGS	13
CHAPTER 4. ADA TRANSITION PLAN	25
CHAPTER 5. MONITORING AND STATUS REPORTING	38
APPENDIX A – REASONABLE ACCOMMODATION REQUEST FORM	41
APPENDIX B—PUBLIC GRIEVANCE POLICY	43
APPENDIX C—TRANSIT ROUTES, ROUTES TO METRORAIL STATION, COMMERCIAL CORRIDOR, SRTS, PARKS CONNECTIVITY MAPS ...	51
APPENDIX D—PRIORITIZED PROJECT LIST.....	56
APPENDIX E—VDOT ADA DESIGN STANDARDS.....	79
APPENDIX F—PROWAG STANDARDS.....	80
APPENDIX G—SAMPLE CURB RAMP DESIGN FORM	81
APPENDIX H—SAMPLE CURB RAMP INSPECTION FORM	83

LIST OF TABLES

Table 1: Self-Evaluation Checklist.....	7
Table 2: Curb Ramps with Condition A	19
Table 3: Point System Used for Project Ranking	28
Table 4: Summary of ADA Implementation Plan	29

LIST OF FIGURES

Figure 1: Illustration of Typical Perpendicular Ramp	9
Figure 2: Illustration of Typical Directional Ramp.....	10
Figure 3: Illustration of Typical Combination Ramp.....	11
Figure 4: Illustration of Typical Diagonal Ramp.....	12
Figure 5: Sidewalk Obstacles on Park Avenue (left) and South Virginia Avenue (right).....	14
Figure 6: Noncompliant Driveway Examples with Cross Slopes Exceeding 2%.....	14
Figure 7: Example Noncompliant Sidewalk Surface Changes in Level Exceeding ½ inch	15
Figure 8: Existing Sidewalk Obstacles Location Map.....	16
Figure 9: Deficient Driveway Crossings	17
Figure 10: Locations of Sidewalk Changes in Level Greater Than ¼ inch	18
Figure 11: Curb Ramps – Condition A	23
Figure 12: Curb Ramps – Condition B	24
Figure 13: ADA Priority 2 Implementation Plan Map	34
Figure 14: ADA Priority 3 Implementation Plan Map	35
Figure 15: ADA Priority 4 Implementation Plan Map	36
Figure 16: ADA Priority 5 Implementation Plan Map	37

ACRONYMS

ADA	—	Americans with Disability Act
ADAAG	—	Americans with Disability Act Accessibility Guidelines
APS	—	Accessible Pedestrian Signal
CFR	—	Code of Federal Regulations
CIP	—	Capital Improvement Program
DOJ	—	Department of Justice
DWS	—	Detectable Warning Surface
FHWA	—	Federal Highway Administration
GIS	—	Geographic Information System
GPS	—	Global Positioning System
PAR	—	Pedestrian Access Route
PBTCAC	—	Pedestrian, Bicycle, and Traffic Calming Advisory Committee
PROW	—	Public Rights-of-Way
PROWAG	—	Public Rights-of-Way Accessibility Guidelines
ROW	—	Rights-of-Way
SRTS	—	Safe Routes to School
SRTSAC	—	Safe Routes to School Advisory Committee
USDOT	—	U.S. Department of Transportation
VDOT	—	Virginia Department of Transportation

GLOSSARY OF TERMS

Accessible—A facility in the public right-of-way that is approachable and usable by persons with disabilities. {Accessibility Design for All, 7-98} and {Revised Draft Guidelines for Accessible Public Rights-of-Way, 11-23-05}. Refers to a site, facility, work environment, service, or program that is easy to approach, enter, operate, participate in, and/or use safely and with dignity by a person with a disability.

Accessibility—The degree of usability and design of a physical environment allowing for unobstructed and barrier-free entrance and movement, and that the facilities, equipment, and communication tools are such that they are easily used without adaptation by a person with a disability.

Access Board—An independent Federal agency devoted to accessibility for people with disabilities. The Access Board developed the ADA accessibility guidelines that provide technical assistance and training on these guidelines. The agency also is referred to as the Architectural and Transportation Barriers Compliance Board.

Alteration—A change to a facility in the public right-of-way that affects, or could affect, access or use of the facility, including changes to structure, grade, or use of the facility. Examples: reconstruction, major rehabilitation, widening, functional and structural overlays, signal installation and upgrades.

Americans with Disabilities Act (ADA)—A comprehensive, Federal civil rights law that prohibits discrimination against people with disabilities in employment, State and local government programs and activities, public accommodations, transportation, and telecommunications.

Americans with Disabilities Act Accessibility Guidelines (ADAAG)—Scoping and technical requirements to be applied during the design, construction, and alteration of buildings and facilities covered by Titles II and III of the ADA to the extent required by regulations issued by Federal agencies, including the Department of Justice and the Department of Transportation.

Architectural Barriers Act of 1968 (ABA)—A Federal law stating that buildings and facilities designed, constructed, or altered with Federal funds, or leased by a Federal agency, must comply with standards for physical accessibility.

Covered Agency—Under the ADA, "covered agency" is an agency that must comply with the law. Under Title II, "covered entities" include State and local government instrumentalities, the National Railroad Passenger Corporation, and other commuter authorities, and public transportation systems.

Barrier Removal—Removing, rearranging, or modifying objects positioned or structured in a manner that impedes access; can include rearrangement or removal of furniture or equipment, installation of curb cuts or ramps, or repositioning items such as telephone kiosks or newspaper boxes.

Existing Facility—Buildings constructed before the ADA went into effect. A public agency’s building constructed before the effective date of Title II does not have to be fully accessible unless the removal of barriers, including structural ones, is readily achievable.

Maximum Extent Feasible—Applies to the occasional case where the nature of an existing facility makes it virtually impossible to comply fully with applicable accessibility standards through a planned alteration. In these circumstances, the alteration shall provide the maximum physical accessibility feasible. If providing accessibility in conformance with this section to individuals with certain disabilities (e.g., wheelchair users) would not be feasible, the facility shall be made accessible to persons with other types of disabilities, (e.g., those who use crutches, who have impaired vision or hearing, or who have other impairments.

Maintenance—Activities intended to preserve the system, retard future deterioration, and maintain functional condition of the roadway without increasing structural capacity. (Maintenance is not an alteration.) Examples: Liquid-applied sealing, thin surface treatments (nonstructural), joint repair, pavement patching (such as filling potholes), shoulder repair, signing, striping, minor signal upgrades, and repairs to drainage systems.

Program Accessibility—Central requirement/standards under Section 504 of the Rehabilitation Act of 1973, as well as the ADA, which requires that recipients of Federal funds or contracts and/or State and local government entities operate programs and activities so that “when viewed in its entirety,” such program/activity is readily accessible to and usable by people with disabilities.

Public Agency—Any State or local government, department agency, special-purpose district, or other instrumentality of a State or States or local government, and any commuter authority.

Qualified Individual with a Disability—An individual with a disability who meets the essential eligibility requirements for receipt of services or participation in a program or activity of government. The individual is “qualified,” even if in order to meet the eligibility requirements, it is necessary to:

1. Make reasonable modifications to rules, policies, and practices,
2. Remove architectural, communication or transportation barriers, or
3. Provide auxiliary aids or services.

Readily Achievable—Something that is easily accomplishable and able to be carried out without much difficulty or expense. In determining whether an action is readily achievable, factors to be considered include nature and cost of the action, overall financial resources and the effect on expenses and resources, legitimate safety requirements, impact on the operation of a site, and, if applicable, overall financial resources, size, and type of operation of any parent corporation or agency. Under Title II, a public agency’s accommodations must remove barriers in existing facilities if it is readily achievable to do so.

Reasonable Accommodation—Modifications or adjustments to a program, work environment, or job description that make it easier for a person with a disability to participate in the same

manner as other employees. Reasonable accommodation is a key nondiscrimination requirement of the ADA.

Rehabilitation Act of 1973—The Rehabilitation Act prohibits discrimination on the basis of disability in programs conducted by Federal agencies, in programs receiving Federal financial assistance, in Federal employment, and in the employment practices of Federal contractors. The standards for determining employment discrimination under the Rehabilitation Act are the same as those used in Title I of the Americans with Disabilities Act.

- **Section 504**—States that "no qualified individual with a disability in the United States shall be excluded from, denied the benefits of, or be subjected to discrimination under" any program or activity that either receives Federal financial assistance or is conducted by any Executive agency or the United States Postal Service. This applies to programs in cities that receive Federal funds.

Self-Evaluation—Required by ADA Title II, self-evaluation identifies, reviews, and analyzes public programs, activities, and services provided by city government, and documents the status of each.

Technically Infeasible—Means, with respect to a building alteration or facility, that it has little likelihood of being accomplished because existing structural conditions would require removing or altering a load-bearing member, which is an essential part of the structural frame; or because other existing physical or site constraints prohibit modification or addition of elements, spaces, or features that are in full and strict compliance with the minimum requirements for new construction and that are necessary to provide accessibility.

Transition Plan—This plan uses self-evaluation to develop and to identify accessibility barriers where the city conducts programs, services, and activities, including public rights-of-way. It addresses an ongoing barrier-removal program.

UFAS—The Uniform Federal Accessibility Standards, issued in 1984, originally for purposes of new construction and alterations under the Architectural Barriers Act. Generally, if a recipient of Federal funds follows UFAS, it is in compliance with Section 504. Under Title II of the ADA, a State or local government can choose to follow UFAS or the ADA Standards.

Undue Burden—With respect to complying with Title II or Title III of the ADA, significant difficulty or expense incurred by a covered agency, when considered in light of certain factors. These factors include the nature and cost of the action; the overall financial resources of the site or sites involved; the number of persons employed at the site; the effect on expenses and resources; legitimate safety requirements necessary for safe operation, including crime-prevention measures; or any other impact of the action on the operation of the site; the geographic separateness, and the administrative or fiscal relationship of the site or sites in question to any parent corporation or agency; if applicable, the overall financial resources of any parent corporation or agency; the overall size of the parent corporation or agency with respect to the number of its employees; the number, type, and location of its facilities; and, if

applicable, the type of operation or operations of any parent corporation or agency, including the composition, structure, and functions of the workforce of the parent corporation or agency.

Uniform Federal Accessibility Standards—Accessibility standards that all Federal agencies are required to meet; includes scoping and technical specifications.

U.S. Access Board (United States Architectural and Transportation Barriers Compliance Board)—The Federal agency responsible for developing Federal accessibility guidelines under the ADA and other laws.

Visual Impairment—Loss or partial loss of vision.

EXECUTIVE SUMMARY

The *Self-Evaluation Update and Americans with Disabilities Act (ADA) Transition Plan for Public Rights-of-Way in the City of Falls Church* (herein referred to as the ADA Transition Plan) documents the existing conditions of the City's public rights-of-way (PROW) and identifies the improvements necessary to make them accessible and usable for persons with disabilities. This ADA Transition Plan is an update to the City's 1993 *Self-Evaluation Plan* and 1992 *Transition Plan* pursuant to the Americans with Disabilities Act (ADA), which requires that all public agencies perform a self-evaluation and develop a transition plan to improve all PROW, including sidewalks, curb ramps, and related facilities. This Plan also ensures compliance with the Virginians with Disabilities Act of 1990.

The ADA Transition Plan is one component of a larger project—the *Pedestrian, Bicycle, and Traffic Calming Strategic Implementation Plan*, which was developed to evaluate and prioritize improvements to the City's pedestrian and bicycle infrastructure. The Pedestrian, Bicycle, and Traffic Calming Strategic Implementation Plan identifies locations for new pedestrian and bicycle accommodations as well as locations for improving existing facilities pursuant to the findings in this Transition Plan. Together, these two documents provide guidance for design and installation of the wide variety of facilities within the PROW. These facilities include sidewalks and curb ramps, planting strips and buffers, pedestrian signal systems, bicycle lanes, pavement markings, intersection redesign, and unimproved open spaces that are part of the PROW.

City staff, including the City's ADA Compliance Officer, Transportation Program Manager, and the Public Works Director, worked with KLS Engineering to develop this plan. This team was advised by the Pedestrian, Bicycle, and Traffic Calming Advisory Committee (PBTAC), a citizen committee appointed by the City Council to oversee development of the Pedestrian, Bicycle, and Traffic Calming Strategic Implementation Plan and the ADA Transition Plan.

PURPOSE OF THIS REPORT

The purpose of this report is to update the City's 1993 Self-Evaluation and 1992 Transition Plan for the Public Rights-of-Way. This Transition Plan falls within Title II of ADA and deals specifically with accessibility on PROW owned and/or maintained by the City of Falls Church. The PROW includes routes used by pedestrians and adjacent private property (e.g., residential and commercial driveways, utility poles and vaults, guy wires, and storm drains) that connect to and from public sidewalks and streets. This Transition Plan does not address compliance for other facilities such as buildings and parks.

The ADA Transition Plan has been prepared pursuant to the ADA, which requires that all public agencies develop a transition plan for installing curb ramps, sidewalks, and related facilities within the PROW. This plan includes a detailed survey of the physical barriers found in the PROW under the City's jurisdiction. It also includes a plan, schedule, and recommended procedures for removing these barriers in order to achieve program access. It is important to note that this plan does not include improvements made after the date of survey.

SELF-EVALUATION

A primary component of the ADA Transition Plan is the self-evaluation, which includes an inventory of the existing pedestrian facilities within the City right-of-way (ROW). This information provides a baseline of the location and condition of the existing facilities. This data was used to recommend improvements to pedestrian facilities and to comply with ADA requirements.

KLS surveyed approximately 441 individual sidewalk segments (36 miles) and 649 curb ramps to document physical conditions. Chapter 3 details the inventory findings which are summarized as follows:

- 129 locations where fixed obstructions reduce the width of the sidewalk to less the 36-inch minimum required by the ADA.
- 48 guy wires are located within the sidewalk. While these do not reduce the sidewalk clear width, they pose a hazard for the visibility impaired.
- 797 driveways exceed the 2 percent driveway cross-slope requirement.
- 896 sidewalk locations with level changes greater than ½ inch.
- 187 curb ramps are unusable because of one of the following conditions:
 - Running slopes greater than 12 percent = 140
 - Width less than 36 inches = 13
 - Physically damaged = 34
- 244 curb ramps do not have a landing at the top; 290 curb ramps have cross slopes that exceed the 2 percent requirement; and 429 curb ramps do not have detectable warning surfaces.

ADA TRANSITION PLAN

The ADA Transition Plan includes a prioritized list of approximately 441 specific items of work to repair or replace the sidewalks and curb ramps that are not compliant with the ADA. This plan anticipates an approximate 20-year implementation period to achieve compliance with ADA program accessibility requirements. Because of the large number of elements identified for improvement, the project team determined that there was a need to prioritize projects to allow for phased implementation. The project team includes City of Falls Church staff and KLS Engineering staff. Some improvements will be implemented as part of other ongoing projects, including Capital Improvement Projects (CIP), resurfacing, safety improvements, and private developer work completed along the City's roadways. As noncompliant elements are addressed, they are removed from the list of noncompliance. In the case of PROW, improved pedestrian facilities will meet or exceed the latest Public Rights-of-Way Accessibility Guidelines (PROWAG). When it is not possible to meet these guidelines, projects will, at a minimum, meet ADA Accessibility Guidelines (ADAAG).

MONITORING AND STATUS REPORTING

The City of Falls Church is engaged in an ongoing effort to construct and repair sidewalks, curb ramps, and other facilities at numerous locations throughout the City. This construction activity involves several types of projects, including street overlay projects, streetscape projects, utility construction projects and other CIP in the PROW.

While it is important to ensure that standards used to design sidewalks, curb ramps, and related improvements are current, it is equally important to monitor construction to ensure that the construction is performed according to the approved specifications. The monitoring of construction activities and reporting of the status of improvements is vital to ensure an effective overall compliance program. The *ADA Transition Plan* details the methods and procedures for monitoring these construction activities and for tracking the status of compliance with the plan at all construction locations within the City.

CHAPTER 1. BACKGROUND

This chapter provides background information on the Americans with Disabilities Act (ADA) and describes the City's policies and procedures to comply specifically with Title II of the ADA, which mandates implementation of an ADA Transition Plan and outlines the Transition Plan requirements pursuant to Title II of the ADA.

THE AMERICANS WITH DISABILITIES ACT

The ADA, enacted July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, State and local government services, and access to public accommodations, transportation, and telecommunications. The ADA is companion legislation with the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973. This legislation mandates that qualified disabled individuals shall not be excluded from participation in, denied the benefit of, or be subjected to discrimination under any program or activity. The Act also provides employees with disabilities with certain protections and requires employers to make reasonable accommodation for applicants and employees with disabilities. The ADA includes five parts that cover the following areas:

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

Title II: Public Services—Title II prohibits State and local governments from discriminating against persons with disabilities or from excluding participation in or denying benefits of programs, services or activities to persons with disabilities. **This ADA Transition Plan has been prepared under this Title.**

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

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

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

Title II of the ADA dictates that a public agency must evaluate its services, programs, policies, and practices to determine whether they comply with the nondiscrimination regulations of the

ADA. The regulations detailing compliance requirements were issued in July 1991. A public agency is required to examine activities and services, identify problems or barriers that may limit accessibility by persons with disabilities, and describe potential compliance solutions. The agency must then proceed to make the necessary changes resulting from such an evaluation. The ADA further requires that a formal, written transition plan be prepared to describe any structural or physical changes necessary to make facilities accessible.

CITY RESPONSIBILITIES UNDER THE ADA

The City of Falls Church has various responsibilities under Title II of the ADA. Title II is similar to Section 504 of the Rehabilitation Act of 1973; it differs, however, in that Section 504 applies only to government agencies and programs that receive Federal financial assistance. The purpose of Section 504 is to ensure that no otherwise qualified individual with disabilities shall, solely by reason of disability, be discriminated against under any program or activity receiving Federal financial assistance. The City has been subject to and operated under the requirements of Section 504 for many years, as well as the Virginians with Disabilities Act since 1990.

A public agency must reasonably modify its policies and procedures to avoid discrimination toward disabled persons. However, if the public agency can demonstrate that a modification would result in undue hardship, then the agency is not required to make that modification. The ADA defines undue hardship as an action requiring significant difficulty or expense when considering the nature and cost of the accommodation in relation to the size, resources, and structure of the specific operation. Undue hardship is determined on a case-by-case basis.

The following seven steps are required to meet the requirements of the ADA with regard to the accessibility of facilities in the public right-of-way (PROW):

1. Designate an ADA Coordinator.
2. Provide notice to the public about ADA requirements.
3. Establish a grievance procedure.
4. Develop internal design standards, specifications, and details.
5. Assign personnel to develop and implement a Transition Plan.
6. Approve a schedule and budget for the Transition Plan.
7. Monitor the progress on implementation of the Transition Plan.

CITY ADA PROCEDURES

The City of Falls Church has designated the Human Resources Director and the ADA Compliance Officer as responsible for enacting the City's ADA policy and administering the program. Through publication of Administrative Regulation 8-30 and its addendum, the City provides notice to the public about ADA requirements through physical postings in City facilities,

notification on hard and soft copy publications, and on the ADA page on the City's Website. It is the City's goal to comply with both the letter and intent of the law. City policies are described below.

REQUEST FOR REASONABLE ACCOMMODATION

A qualified individual with disabilities can request a reasonable accommodation to enable participation in a City program, activity, or service. The ADA does not require the public agency to make all of its existing facilities accessible, nor does it require a public agency to take any action that would fundamentally alter the nature of a service, program, or activity. Also, it does not require implementation of the ADA that would result in undue financial and administrative burdens. In such cases where documentation is provided in keeping with strict procedures outlined in the ADA, there are various methods that may be appropriate for providing "program accessibility" in lieu of making actual physical changes to facilities. Appendix A provides the City's Request for Reasonable Accommodation form.

GRIEVANCE PROCEDURES

The ADA requires a public agency employing 50 or more persons to adopt and publish grievance procedures providing for prompt and equitable resolution of complaints alleging any action that would be prohibited by Title II of the ADA. Appendix B, Administrative Regulation 8-30, describes the City of Falls Church grievance procedures. Any person with a disability, or any parent or guardian who represents a minor person with a disability, who believes that they have been the subject of disability-related discrimination on the basis of the denial of access to facilities, programs, or services, may file a grievance.

The City's ADA Compliance Officer will conduct an investigation, as warranted. The ADA Compliance Officer may contact the complainant to discuss the problem and explore possible resolutions and follow up with a response to the complainant within 15 business days. Using this process ensures an individual does not lose his/her right to use the Federal complaint system provided under the ADA.

If the complaint is not resolved to the satisfaction of the complainant, the complainant can appeal to the city manager who will issue a written decision. The decision of the city manager will be the final step for the internal administrative procedures.

TRANSITION PLAN LEGAL REQUIREMENTS

The plan contained herein is the City's Transition Plan, as identified in the requirement listed in Step 5 above. Title II of the Act specifically addresses the subject of making public services and public transportation accessible to those with disabilities. With the advent of the Act, designing and constructing facilities for public use that are not accessible by people with disabilities constitutes discrimination. The Act applies to all facilities, including both facilities built before and after 1990. As a necessary step to a program access plan to provide accessibility under the

ADA, State and local governments and public agencies are required to perform self-evaluations of their current facilities, relative to the accessibility requirements of the ADA. The agencies are then required to develop a Program Access Plan, which may be called a Transition Plan, to address any deficiencies. The transition plan formal procedures, as outlined in 28 C.F.R. Section 35.150, govern only those public agencies with more than 50 employees. Developing or updating a Transition Plan is now an ongoing activity or a goal at many agencies. A principal challenge of this activity to the agencies is the need to cope with the overall size and geographic extent of the public facilities that an agency manages. These public facilities can involve hundreds of miles of public rights-of-way. The U.S. Department of Justice (USDOJ) requires a transition plan to address the following aspects of accessibility:

- If a public agency has responsibility or authority over streets, roads, or walkways, its transition plan must include a schedule for providing curb ramps or other sloped areas where pedestrians routes cross curbs, giving priority to sidewalks serving entities covered by the ADA, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas;
- Identify physical obstacles in the public agency's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
- Describe the methods that will be used to make the facilities accessible;
- Specify the schedule for taking the steps necessary to achieve compliance with the ADA and, if the time period of the transition plan is longer than 1 year, identify steps that will be taken during each year of the transition period; and
- Identify the official responsible for implementation of the plan.

In 2002, based on *Barden v. City of Sacramento*, 292 F.3d 1073 (9th Cir. 2002), it was held for the first time that sidewalks constitute a service, program, or activity of a city, and sidewalks are therefore subject to the ADA's program accessibility regulations. Before the *Barden* decision, the law was unclear whether municipalities' transition plans should address barrier removal from sidewalks.

PUBLIC PARTICIPATION

The ADA states that a public agency is required to make available to applicants, participants, residents, and other interested parties information regarding the ADA Transition Plan and its applicability to the agency's services, programs, or activities, and to apprise the public of the protections against discrimination afforded them by the ADA. A public agency also is required to provide an opportunity for interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in developing the ADA Transition Plan by submitting comments and making specific recommendations.

The ADA requires that a copy of the draft ADA Transition Plan be available for public review during a formal public review period. The notice of the issuance of such a draft should be advertised in local publications, and upon issuance, members of the public must be afforded a 45 calendar day comment period to submit written comments. The draft ADA Transition Plan must also be available in alternative formats. Likewise, written comments must be accepted in any format chosen by respondents. It is recommended that the members of the public also be afforded the opportunity to make public oral comments about the ADA Transition Plan at a public hearing, to be convened after the 45-day comment period.

All public comments received should be incorporated in their entirety into a section of the final ADA Transition Plan. All public comments must also be reviewed, analyzed, and incorporated into the text of the final ADA Transition Plan as deemed appropriate. Requests for copies of the ADA Transition Plan and public comments should be directed to Cindy Mester, Assistant City Manager/ADA Compliance Officer, 300 Park Avenue, 303 East, Falls Church, VA, 22046; telephone: 703-248-5042, (TTY 711), or cmester@fallschurchva.gov. The ADA Transition Plan must be provided in various alternative formats upon written request.

The main objective of the outreach effort is to ensure that the ADA Transition Plan is one that truly represents the goals and aspirations of the local disability community. As described in the previous section, the transition plan process will span several years, and substantial efforts to obtain public input should be undertaken during this period.

DESCRIPTION OF PROGRAM ACCESSIBILITY

The final Rules and Regulations of the ADA describe the requirements for “program accessibility” (Code of Federal Regulations, Title 28, Part 35, Subpart D). A public agency shall operate each service, program, or activity, when viewed in its entirety, so that it is accessible to and usable by individuals with disabilities. The ADA does not require the public agency to make all of its existing facilities accessible, nor does it require a public agency to take any action that would fundamentally alter the nature of a service, program, or activity. Also, it does not require implementation of the ADA which would result in undue financial and administrative burdens. In such cases where documentation is provided in keeping with strict procedures outlined in the ADA, there are various methods that may be appropriate for providing “program accessibility” in lieu of making actual physical changes to facilities.

With these facts in mind, the first step in determining what structural changes to existing facilities are necessary is to develop an understanding of the specific public programs and activities occurring at existing facilities within the City. This document contains a self-evaluation update for the PROW only.

The activity of using the PROW can be considered a program in two different ways:

1. Streets, sidewalks, and curb ramps may be part of a continuous path of travel between activities, or “programs,” at various public and private facilities located on adjacent

properties, such as public offices, schools, parks and recreational facilities, public service agencies, hospitals and health clinics, police facilities, and public housing uses.

2. Streets, sidewalks, and curb ramps may themselves represent a “program” of public pedestrian activities that are essential to the usage and enjoyment of the City’s built environment.

The Department of Justice *Title II Technical Assistance Manual* points to the fact that a public agency’s programs related to streets, sidewalks, and curb ramps may be prioritized with respect to relative importance and frequency of usage. It further describes that “program accessibility” would not require all streets, sidewalks, and curb ramps to be fully accessible as required by current codes. A determination of what PROW are programmatically required to be accessible may vary from jurisdiction to jurisdiction.

CHAPTER 2. SELF-EVALUATION GUIDELINES

The first task in preparing an ADA Transition Plan is to conduct an inventory of existing physical barriers in the City-owned PROW facilities—this is referred to as the self-evaluation process. The purpose of the self-evaluation is to produce a comprehensive survey of existing access to PROW facilities and to determine the extent to which they meet current accessibility guidelines. Design standards for the self-evaluation were chosen to comply with the ADAAG, 1991, which set the minimum standards necessary to make a feature physically accessible to people with disabilities. The team then used the results of the self-evaluation to identify and prioritize improvements to be implemented through the ADA Transition Plan.

This chapter summarizes the ADAAG standards, which are the current construction standards for sidewalks and curb ramps. It is important to note that when repairing or replacing facilities, the City will use the more stringent standards in the PROWAG, which will likely be adopted by the USDOJ and the U.S. Department of Transportation (USDOT) in the near future. The Draft PROWAG is currently the recommended best practices and should be considered the state-of-the-practice. However, as the PROWAG is not yet adopted into law, the City evaluated its facilities against the ADAAG and will update the self-evaluation once a new standard is adopted.

ADA ACCESSIBILITY GUIDELINES

Table 1 shows the elements inventoried by the team to identify compliance with the ADAAG. The first column identifies the element and the second column identifies the minimum ADAAG standard for that element.

Table 1: Self-Evaluation Checklist

Element	ADA Standard
Sidewalk Clear Width	Clear width of sidewalk shall be 36 in.
Sidewalk Running Slope	Sidewalk running slopes shall meet one of the following conditions: <ul style="list-style-type: none"> • The sidewalk is at the same grade as the roadway, regardless how steep the roadway grade is. • If the sidewalk is at a different grade than the roadway, the running slope of the sidewalk may not be greater than 5%. • If the sidewalk running slope is at a different grade than the roadway and the running slope is greater than 5%, then the sidewalk is considered a ramp and shall meet the following requirements: <ul style="list-style-type: none"> — Maximum grade of 8.3% for any segment. — Maximum rise for a segment of 30 in. — 5- X 5-ft landings located between each segment.

Element	ADA Standard
Sidewalk Cross Slope	The sidewalk cross slope shall not exceed 2%.
Sidewalk Changes in Level	<p>There may be no height differentials with a lip greater than ¼ in. in height. Exceptions are:</p> <ul style="list-style-type: none"> • Height differential between ¼–½ in. is acceptable if beveled at a 2:1 slope. • Height differential greater than ½ in. is acceptable if it is ramped with a slope of 8.33% or less.
Sidewalk Protruding Objects	Wall projections or signs or other objects attached to posts may not exceed 4 in. into the pedestrian path between 27–80 in. above the ground.
Sidewalk Gratings / Openings	Surface openings shall not permit passage of a sphere more than ½ in. Place horizontal surface openings so that the long dimension is perpendicular to the dominant direction of wheelchair travel.
Driveway Cross Slope	The maximum cross slope on driveway is 2%.
Curb Ramp	<p>General requirements for all ramps are:</p> <ul style="list-style-type: none"> • Maximum cross slope of ramp is 2%. • Maximum running slope of ramp is 8.3%. • Minimum ramp width is 36 in. • Maximum flare slope is 10%. • Maximum gutter counter slope is 5%. • 48 in. x 48 in. landings required at top of perpendicular, directional and diagonal ramps. Landing slope cannot exceed 2% in any direction. • 48 in. x 48 in. clear space is required at bottom of diagonal ramps. If crosswalk is present, clear space must be sheltered within crosswalk lines. • Flush transition between ramp lip and street crossing
Detectable Warning Surfaces (DWS)	<ul style="list-style-type: none"> • The preferred location of the DWS area is 6–8 in. from the face of the curb (gutter line). The DWS is at minimum a 2-ft strip that extends the entire width of the ramp, excluding flared sides. • Align the DWS on a square grid in the direction of pedestrian travel or install radial to the grade break. • Ensure DWS visual contrast with the adjoining surface, either light-on-dark or dark-on-light (e.g., bright red DWS on concrete and bright yellow on asphalt).

CURB RAMP TYPES

This section provides background information on the different types of compliant curb ramps in the City of Falls Church (Chapter 3 provides further information on ramp attributes). Curb ramps provide access for wheelchair users who would otherwise be excluded from using the sidewalk because of the barrier created by the curb. Curb ramps are the only item of ROW construction specifically required in the DOJ Title II regulation (see 35 CFR §35.150(c)(2) for existing facilities and §35.151(e) for new construction and alterations). Where new sidewalks or

streets are constructed or existing pedestrian or vehicular ways are altered, curb ramps or other sloped areas must be provided at intersections with curbs or other barriers. To maximize accessibility and safety for all pedestrians, curb ramp designs should attempt to meet all of the best practices for curb ramp design shown in Table 1.

Curb ramps are usually categorized by their structural design and how they are positioned relative to the sidewalk or street. The structure of a curb ramp is determined by how the components, such as ramps and flares, are oriented. The type of curb ramp used will be affected by site constraints, but when deciding the type of curb ramp to use, planners should follow ADAAG specified order of preference:

1. Perpendicular or directional.
2. Combined parallel and perpendicular curb ramp.
3. Diagonal (not recommended for use in new construction).

Perpendicular Curb Ramp

A perpendicular curb ramp is aligned so that the ramp is perpendicular to the curb, and users generally travel perpendicular to vehicular traffic when they enter the street at the bottom of the ramp. All perpendicular curb ramps must have 4- x 4-ft level landings at the top of the ramp. Landings allow pedestrians to move completely off the curb ramp before turning to proceed along the sidewalk. Perpendicular curb ramps without landings create barriers because they force people to travel over the ramp flares. The path across the flares is not accessible because it creates a severe change in cross slope for a wheelchair user on the sidewalk. Wheelchair users and others are very unstable on surfaces with changing cross slopes. For new construction, ADA recommends providing two perpendicular curb ramps with level landings at street crossings. Figure 1 shows a typical perpendicular curb ramp.

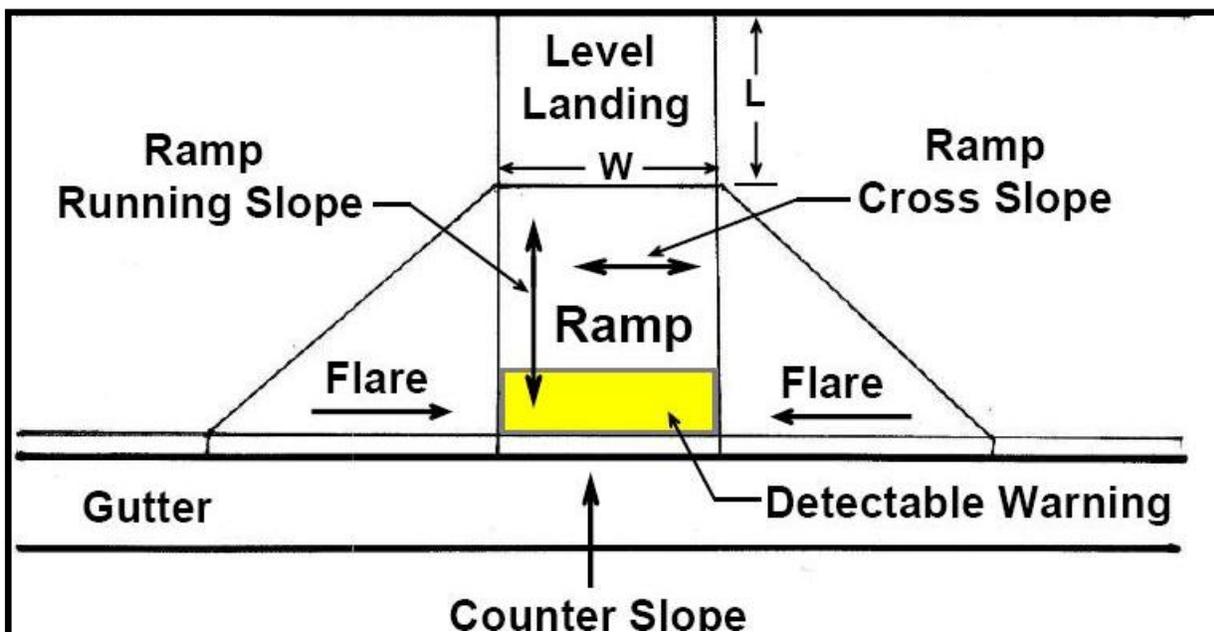


Figure 1: Illustration of Typical Perpendicular Ramp

Directional Curb Ramp

A directional curb ramp is one where the controlling slope begins at the grade break at the bottom of the detectable warnings and continues to the match point of the existing curb. The grade break must be perpendicular to the ramp slope and the crosswalk alignment with a 2 percent triangular area at the bottom of the ramp to allow wheelchair users to maintain contact with the ramp surface with all four wheels (see Figure 2). When perpendicular grade breaks are not provided, a wheelchair user will have one front wheel strike the extended portion of the ramp first, causing the opposite front tire to lift off the ground resulting in user instability and discomfort.

The detectable warnings of directional ramps must be aligned perpendicular to the running slope of the ramp and line up with the crosswalk direction to minimize user discomfort. When detectable warnings are aligned perpendicular to the path of travel in a directional ramp design there is the additional benefit of providing a directional cue for blind and low-vision users.

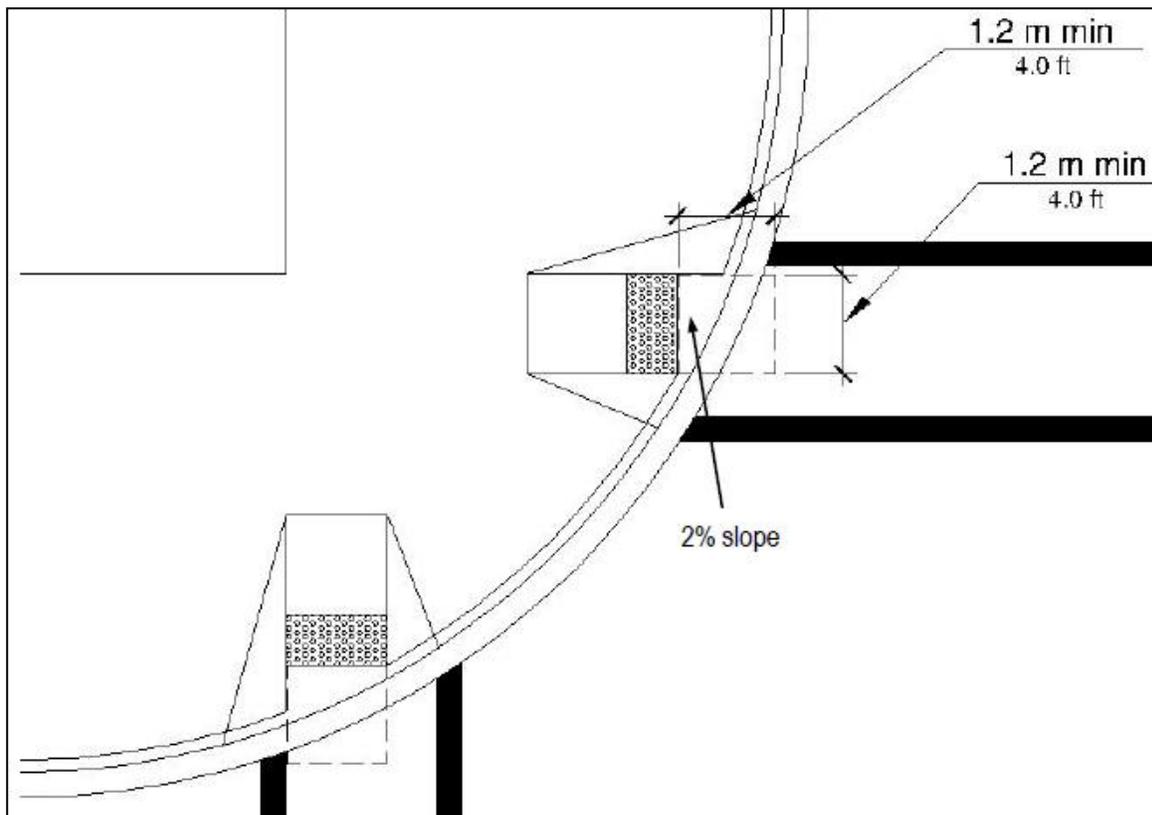


Figure 2: Illustration of Typical Directional Ramp

Combined Parallel and Perpendicular Curb Ramp

A combined parallel and perpendicular curb ramp uses the best characteristics of both parallel and perpendicular curb ramps. A combined curb ramp combines the concept of the parallel ramp to lower the elevation level of the landing and then incorporates a perpendicular ramp to bridge the remaining elevation gap between the landing and the street (see Figure 3). This design is particularly helpful for enhancing access in problematic situations where the sidewalk is narrow, has a steep grade, or a high curb. Combined ramps require replacing more of the existing sidewalk. Combined curb ramps on setback sidewalks can be designed with returned curbs because the ramps are out of the pedestrian path of travel.

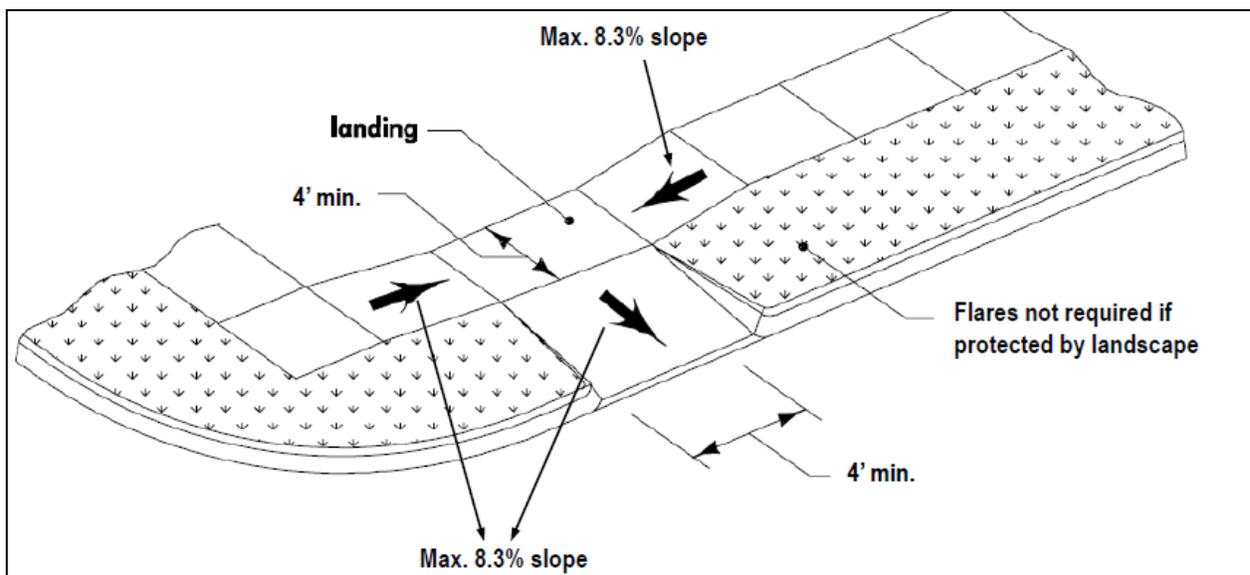


Figure 3: Illustration of Typical Combination Ramp

Diagonal Curb Ramp

A diagonal curb ramp is a single curb ramp that is located at the apex of the corner at an intersection (see Figure 4). Diagonal curb ramps force pedestrians descending the ramp to proceed into the intersection before turning either left or right to cross the street. This problem is worse at intersections with a tight turning radius and without on-street parking because wheelchair users are exposed to moving traffic at the bottom of the curb ramp. Furthermore, diagonal curb ramps can make it more difficult for visually impaired individuals to determine the correct crossing location and direction. For these reasons, diagonal curb ramps are not recommended. Because these ramps are diagonal to the path of travel, they are only accessible if a 4-ftx4-ft level landing or maneuvering space is provided at the top and bottom of the ramp.

Diagonal ramps are not recommended for use in new construction.

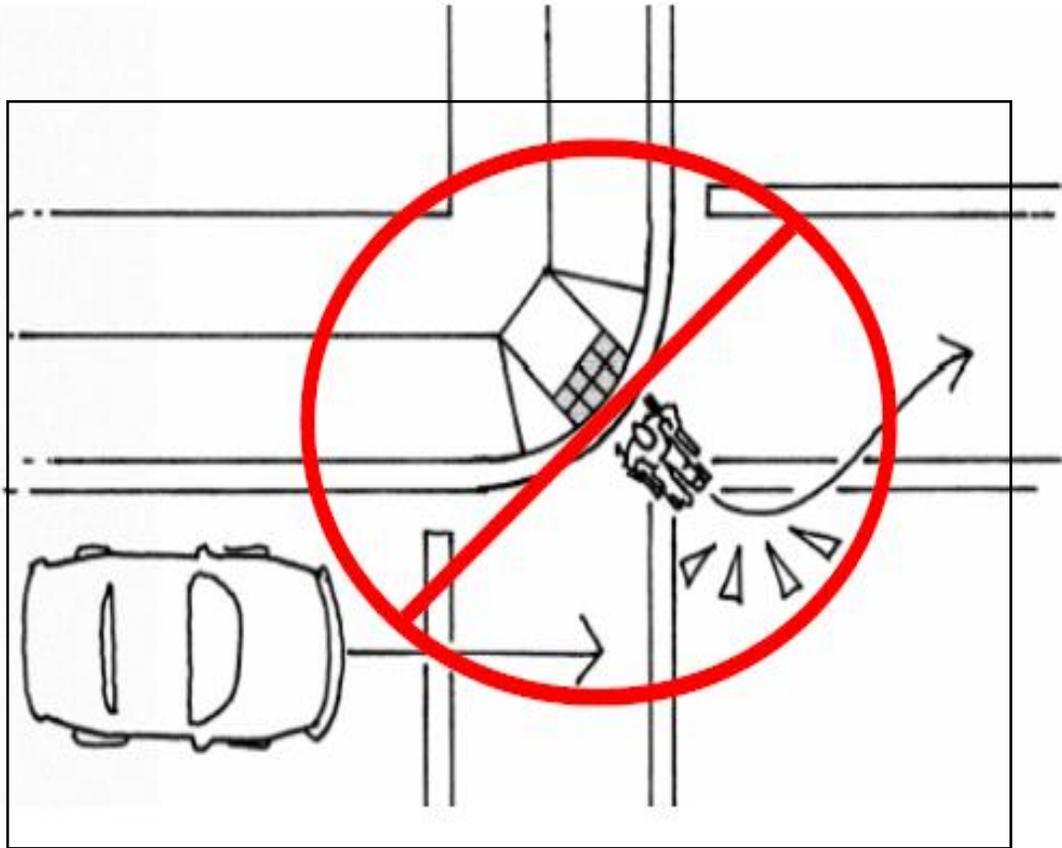


Figure 4: Illustration of Typical Diagonal Ramp

CHAPTER 3. INVENTORY FINDINGS

The project team conducted a 9-month survey between May 2010 and March 2011 to document existing conditions within the PROW. Using handheld Global Positioning Systems (GPS systems), trained accessibility surveyors obtained measurements, dimensions, gradients, and/or other visual determinations of each location. They visually inspected and measured every data point using a calibrated level and tape measure. They then logged every observation, including photographs, into a GIS and Microsoft Access database, which the City now owns. The database is not included in this Transition Plan because of its large size; however, the database is available to the general public upon request. This chapter summarizes the data collection effort for sidewalks and curb ramps. Additional information is available in Appendix A of the *Pedestrian, Bicycle, and Traffic Calming Strategic Implementation Plan — Existing Conditions Report*.

Sidewalks

Sidewalks are the central component of the pedestrian network because they provide a space for pedestrian activity that is completely separate from motor vehicle traffic. The City has approximately 36 miles of sidewalks along its 72 lane miles of roadway. Although there are connected sidewalks along most of the major corridors in the City, including Broad and Washington Streets, there are many areas where the sidewalk network has significant gaps. The team collected data about the sidewalks, including condition, width, cross slope, and the number and type of obstacles. The existing conditions inventory also identified all streets that have no sidewalks. One of the primary reasons for collecting this data was to assess compliance with the ADA.

Most sidewalks within the City are 48 inches (4 ft) wide. This includes the majority of the City's local and collector streets. The commercial area on West Broad Street has the widest sidewalks—up to 8 ft. Other major streets within the City—including Washington Street, West Street, Maple Avenue, Oak/Marshall Street, Great Falls Street, Park Avenue, and Little Falls Street—have 4 ft-wide sidewalks.

Sidewalk Obstacles

Although the majority of sidewalks are 4-ft wide, many do not comply with ADA standards for clear width because obstructions in the sidewalks, such as utility poles, fire hydrants, and traffic signal cabinets, reduce the unobstructed travel way to less than the ADA-required minimum of 36 inches. Figure 5 provides an example location where the clear sidewalk width is less than 36 inches. A total of 129 obstacles exist within the City's sidewalks. Figure 8 shows these locations. In addition to the sidewalk obstacles, a number of guy wires (total of 48) are also located within the sidewalk. While the guy wires may not reduce the sidewalk clear width they still pose a hazard for the visually impaired and are recommended to be replaced. The guy wire locations are also shown in Figure 8.



Figure 5: Sidewalk Obstacles on Park Avenue (left) and South Virginia Avenue (right)

Driveway Crossings

The greatest sidewalk element of concern within the City is a cross slope at driveways which fails to meet the 2 percent ADA cross slope requirement. Figure 6 shows examples of noncompliant driveways. Driveway crossings are the most common location for changes in cross slope within the sidewalk corridor. When the change of cross slope is severe, one wheel of a wheelchair or one leg of a walker may lose contact with the ground and cause the user to fall. As a wheelchair moves from the level surface of the sidewalk to the sloped surface of the driveway, it will first balance on the two rear wheels and one front caster. As the wheelchair moves forward, it then tips onto both front casters and one rear wheel. During the transition from the rear wheels to the front wheels, the wheelchair is only on one front wheel and one rear wheel. As hard contact with both rear wheels is necessary to steer the wheelchair, this transition may cause the wheelchair user to lose control and possibly tip over. Pedestrians are also more prone to stumble or fall on surfaces with rapidly changing cross slopes. Therefore, whenever possible, driveway crossings without level landings should be replaced. A total of 797 noncompliant driveways exist within the City's sidewalks. Figure 9 shows these locations.



Figure 6: Noncompliant Driveway Examples with Cross Slopes Exceeding 2%

Changes in Sidewalk Level

Changes in level are vertical elevation differences between adjacent sidewalk surfaces. Some causes of changes in level in the sidewalk environment include tree roots pushing up from beneath the pavement, heaving and settling that results from frost, or brick surfaces buckling. Changes in level can cause the following difficulties for people with disabilities:

- Ambulatory pedestrians with mobility impairments have difficulty lifting their feet off the ground. Abrupt changes in level can easily cause these users to trip or fall.
- People with low vision may have difficulty detecting changes in level, which puts these pedestrians at risk of tripping.
- Changes in level cause people using assisted devices such as wheelchairs and walkers, who tend to travel by gently sliding the device in a forward fashion, to catch their wheels in a sidewalk crack, lose their balance, and propel forward. Wheelchair users may also have a difficult time rolling over larger changes in level because of the physical effort required to propel the wheelchair up and over the elevation change. Excessive force forward can result in the wheelchair toppling.

The ADA allows changes in level up to $\frac{1}{4}$ inch to be vertical and without edge treatment while changes in level between $\frac{1}{4}$ – $\frac{1}{2}$ inches must be beveled with a maximum slope of 1:2. Further, the ADA requires treating changes in level greater than $\frac{1}{2}$ inch as a ramp with a maximum slope of 8.3 percent.

The City's sidewalks are generally in good repair, but there are locations where sidewalks are displaced by tree roots or other causes, as shown in Figure 7. This creates a challenging situation for persons with disabilities, adults pushing strollers, or others with mobility limitations. A total of 896 locations with changes in level greater than $\frac{1}{4}$ inch and unbeveled changes in level between $\frac{1}{4}$ – $\frac{1}{2}$ inches exist within the City's sidewalks. Figure 10 shows these locations.



Figure 7: Example Noncompliant Sidewalk Surface Changes in Level Exceeding $\frac{1}{2}$ inch

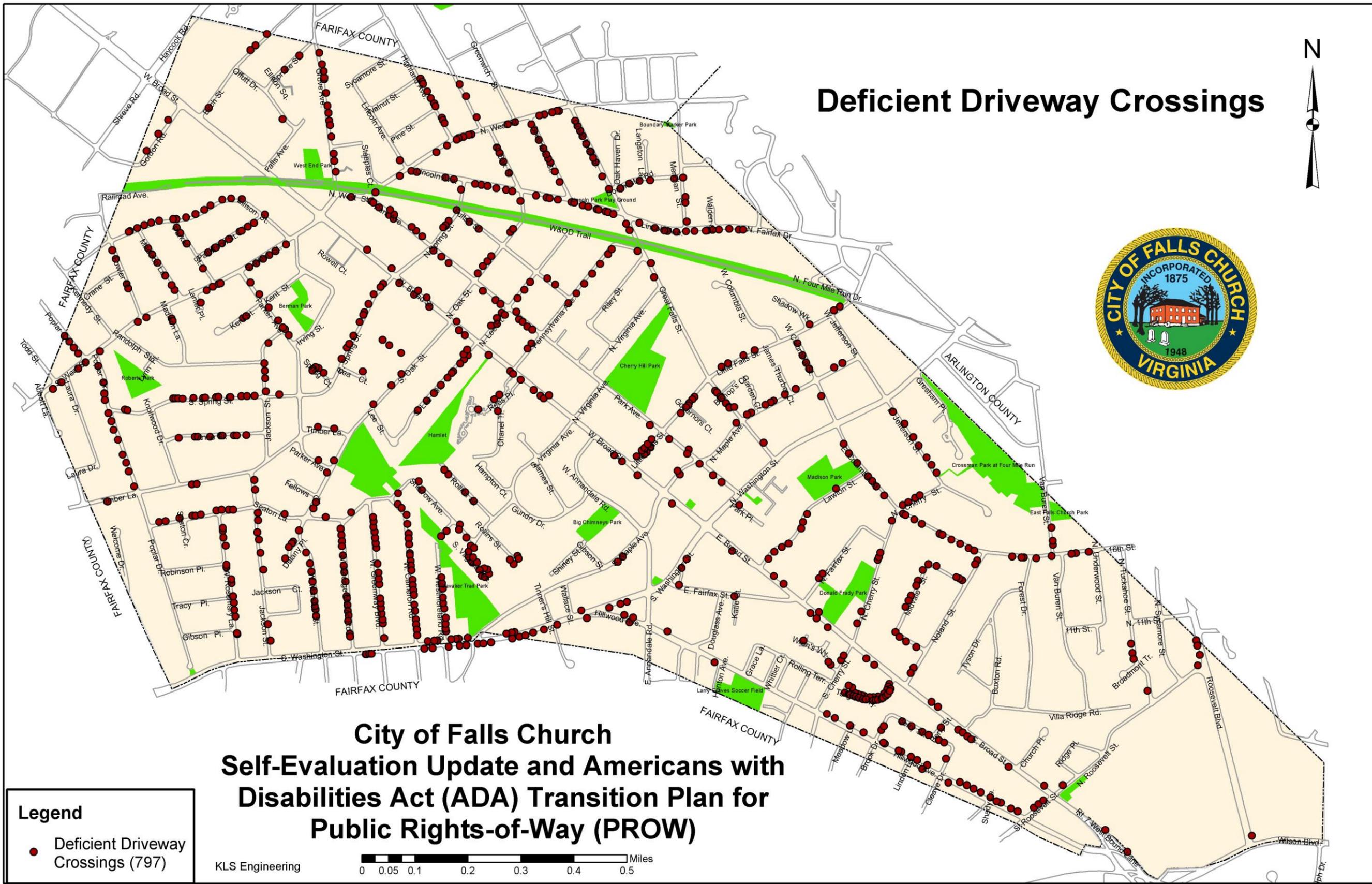


Figure 9: Deficient Driveway Crossings

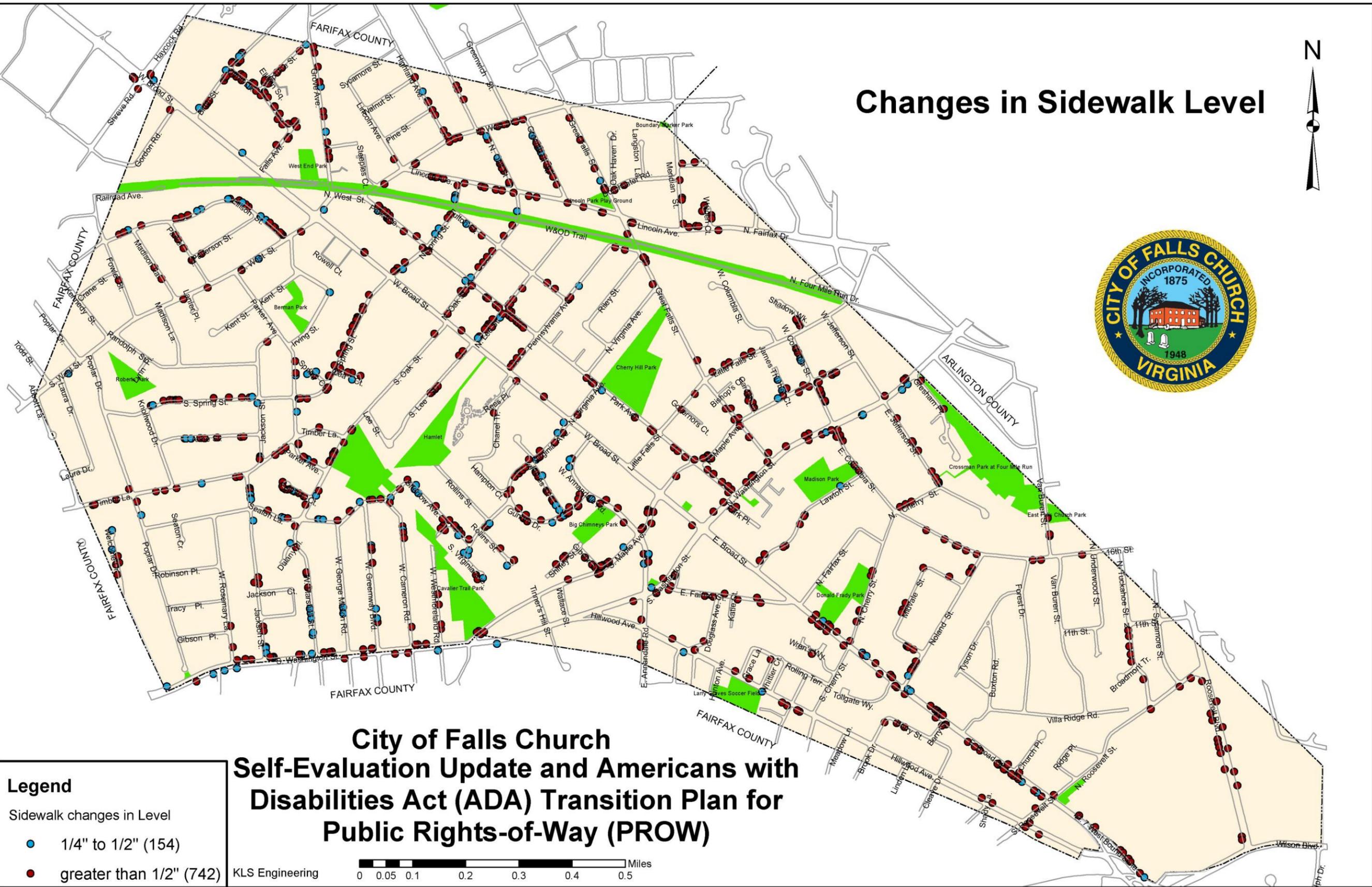


Figure 10: Locations of Sidewalk Changes in Level Greater Than ¼ inch

Curb Ramps

The team surveyed a total of 649 curb ramps. The inventory revealed that 606 curb ramps in the City are noncompliant and need to be replaced over time. The data below highlights the various characteristics of the curb ramps and describes how many curb ramps are compliant or noncompliant for each attribute (slopes, width, flare slope, landing, etc.).

Condition A—Fatal Attributes

The team used basic ADA considerations and evaluation factors when surveying curb ramps for accessibility compliance. These factors are based on the physical condition of the existing ramp. Condition A is assigned when it is necessary to reconstruct a ramp that is made inaccessible due to the following conditions:

- Running slopes greater than 12 percent.
- Ramp widths less than 36 inches.
- Physical damage to the ramp such as vertical displacement or deteriorated conditions.

For those curb ramps considered inaccessible using the above criteria, the team did not take measurements of other ramp attributes (cross slope, flare slope, etc.). Of the 649 curb ramps surveyed, 187 had fatal attributes and were considered as Condition A. Table 2 provides details on these curb ramps and Figure 11 shows the ramp locations.

Table 2: Curb Ramps with Condition A

Ramp Type	No. of Curb Ramps			TOTAL
	Width < 36 in.	Slope > 12%	Damaged	
Diagonal Ramp	4	80	19	103
Directional Ramp	7	46	13	66
Perpendicular Ramp	1	13	2	16
Combination Ramp	1	1	0	2
TOTAL	13	140	34	187

Condition B—Non-Fatal Attributes

After excluding the curb ramps with fatal attributes, a total of 462 ramps remained. Of these, 43 ramps were assessed as compliant. The team assigned the remaining 419 ramps to Condition B—need replacement or repair because they do not meet current accessibility standards. These ramps have attributes such as such ramp slopes between 8.3–12 percent, cross slopes between 2–4 percent, or curb ramps without landings—conditions that can be amended in place depending on the site conditions. Most curb ramps in the City warrant replacement over time. The curb ramp survey data described below illustrates the types and variation in curb ramp deficiencies that exist throughout the City.

Note: The data presented is not mutually exclusive, meaning that a single curb ramp can have multiple attribute deficiencies (cross slope, landing, detectable warnings, etc.).

Curb Ramp Data Inventory (Condition B)

The four kinds of curb ramps in the City are perpendicular, directional, combination, and diagonal. Chapter 2 provides background information on the various ramp types. Figure 12 shows the locations of the various curb ramp types with nonfatal attributes (Condition B).

- Perpendicular = 76
- Directional curb ramp = 101
- Combination curb ramp = 4
- Diagonal curb ramp = 281

The majority of the City's curb ramps are diagonal, which is not the preferred type. Diagonal curb ramps are not recommended because they force pedestrians descending the ramp to proceed into the intersection, which puts them in danger of being hit by turning cars. Most of the diagonal ramps in the City are old and were constructed to design standards that preceded the PROWAG. It is recommended that for all new construction, the City replace all diagonal ramps with two perpendicular ramps at each corner (one for each direction of travel). In the event that site conditions prevent the installation of two perpendicular ramps, designers must consider alternative ramp designs. Further, if diagonal ramps are to be constructed, the City Engineer must pre-approve their use at each site.

Ramp Grade (Running Slope)

Steep grades are difficult for people who use walking aids and manual wheelchairs to negotiate because significantly more energy is needed to begin and travel on sloped surfaces. Almost half of the ramps surveyed in the City exceed the ADAAG slope requirement of 8.3%.

- Less than or equal to 8.3% = 208
- Greater than 8.3% and less than 10% = 135
- Greater than 10% and less than 12% = 119

In some retrofit situations, it may not be possible to design a curb ramp with a slope less than 8.3 percent. In order to address this problem, there is an exception in ADAAG 4.1.6(3)(a) that applies only to alteration of existing facilities that cannot meet the new construction requirements. The steeper slope specifications must not be used for alterations where an alternate curb ramp design, such as a parallel curb ramp, would enable the ramp to be installed with a grade of less than 8.3 percent. For alterations only, ADAAG specifies that the following slopes are acceptable, but only for short distances (ADAAG, U.S. Access Board, 1991):

- A slope between 8.3% and 10% is permitted for a maximum rise of 6 inches,
- A slope between 10% and 12.5% is permitted for a maximum rise of 3 inches, and
- Avoid a slope steeper than 12.5%.

Ramp Cross Slope

People with mobility impairments often have difficulty negotiating grade and cross slope simultaneously. If the grade of the ramp is significant, the cross slope should be minimized. The design specification for cross slope on the ramp should not exceed 2 percent. The majority of the curb ramps in the City exceed the 2 percent cross slope requirement, as shown below:

- Cross slope less than or equal to 2% = 172
- Cross slope greater than 2% and less than 4% = 149
- Cross slope greater than 4% = 141

Landings

A landing is the level area at the top of the ramp that allows wheelchair users to maneuver on and off the curb ramp. For perpendicular and diagonal curb ramps, the landing should extend at least 48 inches beyond the top of the curb ramp. If space is limited and a 48 in² landing cannot be provided, the landing length and space should be as large as possible, with an absolute minimum width of 36 inches. On a diagonal curb ramp, a 48-in² level maneuvering area should also be located in the roadway at the bottom of the ramp. The slope of a landing should not exceed 2 percent in any direction because of the maneuvering required on the landing. The following is a summary of the landing information for perpendicular, directional, and diagonal curb ramps:

- Landings greater than 48 inches = 64
 - Landing slope > 4% = 17
 - Landing slope between 2–4% = 18
 - Landing slope < 2% = 29
- Landings between 36 and 48 inches = 134
 - Landing slope > 4% = 26
 - Landing slope between 2–4% = 40
 - Landing slope < 2% = 68
- Landings less than 36 inches = 16
- No landing = 244

Flare Slope

The flared sides of curb ramps provide a graded transition between the ramp and the surrounding sidewalk. Flares are also useful indicators to people with visual disabilities. According to ADAAG, a 10 percent flare slope is acceptable. Flares may be replaced with returned curbs if the curb ramp is located where a pedestrian does not have to walk across the ramp or the sides are protected by a buffer. The following is information on the flare slope:

- Flare slope less than or equal to 10% = 204

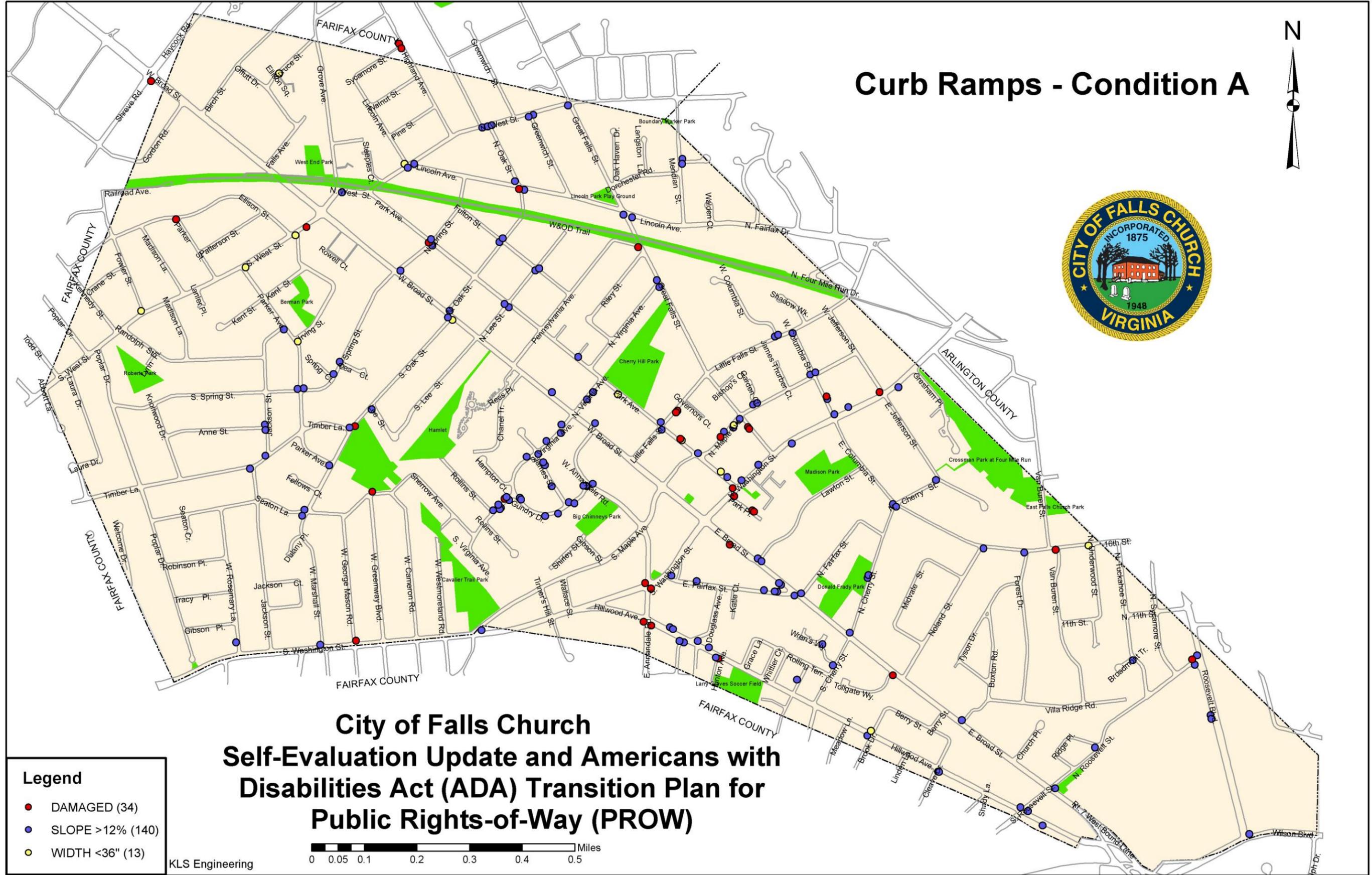
- Flare slope greater than 10% and less than 12% = 35
- Flare slope greater than 12% = 69
- No flares (unprotected) = 154

Detectable Warning Surfaces (DWS)

Detectable warnings, a distinctive surface pattern of domes detectable by cane or underfoot, are used to alert people with vision impairments of their approach to streets and hazardous drop-offs. The ADAAG requires detectable warnings on the surface of all curb ramps. As shown below, approximately 93 percent of the City's curb ramps lack detectable warning surfaces.

- Curb ramps without detectable warnings = 429
- Curb ramps with detectable warnings = 33

Curb Ramps - Condition A



City of Falls Church Self-Evaluation Update and Americans with Disabilities Act (ADA) Transition Plan for Public Rights-of-Way (PROW)

Legend

- DAMAGED (34)
- SLOPE >12% (140)
- WIDTH <36" (13)

KLS Engineering

Figure 11: Curb Ramps—Condition A

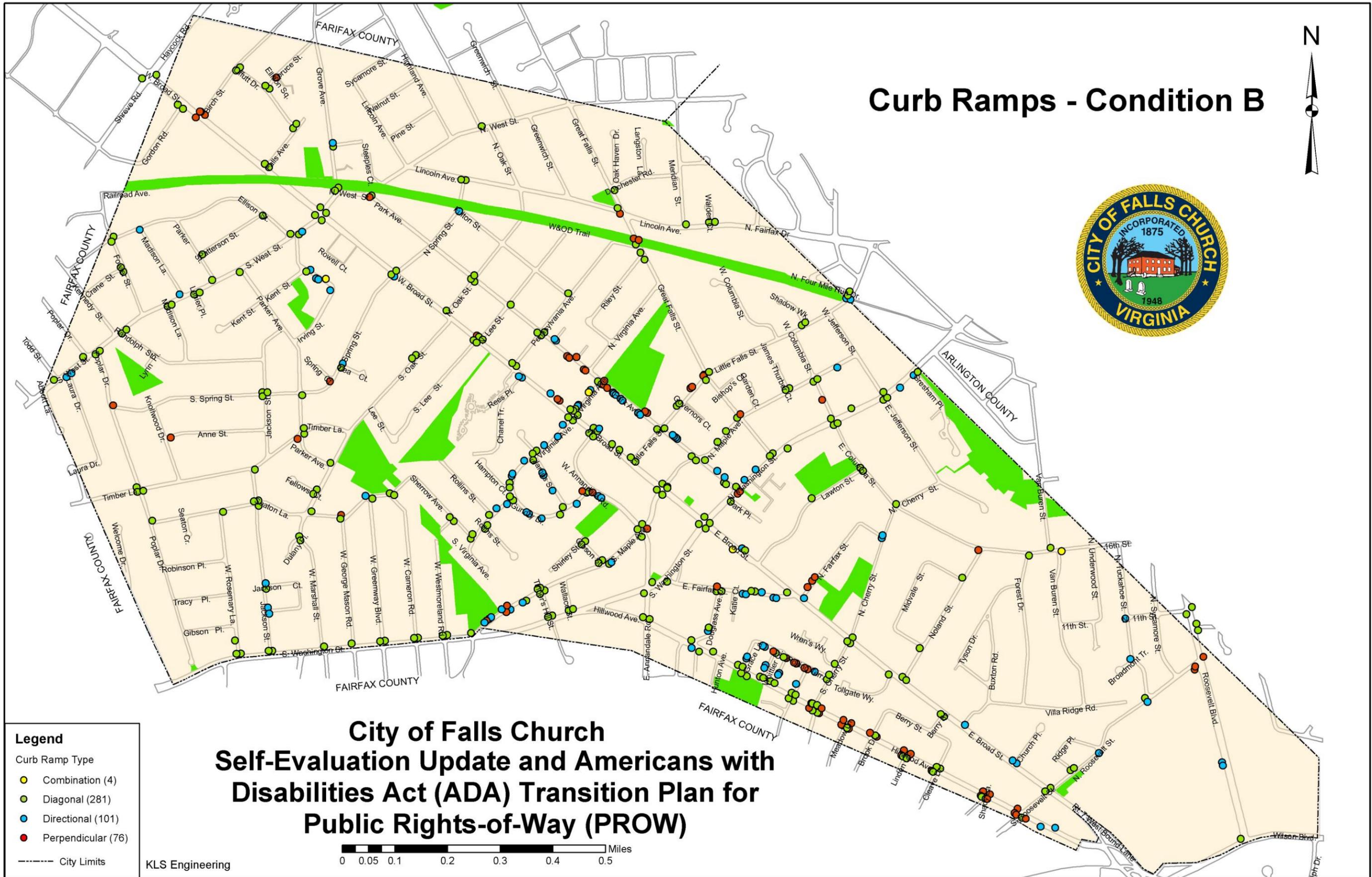


Figure 12: Curb Ramps – Condition B

CHAPTER 4. ADA TRANSITION PLAN

The ADA Transition Plan includes a prioritized list of 441 sidewalk segments for review and input from the City and the public. This plan anticipates a 20-year implementation period to achieve compliance with program accessibility requirements. Additional ADA work, such as new construction and additional curb ramps beyond the minimum program access requirements will continue beyond the timeframe identified above.

PRIORITY AREAS

The 441 locations identified in this Plan have a sidewalk with some kind of deficiency, including uneven slope, cracked concrete, or obstacles. The team identified these locations as part of the existing conditions inventory (self-evaluation). Working with the City's ADA Compliance Officer, the team and the PBTCAC developed a set of five priority areas to categorize the projects and criteria to rank the projects within each priority area. Prioritization is necessary in order to develop a practical implementation plan to meet the goal of providing overall connectivity to ensure accessibility. This methodology mirrors the methodology used in the *Pedestrian, Bicycle, and Traffic Calming Strategic Implementation Plan* to rank the identified projects for new sidewalks. The five priorities are described below.

Priority 1: Public Input Requests

Priority 1 areas are sidewalk accommodations requested by qualified individuals with disabilities. Under Title II of the ADA, the construction of a sidewalk improvement is required when it is determined to be a reasonable accommodation that is feasible and will ensure that the route, when viewed in its entirety, is readably accessible and usable by qualified individuals with disabilities. The Priority 1 projects are determined by requests from qualified individuals with disabilities and are therefore handled on a case-by-case basis.

Priorities 2–5

Other than sidewalk requests from qualified individuals with disabilities (Priority 1), the City staff developed priority levels for the remaining existing sidewalks:

- **Priority 2: Sidewalks along the Transit and Primary Routes to Metrorail Stations.** The transit routes in the City are the routes where Metrobus operates and includes Broad Street and Washington Street. It is important to improve the sidewalks along the roadways on which transit runs in order to improve safety and access for transit riders.

This priority area also includes the primary routes to Metrorail Stations. These routes are the designated routes from adjoining neighborhoods and commercial districts to the two Metrorail Stations that serve the City—East Falls Church and West Falls Church. Appendix C includes the Transit Route Map and the Primary Routes to Metrorail Stations maps.

- **Priority 3: Sidewalks in the Commercial Corridor** (except West Broad Street and Washington Street as they are included in Priority 2). The commercial corridor includes the City's two main commercial streets—West Broad Street and Washington Street—as well as the area one block off of these corridors. The project team worked with the PBTCAC and the Economic Development Authority to identify the commercial corridor. The team determined that while it is important to have walkable main streets, it is also important to have well-connected and safe paths leading to those main corridors for those who drive or walk. Appendix C includes the Commercial Corridor Map.
- **Priority 4: Sidewalks along the Primary and Secondary Safe Routes to Schools and the Park Connectivity Plan.** The primary routes to school are the roads leading directly to the City's four public schools; secondary routes are those streets that connect to the primary routes. The City participates in the National Safe Routes to School (SRTS) Program and formed a separate advisory committee, the Safe Routes to School Advisory Committee (SRTSAC) comprised of representatives from the City's four public schools, including administrators, parents, and teachers, as well as representatives from the Falls Church Police Department, City Development Services, and Public Works Departments. The SRTSAC will focus solely on the programs and infrastructure that the schools need to encourage walking and bicycling. As part of this process, the project team and the SRTSAC developed a map of walking routes to the four schools. The routes are based on considerations of traffic patterns, existing walking and biking patterns, traffic volume, speed limits, road hazards, and existing traffic controls such as crosswalks, traffic lights, and school crossing guards. Appendix C includes the SRTS Map. Additional information about these routes is included in the standalone SRTS Travel Plan, which the City prepared as part of the SRTS application to request funding from VDOT to implement a number of its recommendations. The SRTS Travel Plan was also developed in the Pedestrian, Bicycle, and Traffic Calming Strategic Implementation Plan.

This priority area also includes the routes identified in the Parks Connectivity Plan. There are 11 parks within the City. In 2005, the Task Force on Open Space Acquisition developed a map of existing and proposed trails to connect the City's parks. Building on that effort, the team created the Parks Connectivity Map, which designates on-road and off-road paths to connect all parks and trails. Appendix C also includes the Park Connectivity Plan.

- **Priority 5: All other sidewalks.**

PROJECT RANKING CRITERIA

Within each priority area are a number of existing sidewalks that need repair. In order to develop a phased implementation schedule, the team developed three criteria to rank projects within each priority areas (2–5 only), which are described below.

1. What is the sidewalk's ADA Compliance Score?

The ADA Compliance Score is determined using criteria standards set forth in the ADA guidelines and is a measure of the degree to which a sidewalk complies with ADA. A lower score means that the sidewalk has fewer noncompliant issues. A higher score means that it has more noncompliant issues.

$$\text{Compliance score} = \frac{\text{Length of deficiencies in the sidewalk segment (linear ft)}}{\text{Length of sidewalk segment (linear ft)}}$$

A deficiency is defined as a sidewalk that:

- Exceeds 2 percent cross slope, excluding driveways.
- Is steeper (running slope) than the grade of the associated roadway.
- Contains elevation differences of ¼ inch or greater.
- Clear width is narrower than the minimum requirement of 36 inches.
- Contains protruding objects between of 27–80 inches high.
- Contains noncompliant curb ramps (with one or more of the following):
 - a. Ramp running slope > 8.3%
 - b. Ramp cross slope > 2%
 - c. Ramp width < 36-in.
 - d. Flare slope > 10%
 - e. Landings less than 3-ft.
 - f. Landing slopes (in all direction) > 2%

2. How many obstacles does this sidewalk have?

Obstacles reduce the sidewalk width to less than 36 inches and include utility poles, guy wires, and other objects that protrude into the travel way.

3. How many noncompliant driveways intersect with the sidewalk?

A noncompliant driveway has a cross slope greater than 2 percent.

PROJECT RANKING PROCESS

After establishing the criteria, the team and the PBTCAC assigned each criterion a point value, which reflects the criterion’s relative importance. The team then evaluated each location against each criterion and assigned it points for each criterion that it met. Table 3 below describes the point value for each criterion. Appendix D details the rankings for each sidewalk segment within this bucket.

Table 3: Point System Used for Project Ranking

Criteria	Score	Measurement
ADA compliance score	Varies 3–30	Composite measure of accessibility of the sidewalk expressed as a ratio of total length of sidewalk deficiencies to total sidewalk length.
Obstacles	10	For every obstacle that reduces the sidewalk width < 36 in.
Driveways	20	5 or more noncompliant driveways.
	10	3–4 noncompliant driveways.
	5	1–2 noncompliant driveways.

ADA PROJECT IMPLEMENTATION SUMMARY

The ADA Transition Plan outlines the extent of work required to improve the City’s existing sidewalks and curb ramps pursuant to ADA requirements. The work includes installation, repair, and replacement of sidewalks, curb ramps and other specified improvements. It is recommended that the City commit to a reasonable and responsible schedule to bring its ROW into ADA compliance.

Table 4 summarizes the work required (by priority area) and the approximate costs associated to eliminate the existing noncompliant ADA assets in the City. Figures 13 through 16, pages 34–37, show the locations of improvements by priority area. Appendix D includes the prioritized project list, which further ranks the projects within each priority area. Consider the construction and soft costs given in the above summary table as estimates only, based upon the unit costs and estimating parameters.

The locations of work are subject to City review and recommendations and the public. Likewise, it is probable that specific locations and project groupings will shift over time. In addition, it is likely that a number of projects will be completed through redevelopment or other City-initiated projects. Table 4 summarizes the recommended timing for implementation as short-(0–5 years), mid- (6–10 years), and long-term (11–20 years).

Table 4: Summary of ADA Implementation Plan

Priority	Phasing	# of Segments	Total length of Sidewalk Deficiency (ft ²)	Curb Ramps to be Replaced*	No. of Obstacle	No. of Noncompliant Driveways	Estimated Cost**
PRIORITY 2	SHORT-TERM	135	13,351	259	42	222	\$ 1,676,875
PRIORITY 3	MID-TERM	65	7,333	162	27	95	\$ 800,125
PRIORITY 4	LONG-TERM	76	6,880	143	21	117	\$ 874,700
PRIORITY 5	LONG-TERM	165	15,444	260	39	363	\$ 2,224,100
TOTAL COST = \$6,305,200							
* Existing diagonal ramps are recommended to be replaced by two perpendicular curb ramps per corner (one for each direction of travel). Thus, the total number of curb ramps to be replaced exceeds the existing 649 curb ramps.							
** Actual costs may vary and should be determined during the design stage.							

NOTE: Spot improvements to repair or replace curb ramps without fixing the adjacent sidewalks are not recommended as those improvements are meaningless if the sidewalks leading to them are not safe, convenient, or accessible. With this in mind, the recommendations for improvements in this plan address sidewalks, with the understanding that the project will also include the curb ramps at the end of the each segment. Further, it is recommended that all curb ramps be designed into the sidewalk environment based on site conditions instead of using standard typical applications.

The projects included in the ADA Transition Plan are CIP that should be made to intersections and sidewalks according to the findings in this self-evaluation. Some projects will require the complete rebuild or retrofit of an intersection; other projects will involve minor repair or renovation to bring a curb ramp or sidewalk into compliance. However, all CIP should be comprehensive in their approach. A comprehensive project would make all related improvements at any one particular location in order to bring the entire location into compliance with the applicable ADA Design Standards (Appendix E and F). Further, such projects must be planned and executed to maximize sidewalk connectivity.

ADA SCOPE OF WORK

The ADAAG use the term *alteration* as the mechanism that would initiate the need to provide ADA compliance. Alteration is described as a change that affects or could affect access to or the usability of a facility (this includes roadways, park and ride lots, rest areas, buildings, etc.) or a part of a facility. That is, if an agency alters an existing facility or part of a facility, the altered area must be accessible to and usable by people who have disabilities to the maximum extent feasible. Widening a roadway, for example, that affects the existing sidewalks, requires that the sidewalks and other appropriate pedestrian facilities must be replaced and must meet full ADA compliance. Another example is installing new sidewalks where none existed before; these sidewalks must meet full ADA compliance.

It is important to understand that the term alteration, as defined by a Federal District Court of Appeals, includes the resurfacing of a roadway. The Court stated that “if a street is to be altered to make it more usable by the general public, it must also be made more usable by those with ambulatory disabilities.” The decision additionally states that, “If resurfacing affects the usability of a street for motor vehicles (or pedestrians at crosswalks), curb ramps must be included where pedestrian routes cross curbs or other barriers to use.” Basic repair or maintenance activities such as repairing a pothole, restriping a roadway (in kind), repairing guardrail or even a spot sidewalk repair typically would not trigger ADA compliance. However, new construction, reconstruction, and resurfacing the roadway will require full ADA compliance.

The limits for ADA accessibility should not, however, be set arbitrarily but rather based on connectivity and common sense. In some cases it may be incumbent on the project manager to take the initiative to maintain, modify, or extend the limits or scope of a project in order to maintain existing accessibility, to provide the next level of pedestrian accessibility, or to access logical termini. Examples of logical termini are the end of a block, a bus stop, a school an existing stretch of sidewalk, a public-use facility, or a major commercial or residential area.

It is also important that the scope or limits of a project not result in a negative impact to existing accessibility. Both Federal and State law describe negative impact as the permanent reduction, elimination or severing of existing accommodations. Negative impacts are unacceptable and a waiver will not be granted. They include both existing and future conditions.

The Access Board has also provided guidance regarding scope by categorizing projects into levels, each with a progressively higher degree of obligation to integrate accessibility into a project and thereby increasing the scope of improvements. The thought is that the obligation to provide access would be a function of the type of the work undertaken, the potential impact on usability to the pedestrian public and the opportunity to integrate accessibility features into the design. The Access Board developed three categories of work (Level 1, 2, or 3). A project’s scope of work will determine the category it falls under, not the funding source for the project.

Level 1

Level 1 is considered to be *repair in-kind or in-place*. These projects include routine maintenance and repair work that generally does not impact, disturb, or modify pedestrian usability.

Resurfacing projects are not considered routine maintenance and do not fall under Level 1.

Examples of Level 1 activities include:

- Repairs to drainage pipes or inlets that result in removal or replacement of a small portion of sidewalk. This type of work requires only that the sidewalk be repaired in kind and no additional installation/upgrade of sidewalk or curb ramps would be required. This would not be considered Level 1 if a significant length (≥ 100 ft) of sidewalk is removed.
- Utility repairs or relocations that result in a small portion (< 100 ft) of sidewalk being removed and replaced would require only repair in kind and would not trigger any new installation or upgrades to existing sidewalk or curb ramps.
- Repair of potholes, spot patching of roadway, or crack sealing of roadway would not require any installation or upgrades to adjacent sidewalks or curb ramps.
- Installation of or modifications to existing traffic signals, roadway lighting, or cameras would not require any installation or upgrades to adjacent sidewalks or curb ramps unless the modification creates a negative impact to the existing sidewalk, or existing pedestrian push buttons are not accessible

Level 2

Level 2 projects include alterations that affect pedestrian usability. That is, when replacing an existing element, it must either meet new construction guidelines for full ADA compliance or a design waiver will be required for any element that does not meet full compliance. However, the work does not initiate any additional work in the surrounding vicinity. ***Resurfacing is considered a Level 2 activity.*** Examples of Level 2 activities include:

- A resurfacing project, including maintenance resurfacing, will trigger the need to include new curb cuts and/or curb ramps where any pedestrian route crosses a curb; to upgrade existing curb ramps to City standards for ADA compliance; and to provide DWS at all street crossings and signalized entrances within or adjacent to the limits of the project. The project would not initiate the need to make the existing sidewalks within the limits of the project ADA compliant. A design waiver is required for any curb ramp that does not meet ADA compliance standards.
- A resurfacing project that includes any additional elements that would be considered Level 1 repair in kind activities by themselves will not be required to make additional upgrades for ADA compliance beyond new curb cuts and/or sidewalk ramps. A design waiver is required for any curb ramp that does not meet standards for ADA compliance.
- A utility company decides to underground its electric lines, requiring the reconstruction of a substantial (≥ 100 ft) length of existing sidewalk. The newly constructed sidewalk will need to meet City standards for ADA compliance. The limits of the sidewalk to be replaced

must be extended to meet logical termini, curb ramps must be installed or upgraded, and DWS must be provided at all street crossings and signalized entrances.

- Minor widening or geometric improvements are being made to an open section roadway in a rural area with no evidence of existing pedestrian activity (worn dirt paths, visual observation of people walking in roadway, adjacent bus stops, adjacent pedestrian destinations such as schools or shopping centers, etc.). The project would not initiate any requirements to install new sidewalks if it is not within a designated growth area or a pedestrian count study does not support the need.

Level 3

Level 3 projects are typically major projects, including new construction, reconstruction, retrofit projects, sidewalk retrofit projects, and community enhancement projects. Level 3 projects will be held to the highest standards regarding pedestrian usability and ADA compliance. A design waiver will be required for any element that does not meet City standards for ADA compliance. These projects would be expected to provide a complete pedestrian route between logical termini. These projects too, may initiate something more be done than the initial scope of work, unless work outside the original scope of the project could be deemed unfeasible or unreasonable. Examples of Level 3 activities include:

- New construction or reconstruction of a closed section roadway would require adding or upgrading sidewalks and curb ramps to City standards for ADA compliance and providing a DWS at all street crossings and signalized entrances. A design waiver is required for any element that does not meet ADA compliance standards.
- New construction or reconstruction of a bridge in an urban area or an area with evidence of existing pedestrian activity (worn dirt paths, visual observation of people walking in roadway, adjacent bus stops, adjacent pedestrian destinations such as schools or shopping centers, etc.) would require adding or upgrading sidewalks and curb ramps to City standards for ADA compliance and providing a DWS at all street crossings and signalized entrances. A design waiver is required for any element that does not meet standards for ADA compliance.

SCHEDULE

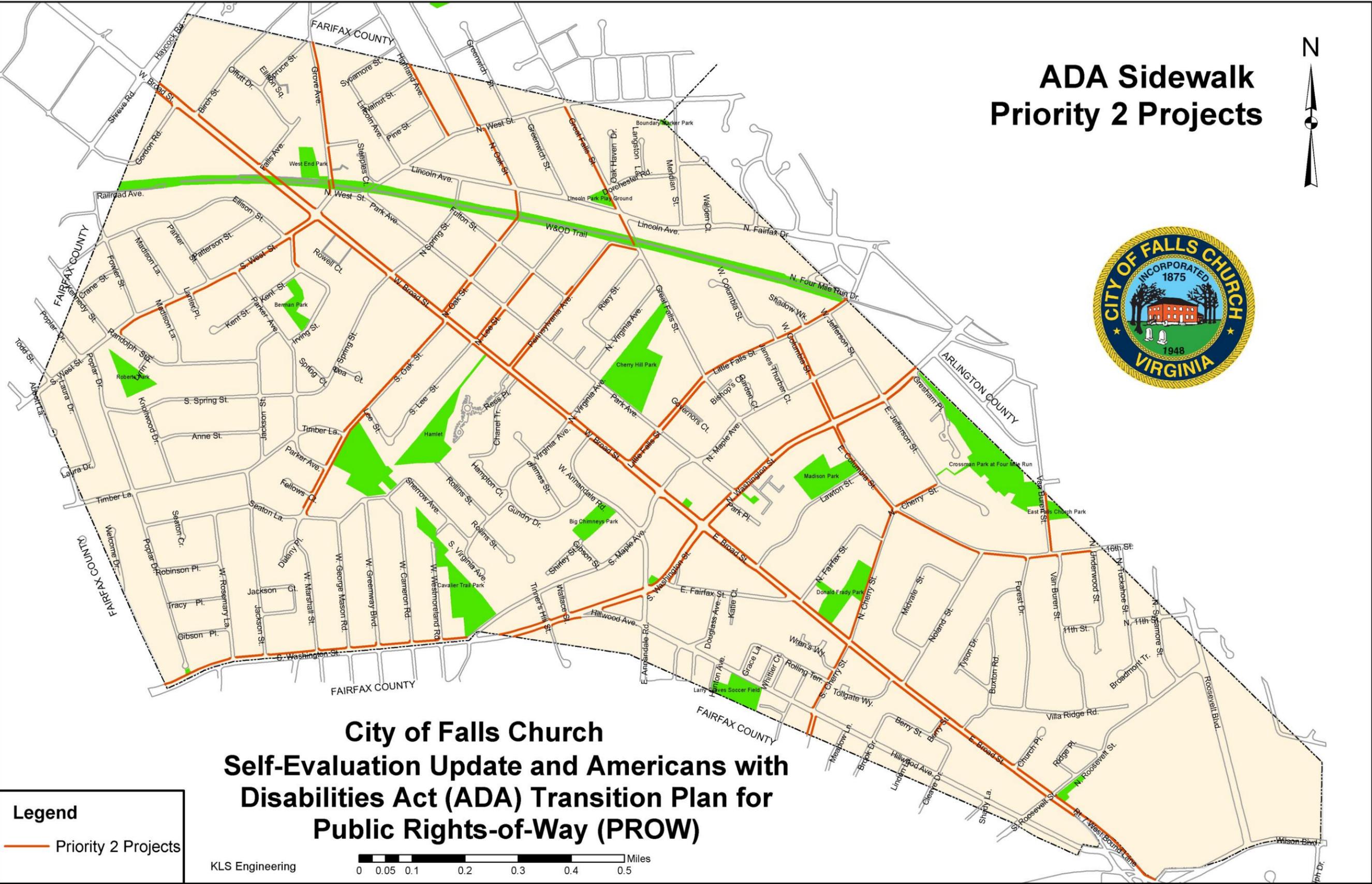
The City has established a 20-year time frame to remove barriers that limit program accessibility. The ADA Title II regulations state that if a Transition Plan will take more than 1 year to fully implement, it must contain interim steps that provide program accessibility. An interim action the City should consider is to publish accessibility maps on the City Website that show the most accessible routes to follow.

As mentioned, the list of ADA projects, as shown in Figures 13–16 and detailed in Appendix D, were generated using the ‘priority areas’ defined in Chapter 4. Within each priority area are numerous sidewalk segments (a sidewalk segment is defined as a sidewalk on one side of a street

that is bordered on each end by a cross street or a cul-de-sac) with each segment receiving a score based on deficiencies (see Table 3, page 35). As a result, the segment scores in any Priority Area vary depending on the number and type of deficiencies. However, it is not practical to undertake repairs based on the individual segment scores as the segments may be located on different streets. Further, fixing different segments may not provide a continuous accessible path, which violates the ADA (ADA states that alterations to facilities must not deteriorate existing conditions).

Therefore, it is recommended that the City use the individual segment scores within each priority area only as a guide to understand the relative need of accessibility repairs required. *The City is encouraged to construct and/or repair the entire length of one street to ensure the unobstructed movement of pedestrians and maximize sidewalk connectivity.*

ADA Sidewalk Priority 2 Projects



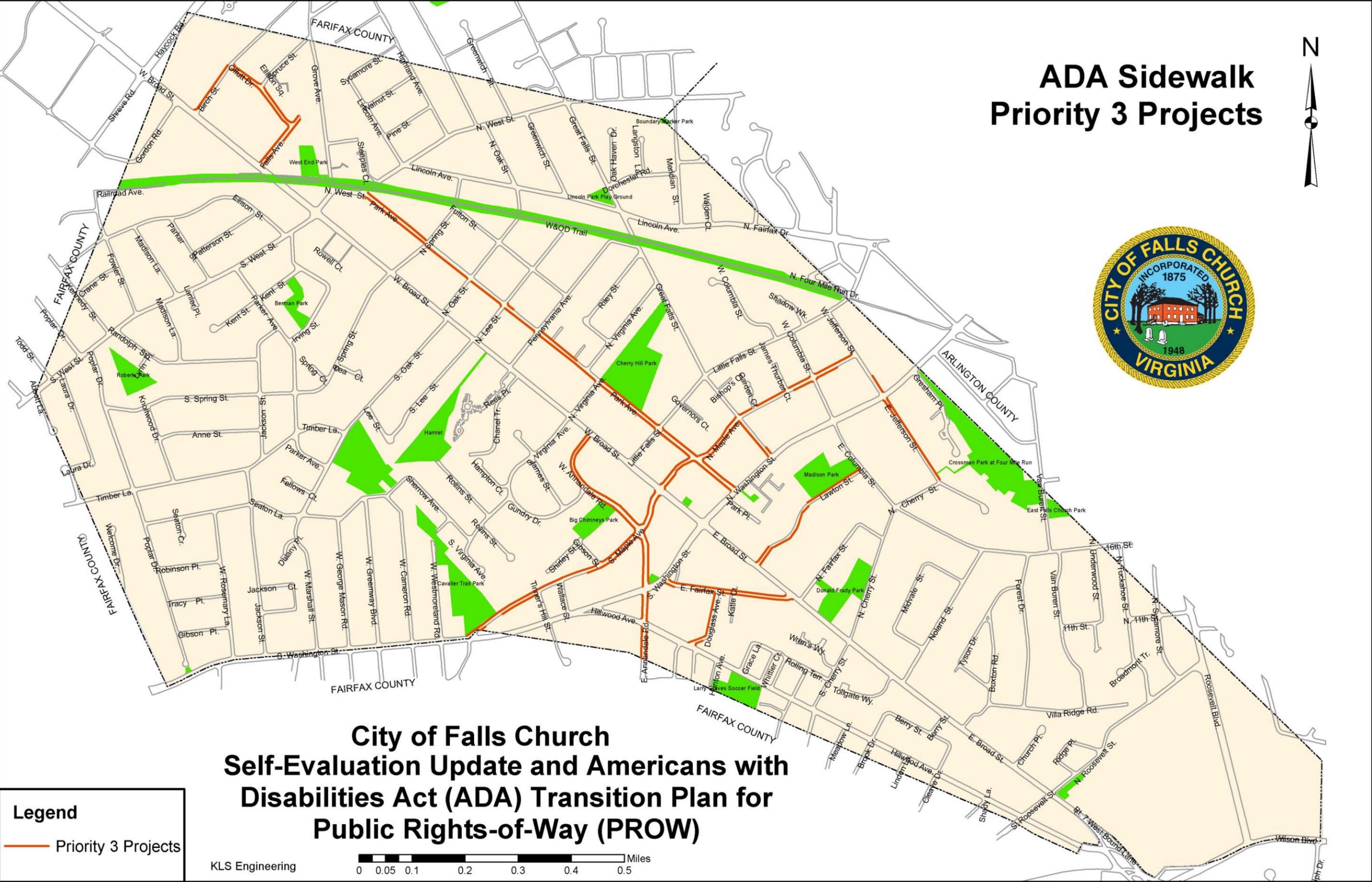
City of Falls Church Self-Evaluation Update and Americans with Disabilities Act (ADA) Transition Plan for Public Rights-of-Way (PROW)

Legend
— Priority 2 Projects

KLS Engineering 0 0.05 0.1 0.2 0.3 0.4 0.5 Miles

Figure 13: ADA Priority 2 Implementation Plan Map

ADA Sidewalk Priority 3 Projects



City of Falls Church Self-Evaluation Update and Americans with Disabilities Act (ADA) Transition Plan for Public Rights-of-Way (PROW)

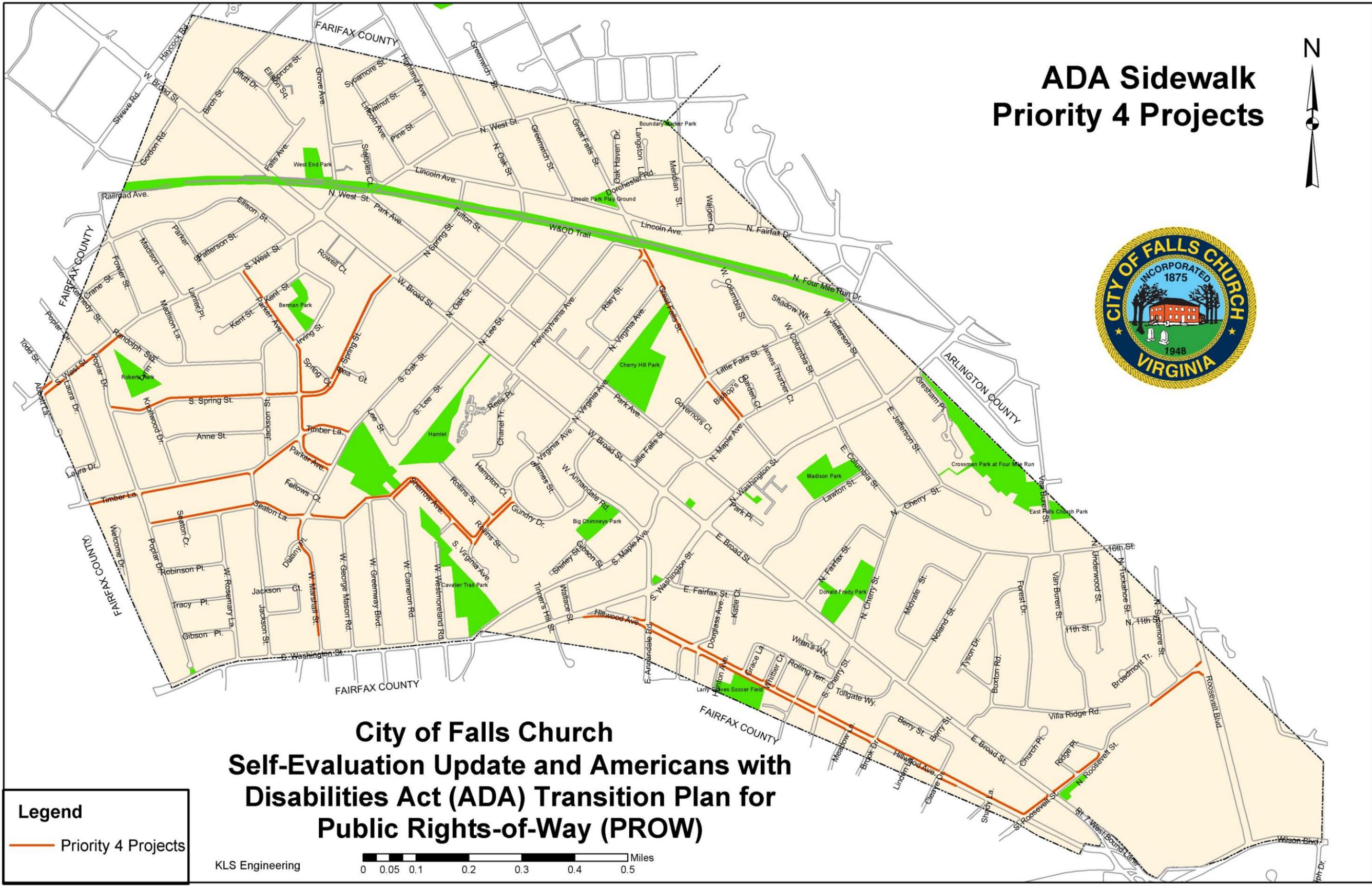
Legend

— Priority 3 Projects

KLS Engineering 0 0.05 0.1 0.2 0.3 0.4 0.5 Miles

Figure 14: ADA Priority 3 Implementation Plan Map

ADA Sidewalk Priority 4 Projects



City of Falls Church Self-Evaluation Update and Americans with Disabilities Act (ADA) Transition Plan for Public Rights-of-Way (PROW)

Legend

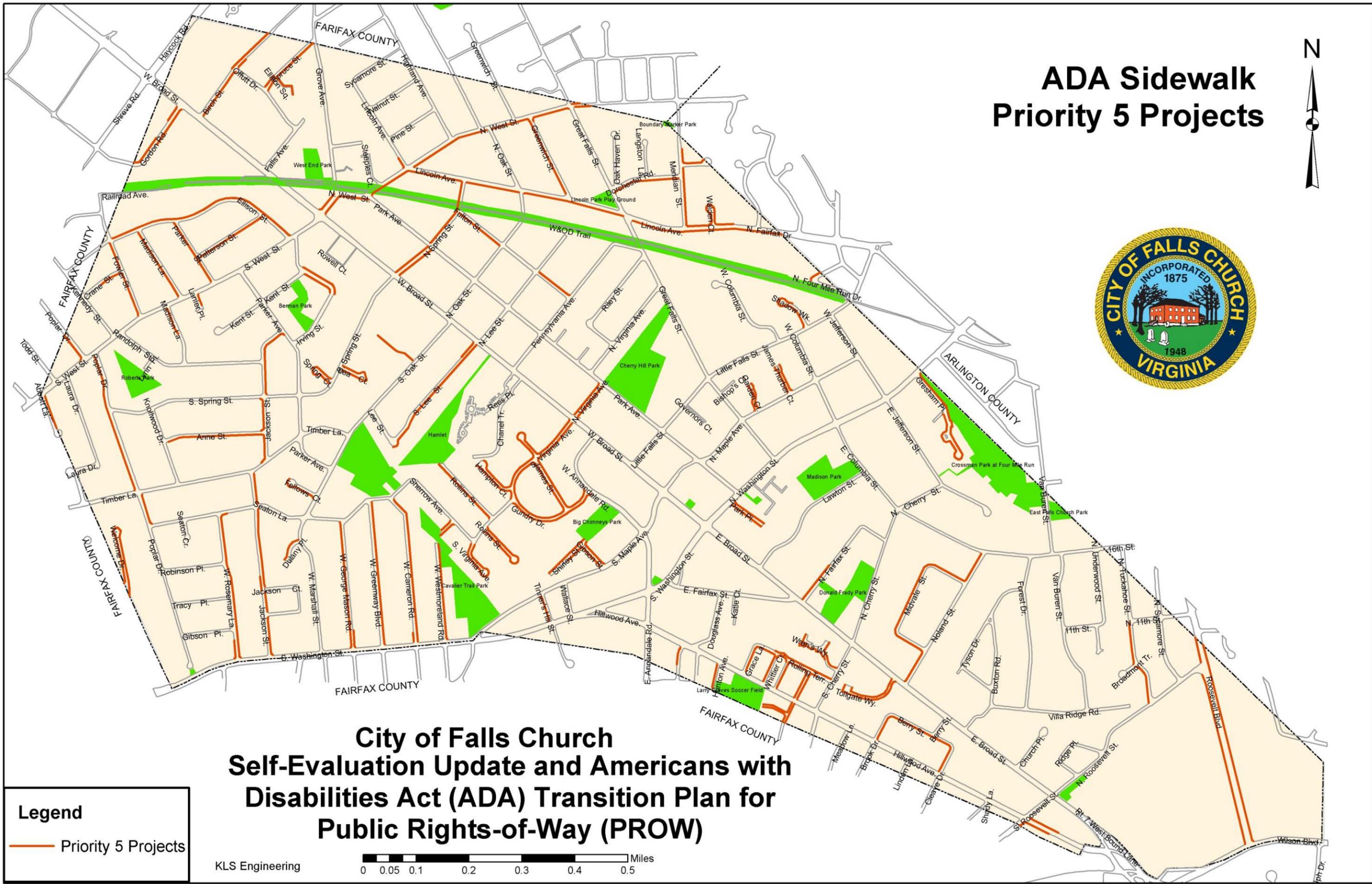
— Priority 4 Projects

KLS Engineering



Figure 15: ADA Priority 4 Implementation Plan Map

ADA Sidewalk Priority 5 Projects



City of Falls Church Self-Evaluation Update and Americans with Disabilities Act (ADA) Transition Plan for Public Rights-of-Way (PROW)

Legend

— Priority 5 Projects

KLS Engineering

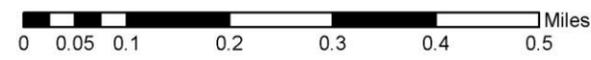


Figure 16: ADA Priority 5 Implementation Plan Map

CHAPTER 5. MONITORING AND STATUS REPORTING

The City of Falls Church is currently engaged in an ongoing effort to construct sidewalks, curb ramps, and other pedestrian facilities at numerous locations within the PROW. This construction activity involves several types of projects, including street overlay projects, street beautification projects, utility construction projects, and other capital improvement projects in the public right-of-way. In addition, with implementation of this ADA Transition Plan, the City will initiate additional improvement projects.

While it is important to ensure that standards used to design sidewalks, curb ramps, and related improvements are current, it is equally important to monitor construction to ensure that construction was performed according to the approved specifications. The monitoring of construction activities and the reporting of the status of improvements is vital to ensure an effective overall compliance program. This section details the methods and procedures for monitoring these activities and for tracking the status of compliance with the ADA Transition Plan for the PROW.

FIELD INSPECTIONS AND MONITORING

All curb ramps and sidewalks currently being constructed under the jurisdiction of the City must be inspected by a trained inspector either employed by or under contract with the City Public Works Department. The following are the types of projects under which curbs ramps and other improvements are or will be constructed and inspected:

- Curb ramp and/or sidewalk construction or rehabilitation begun under the jurisdiction of the City Public Works Department or its contractors as part of CIP or other specialized construction projects;
- Curb ramp and/or sidewalk construction or rehabilitation undertaken by other agencies or private parties within the City, over which the City has jurisdiction; and
- Curb ramp and/or sidewalk construction or rehabilitation undertaken as part of the ADA Transition Plan.

The following are specific procedures recommended for all field inspections:

1. A City-approved inspector must inspect every curb ramp constructed under City jurisdiction. All inspectors are to be appropriately trained to know and understand the PROWAG Design Standards and the measurements necessary to inspect curb ramps and other improvements as they are constructed.
2. Inspect and obtain all dimensions using a tape measure to verify that all dimensions meet or exceed the PROWAG Design Standards.

3. Inspect and obtain all slopes and gradients using a 2- or 4-ft Smart-level or equal slope-measurement tool to verify that all slopes and gradients meet or exceed the PROWAG Design Standards. Three measurements are to be taken and recorded for each access-related slope.
4. Inspect all other physical conditions relating to the curb ramp and related construction to verify that all construction meets or exceeds the PROWAG Design Standards.
5. Inspect all physical conditions relating to the installation of all sidewalks to verify that all installations meet or exceed the PROWAG Design Standards.
6. Verify all dimensions, slopes, and other conditions in Steps 2, 3, 4, and 5 above and enter necessary information on approved Curb Ramp Inspection Forms and Sidewalk Inspection Forms.
7. Describe any exceptions to full compliance with the PROWAG Design Standards on the Curb Ramp Evaluation Form or Sidewalk Evaluation Form and certify as a “Finding for Noncompliance Element(s)” by the inspector and reviewed and approved by the Project Engineer.

Appendix H provides a sample Curb Ramp Inspection Form designed by KLS Engineering for use by the City. It is recommended that the City include a copy of this form or a similar version in all ADA construction bid documents. The contractor is expected to complete the form and provide it to the City Project Manager for verification and post construction inspection. Appendix G includes a similar design form for designers.

APPENDICES

APPENDIX A – REASONABLE ACCOMMODATION REQUEST FORM



**Americans with Disabilities Act
REASONABLE ACCOMMODATION REQUEST FORM**

Name: _____

Address: _____

Telephone Number: _____

E-mail Address: _____

1. I am requesting a reasonable accommodation because (fill in the blank that applies):
 - a. I need a reasonable accommodation that will allow me to participate in a City of Falls Church program, activity or service.
Program, activity or services name and date: _____
 - b. I am applying for employment. The reasonable accommodation requested will allow me to participate in the employment process for:
Position title: _____
 - c. I am currently employed by the City and request a reasonable accommodation which will allow me to: _____ My current position title is: _____
2. My specific functional limitation is: _____
3. The reasonable accommodation requested is: _____
4. Have you made a request for a reasonable accommodation previously? Yes No
If yes, when was it requested and what was the outcome?

Signature: _____ Date: _____

Please submit this form in a timely manner to:
City of Falls Church
Cindy Mester, ADA Compliance Officer
Office of the City Manager, 300 Park Avenue Suite 303E
Falls Church, VA 22046
703 248-5042 (TTY 711) or cmester@fallschurchva.gov

The City's ADA Compliance Officer will contact you to discuss your request.

The City of Falls Church does not discriminate on the basis of disability in its employment practices or in the admission to, access to, or operations of its services, programs, or activities. Cindy Mester, 300 Park Avenue, Falls Church, Virginia 22046 has been designated to coordinate compliance with the ADA non-discrimination requirement.

APPENDIX B – PUBLIC GRIEVANCE POLICY

I. PURPOSE

Administrative Regulation 8-30 is the City's policy to provide reasonable accommodations to qualified job applicants and employees with disabilities consistent with the provisions of Title I of the Americans with Disabilities Act (ADA).

II. AFFECTED INDIVIDUALS

All City departments and offices are covered by the accessibility and notification requirements cited in the ADA, and all qualified job applicants, permanent, probationary, and term employees are covered by the reasonable accommodation requirements. This Federal law also covers elected and appointed City officials and their employees.

III. POLICY

By a Resolution adopted January 10, 1992, the City affirms its commitment to the letter and to the spirit of the Americans with Disabilities Act. It is the City's policy to ensure equal employment opportunity to all individuals, including those with disabilities. The City of Falls Church will provide reasonable accommodation to qualified job applicants and employees, in accordance with the provisions of the Act, when: an applicant requests a reasonable accommodation during the application process; and an employee requests a reasonable accommodation to enable him/her to perform essential job functions.

The City of Falls Church has designated the Human Resources Director and the ADA Compliance Officer as responsible for enacting this policy and administering the program. Job applicants and employees needing reasonable accommodation should contact the Human Resources Director or the ADA Compliance Officer.

The City of Falls Church will process requests for reasonable accommodation in a timely manner and, as appropriate, provide accommodation promptly.

IV. DEFINITIONS

Disability: Defined by the ADA as a physical or mental impairment that substantially limits one or more major life activities.

Person with a disability: Refers to any person who has a disability, has a record of a disability, or is regarded as having a disability.

Has a 'record of disability': Means the person has a history of, or has been misclassified as having, a mental or physical impairment that substantially limits one or more major life activities.

Is 'regarded as having a disability': Means the person has a physical or mental impairment that does not substantially limit a major life activity but is treated by others as constituting such a limitation; has a physical or mental impairment that substantially limits a major life activity only as a result of the attitudes of others toward such impairment; or has no physical or mental

impairment but is treated by others as having such an impairment.

Short-term conditions, such as a broken ankle, do not constitute a disability covered under the ADA.

Essential Functions: The basic job duties that an employee must be able to perform with or without reasonable accommodation, as defined by the employer and outlined in job descriptions. Essential functions can be determined as follows: 1) the position exists to perform the function, 2) the number of other employees that may be available to perform that task, 3) the position requires a certain degree of skill or specialization.

Major Life Activity: Everyday activity that an average person can perform with little or no difficulty. Major life activity means a function such as caring for one's self, performing manual tasks, walking, seeing, hearing, speaking, breathing, learning, and working.

Qualified Job Applicants and Employees: Person with a disability who satisfies the requisite skill, experience, education, and other job-related requirements of the employment position such individual holds or desires, and who, with or without reasonable accommodation, can perform the essential functions of such position. Only qualified job applicants and employees with disabilities must be accommodated.

Reasonable Accommodation: Any change or adjustment to the job application process, job or work environment that permits a qualified applicant or employee with a disability to participate in the job application process, to perform the essential functions of a job, or to enjoy benefits and privileges of employment equal to those enjoyed by employees without disabilities. It is not necessary to provide a reasonable accommodation if doing so would cause an undue hardship, as defined below.

Reasonable accommodations may include, but are not limited to: modifying work sites, e.g., to provide wheelchair access; acquiring or modifying equipment, devices or software; adjusting work schedules to facilitate medical treatment; job restructuring; reassignment to a vacant position for which the employee with a disability is qualified; flexible leave options, including unpaid leave; providing readers or sign language interpreters; and providing materials in alternative format.

Undue Hardship: An accommodation that would be unduly costly, extensive, substantial, or disruptive, or would fundamentally alter the nature or operation of the business. Among the factors to be considered in determining whether an accommodation is an undue hardship are the cost of the accommodation, the overall financial resources of the City, and the nature and structure of its operation. The City Manager makes all final decisions regarding reasonable accommodation and undue hardship.

V. ADA COMPLIANCE OFFICER

The City's ADA Compliance Officer is the Senior Human Services Specialist in the Housing and Human Services Division. This position provides technical assistance and monitors the City's compliance with the ADA.

VI. REASONABLE ACCOMMODATION PROCESS FOR EMPLOYEES

The process for identifying and providing reasonable accommodation for employees is:

1. Using the Reasonable Accommodation Request form (attached), an employee submits a reasonable accommodation request, in writing, to the Human Resources Director and to the ADA Compliance Officer. The request should include an explanation of how his/her disability affects job duties and specify the accommodation the employee is seeking. The Human Resources Director and the ADA Compliance Officer reserve the right to request medical documentation of the nature and the extent of the disability.
2. The Human Resources Director and the ADA Compliance Officer in consultation with the employee's supervisor evaluates the employee's job to determine its purpose and essential functions, and remains in contact with the employee and his/her supervisor throughout the reasonable accommodation process.
3. The Human Resources Director and the ADA Compliance Officer consult with the employee to determine his/her physical or mental abilities and limitations, as they relate to the job's essential functions.
4. The Human Resources Director and the ADA Compliance Officer determine if the employee has a disability covered by the ADA, and whether the employee is qualified with or without a reasonable accommodation.
5. The Human Resources Director and the ADA Compliance Officer determine, based on objective medical or other evidence, whether an employee with a disability poses a direct threat of harm to himself or to others, and whether the threat may be removed by a reasonable accommodation.
6. The supervisor and the employee identify potential accommodations. The supervisor may consult with expert resources such as the ADA Compliance Officer or the Job Accommodation Network (800 526-7234 voice, 877 781-9403 tty).
7. While the employee's preference should be considered, the supervisor, in consultation with the Human Resources Director and the ADA Compliance Officer, may choose an alternate accommodation that is less expensive or easier to provide.
8. Should the Human Resources Director and the ADA Compliance Officer determine that a particular accommodation would impose an undue hardship on the City; the supervisor may consider whether an alternative accommodation imposes such a hardship.
9. If a reasonable accommodation is available, the supervisor, in consultation with the Human Resources Director and the ADA Compliance Officer, selects and implements the accommodation, requesting any additional funds necessary to accommodate the employee.

VII. APPEAL PROCEDURE FOR EMPLOYEES AND JOB APPLICANTS

The City provides an appeal procedure for timely resolution of potential disputes for reasonable accommodation made by employees and job applicants.

1. The employee or job applicant files a written appeal request with the City Manager and provides copies to the Human Resources Director and to the ADA Compliance Officer.
2. The City Manager or his/her designee consults with the Human Resources Director, the ADA Compliance Officer, and the City Attorney. and sets a hearing date, conducts a hearing, gathers any necessary information and/or documentation, and conducts any pertinent interviews.
3. The City Manager renders a decision, in writing, to the employee or job applicants within 30 calendar days of the filing of the request for reconsideration. The City Manager is the final authority on all appeals for reasonable accommodation.
4. Any employee dissatisfied with the City Manager's decision may contact the US Department of Justice or the US Equal Employment Opportunity Commission for additional guidance.

VIII. REASONABLE ACCOMMODATION PROCESS FOR JOB APPLICANTS

An applicant for employment submits, in writing, a request for reasonable accommodation to the City's Human Resources Director and to the ADA Compliance Officer, to include requests for reasonable accommodation in pre-employment testing. The Human Resources Director and the ADA Compliance Officer review the request and advise the applicant of the decision. Reasonable accommodation is provided, if indicated, in accordance with the provisions of the ADA.

IX. STAFF RESPONSIBILITIES DURING THE REASONABLE ACCOMMODATION PROCESS FOR EMPLOYEES

A. Supervisors. Supervisors will cooperate with the Human Resources Director and the ADA Compliance Officer in all aspects of the process of determining reasonable accommodation. Supervisors will provide information, as requested, to the Human Resources Director and to the ADA Compliance Officer regarding the purpose and the essential functions of the employee's job. Supervisors will work to identify potential reasonable accommodations. Supervisors will inform their immediate supervisor, Division Director, and General Manager of the request and the process for reasonable accommodation.

Supervisors with responsibility for hiring also ensure that pre-employment inquiries of a job applicant relate solely to the applicant's ability to perform job-related functions and not to whether the applicant is an individual with a disability or to the nature and the severity of such disability.

B. Division Directors and General Managers. Subordinate supervisors should advise Directors and Managers of requests for reasonable accommodation and the process involved. Directors and Managers may request to be included in the efforts by the Human Resources Director and the ADA Compliance Officer to provide reasonable accommodation. Division Directors and General Managers will cooperate with the Human Resources Director in identifying vacant positions that may be appropriate for a qualified employee with a disability. Directors and Managers may request additional funds, if needed, to provide reasonable accommodation to qualified employees with disabilities.

C. Human Resources Director. The Human Resources Director coordinates all requests for reasonable accommodation with the ADA Compliance Officer, in consultation with the employee and his/her supervisor; complies with all steps in the Reasonable Accommodation Process referenced above; and requests that the ADA Compliance Officer research available resources to provide recommendations on potential accommodations for a qualified applicant or employee with a disability.

D. ADA Compliance Officer. The ADA Compliance Officer monitors the City's compliance with all aspects of the ADA with regard to requests for reasonable accommodation; coordinates with the Human Resources Director on all requests for reasonable accommodation; and researches and provides technical assistance, to include recommendations of potential accommodations.

E. City Manager. The City Manager rules on all appeals for reasonable accommodation and makes a final determination on whether the City can provide reasonable accommodations

without causing undue hardship.

X. PRE-AND POST-EMPLOYMENT GUIDANCE

A. Pre-Employment Medical Issues.

1. It is unlawful to: ask an applicant whether he/she is disabled; ask about the nature or severity of a disability; or require the applicant to take a medical examination before making a job offer.
2. It is lawful to: ask applicants questions about their ability to perform job-related functions, so long as the questions are not phrased in terms of a disability and to ask applicants to describe or to demonstrate how, with or without reasonable accommodation, they will perform job-related functions.

B. Post-Employment Medical Issues.

1. It is unlawful to require a medical examination or to ask an employee questions about a disability unless the supervisor can demonstrate that these requirements are job-related and necessary for the conduct of business.
2. It is lawful to require a medical examination prior to commencement of employment duties, if an examination is required of everyone who will be working in the job category prior to employment; and to request a medical examination after an employee asks for a reasonable accommodation.

C. Pre-Employment Substance Abuse Issues.

1. Alcoholism is a covered disability under the ADA. It is unlawful to ask applicants how much alcohol they drink or whether they have participated in any program to curb alcohol consumption.
2. It is lawful to ask applicants about illegal drug use. Current illegal drug users are excluded from protection under the ADA. However, the ADA does protect persons who are no longer illegally using drugs including those who have successfully completed or who are currently in a rehabilitation program.

F. Wyatt Shields, City Manager

Date

City of Falls Church
Americans with Disabilities Act (ADA) Title II
Public Grievance Policy and Procedures
Addendum to AR 8-30

Policy:

By Resolution 92.1 adopted January 27, 1992, the City affirmed its commitment to the letter and spirit of the Americans with Disabilities Act (ADA). It is the City's policy to provide prompt and equitable resolution of complaints arising from alleged violations of Title II of the ADA.

Purpose:

The ADA is federal civil rights law that provides a clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities.

This document outlines the steps for the public to file a grievance with regard to the compliance of government facilities in accordance with Title II of the ADA.

Background:

Title II of the ADA prohibits discrimination against qualified individuals with disabilities in all programs, activities, and services of state and local governments.

Definitions:

Qualified individuals with Disabilities means persons covered by the ADA and includes individuals who have a physical or mental impairment that substantially limits one or more major life activities; have a record of such impairment; or are regarded as having such impairment.

Reasonable Accommodation(s) may include, but are not limited to, making reasonable modifications in policies, practices, and procedures; auxiliary aids and services, which are not limited to equipment, devices, materials in alternative format, and qualified interpreters or readers; and making each service, program, or activity, when viewed in its entirety, readily accessible to and usable by qualified individuals with disabilities requesting accommodations.

Further definitions of disability and regulations for the ADA of 1990 are found in 42 *United States Code* (USC) Section 12134-12134 and 28 *Code of Federal Regulations* (CFR) Section Part 35.

Procedure:

A qualified individual with a disability, or his/her representative, who has a complaint of alleged violation on the basis of the disability, may submit a complaint by completing the Reasonable Accommodation Request Form (attached) in a timely manner and not later than 60 calendar days from the date of the alleged violation.

Upon request, alternative means of filing complaints such as personal interviews will be made available for persons with disabilities.

An investigation will be conducted by the City's ADA Compliance Officer, as warranted. The ADA Compliance Officer may contact the complainant to discuss the problem and explore possible resolutions and follow up with a response to the complainant within 15 business days.

By use of this process, an individual does not lose his/her right to use the federal complaint system provided under the ADA.

Appeal:

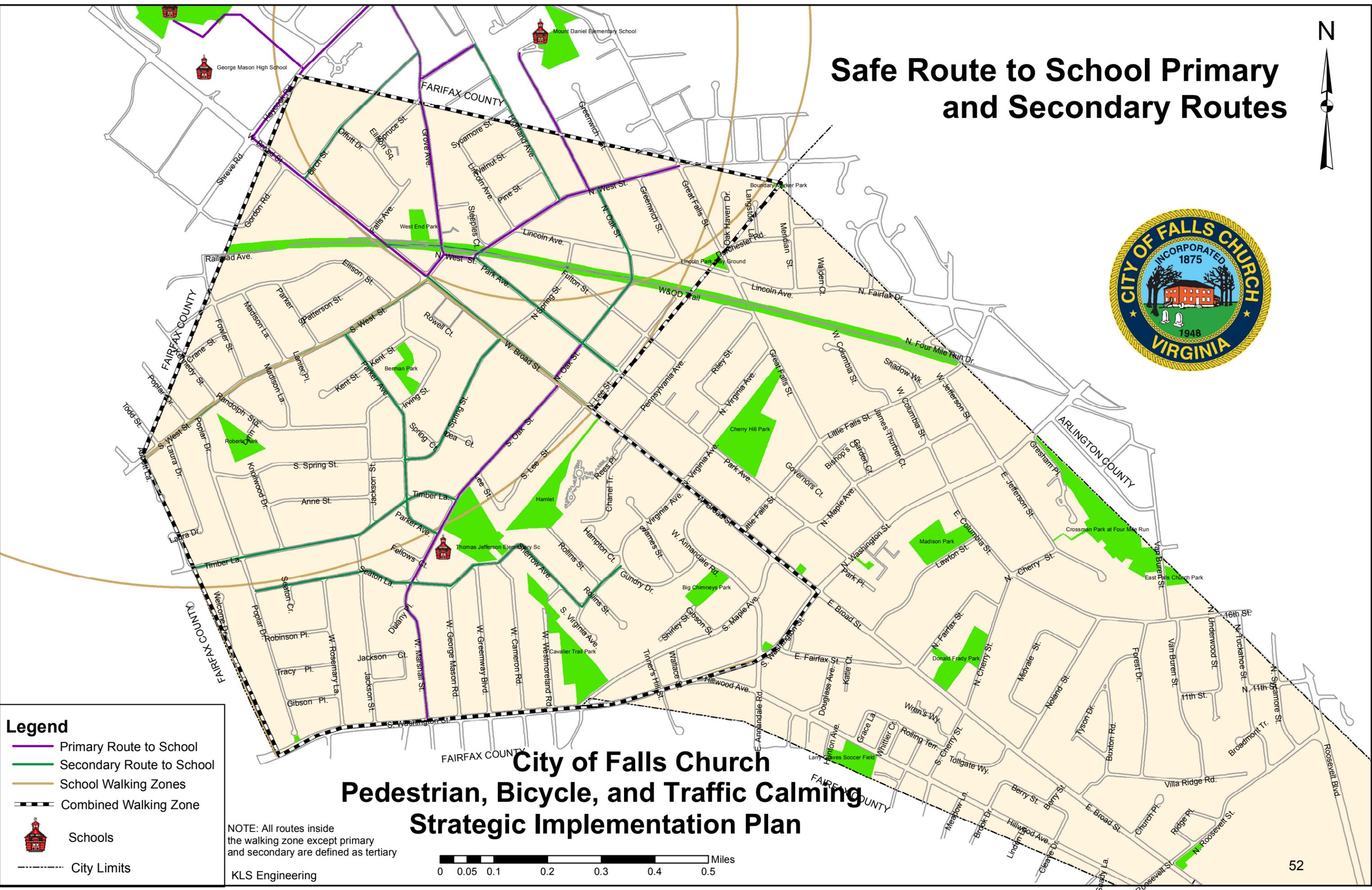
If the complaint is not resolved to the satisfaction of the complainant, the complainant may appeal to the City Manager who will issue a written decision. The decision of the City Manager will be the final step for the internal administrative procedures.

APPENDIX C – TRANSIT ROUTES, ROUTES TO METRO, COMMERCIAL CORRIDOR, SRTS, PARKS CONNECTIVITY MAPS

The five maps contained in Appendix C are the Transit Routes and Routes to Metrorail Stations, Commercial Corridor, Safe Routes to School, and Park Connectivity Plan. These maps reflect the routes of importance to the community to reach public transit, City businesses, schools, and parks. The routes are considered in the ranking process for existing sidewalk projects as explained in Chapter 4 of this plan (page 25).



Safe Route to School Primary and Secondary Routes

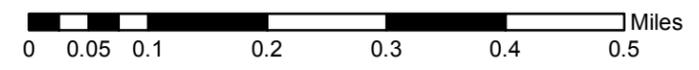


Legend

- Primary Route to School
- Secondary Route to School
- School Walking Zones
- Combined Walking Zone
- Schools
- City Limits

NOTE: All routes inside the walking zone except primary and secondary are defined as tertiary

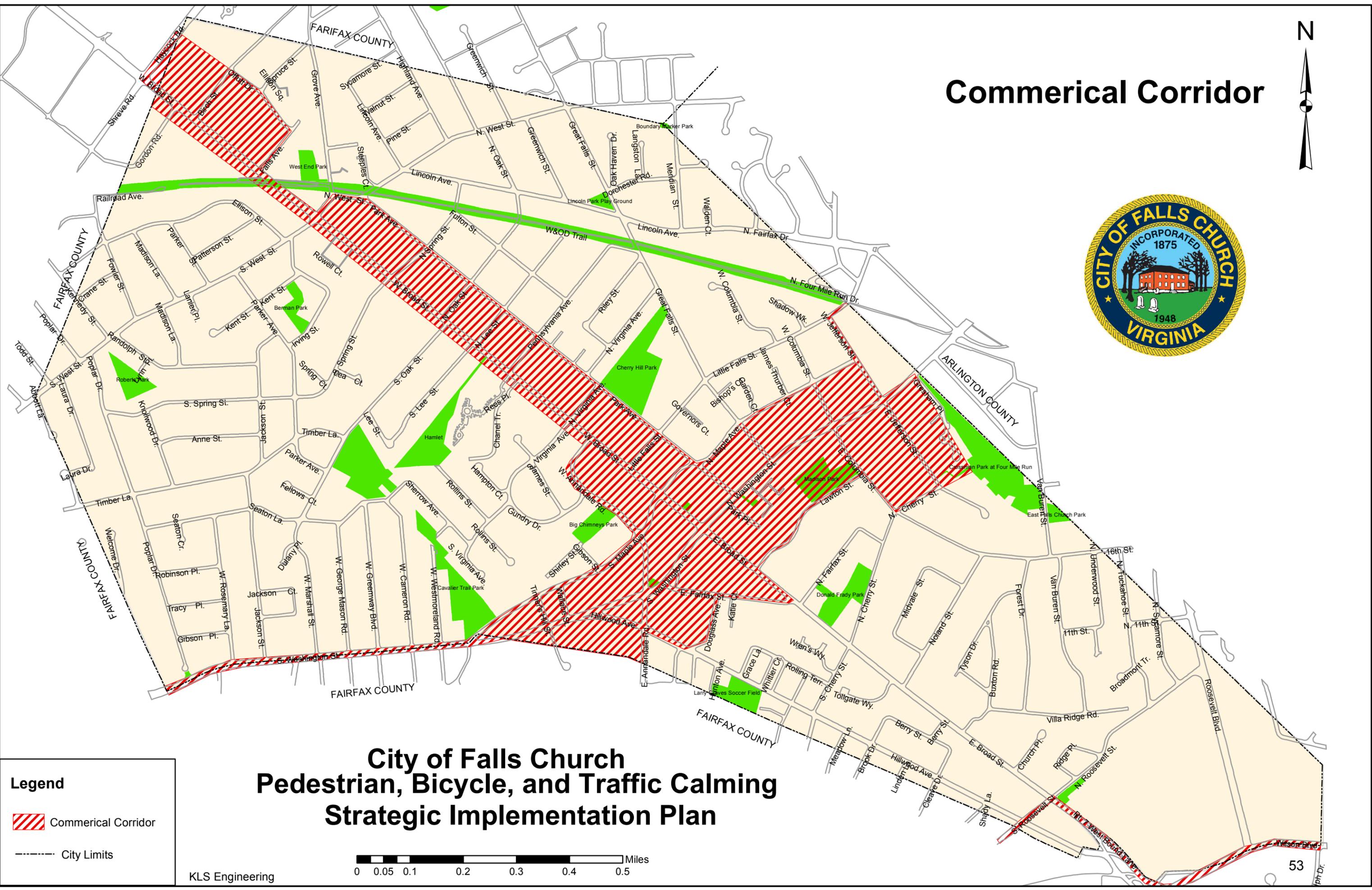
KLS Engineering



City of Falls Church Pedestrian, Bicycle, and Traffic Calming Strategic Implementation Plan



Commerical Corridor

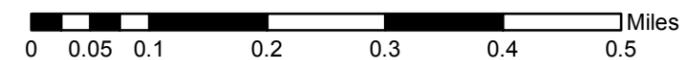


Legend

-  Commerical Corridor
-  City Limits

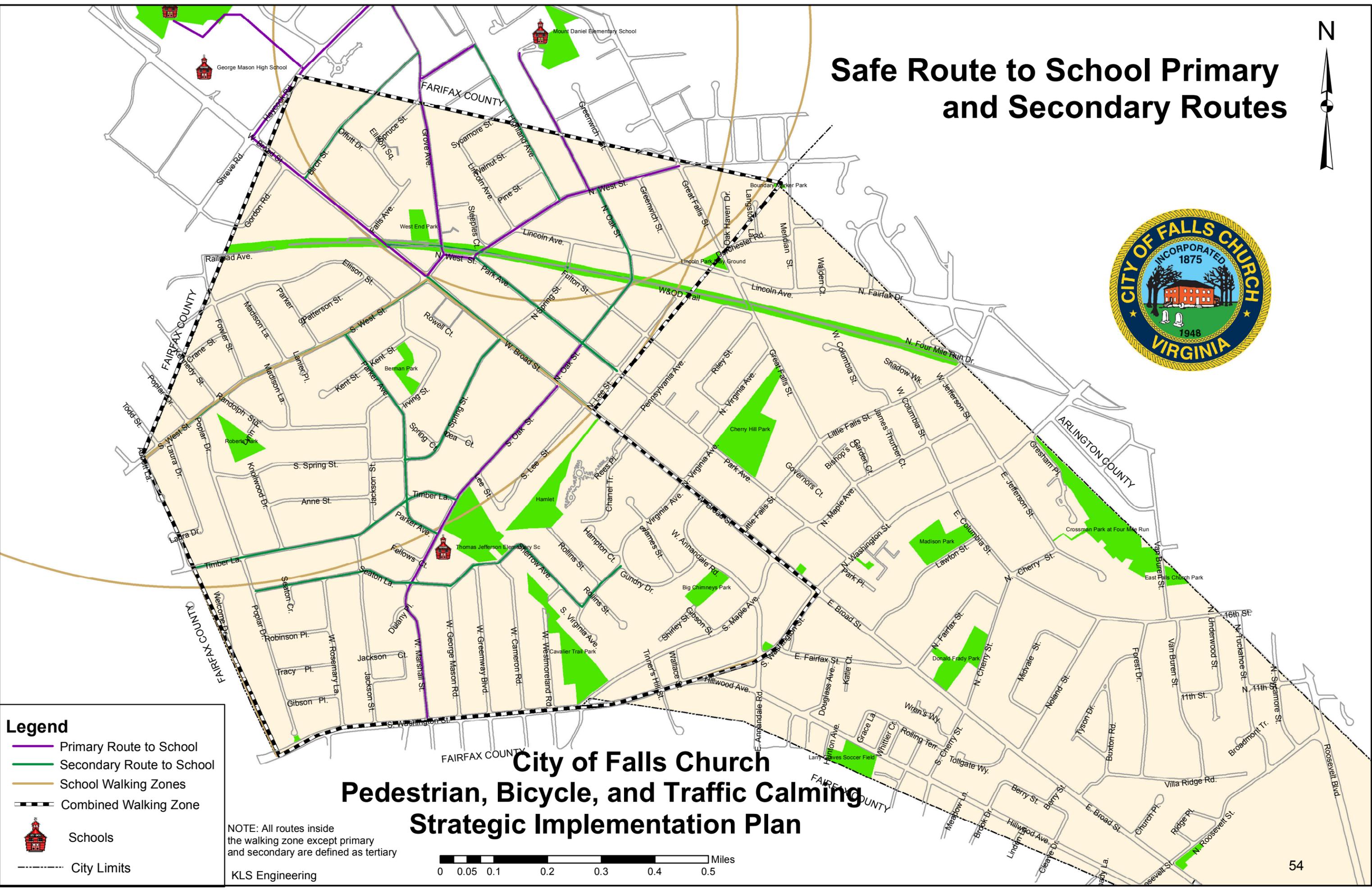
KLS Engineering

City of Falls Church Pedestrian, Bicycle, and Traffic Calming Strategic Implementation Plan





Safe Route to School Primary and Secondary Routes

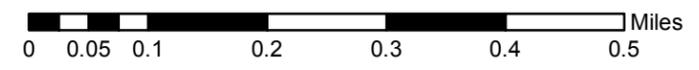


Legend

- Primary Route to School
- Secondary Route to School
- School Walking Zones
- Combined Walking Zone
- Schools
- City Limits

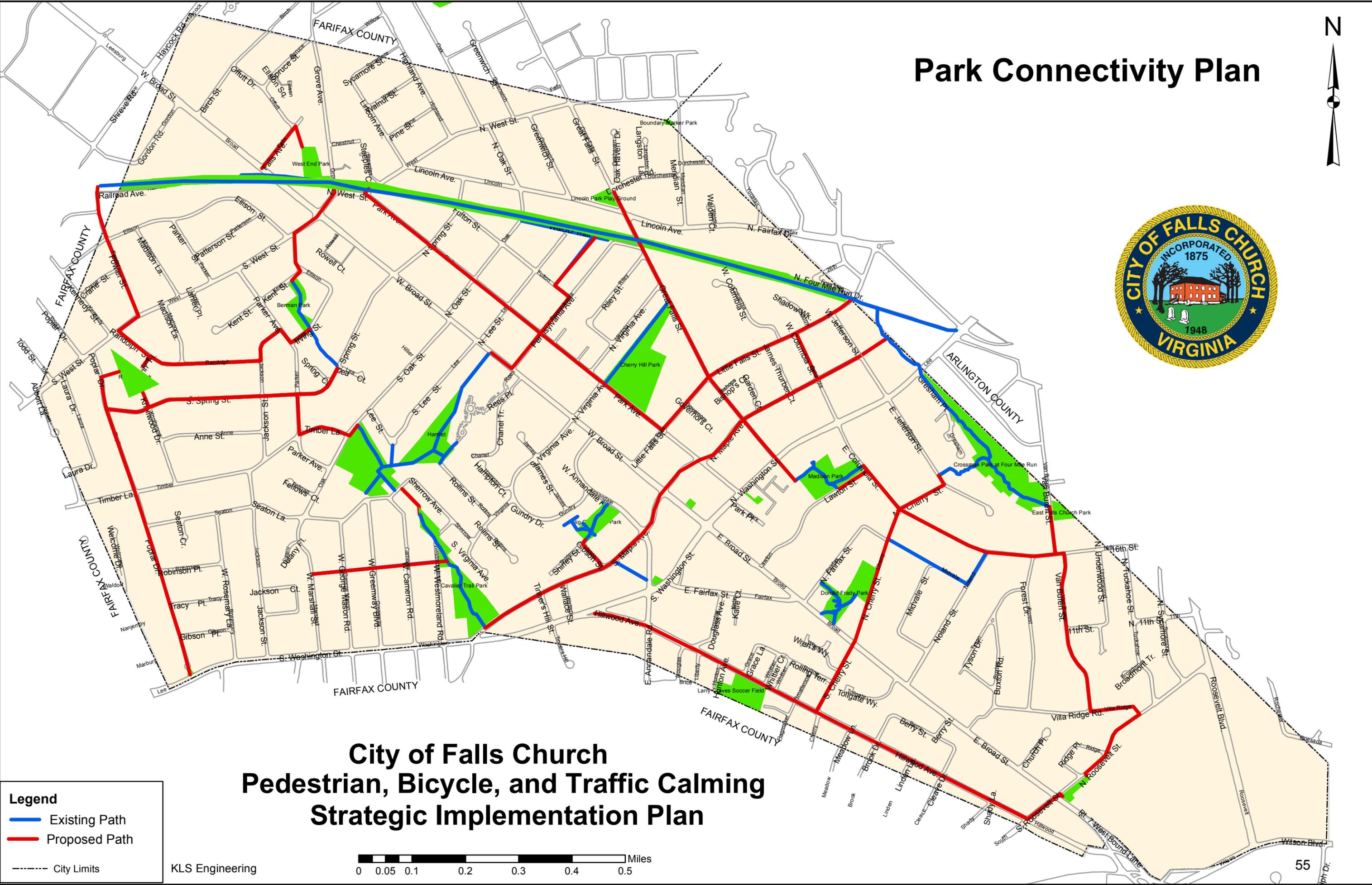
NOTE: All routes inside the walking zone except primary and secondary are defined as tertiary

KLS Engineering



City of Falls Church Pedestrian, Bicycle, and Traffic Calming Strategic Implementation Plan

Park Connectivity Plan

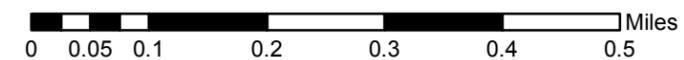


City of Falls Church Pedestrian, Bicycle, and Traffic Calming Strategic Implementation Plan

Legend

- Existing Path
- Proposed Path
- - - - - City Limits

KLS Engineering



APPENDIX D – PRIORITIZED PROJECT LIST

Appendix D - Prioritized Project List

CITY OF FALL CHURCH SELF-EVALUATION UPDATE AND ADA TRANSITION PLAN FOR PROW									
APPENDIX D - ADA SIDEWALK PRIORITY 2 PROJECTS									
	STREET	FROM STREET	TO STREET	PHASING	NEW CURB RAMPS	SIDEWALK DEFICIENCY (sq. ft)	NO. OF OBSTACLES	NON COMPLIANT DRIVEWAYS	COST (\$)
1.	W. Broad St	Little Falls St	Annandale Rd	PHASE 1	4	0	0	0	7600
2.	W. Broad St	S. Virginia Ave	Annandale Rd	PHASE 1	2	0	0	0	3800
3.	S. Washington St	W. Broad St	Annandale Rd	PHASE 1	2	182	0	0	8350
4.	E. Broad St	Tollgate	Berry St	PHASE 1	2	150	0	0	7550
5.	W. Broad St	Falls Ave	Birch St	PHASE 1	2	20	0	0	4300
6.	W. Broad St	Gordon Rd	Birch St	PHASE 1	2	0	0	0	3800
7.	E. Broad St	Church Pl	Buxton Rd	PHASE 1	2	135	0	0	7175
8.	S. Cherry St	Hillwood Ave	City Limits	PHASE 1	1	0	0	0	1900
9.	S. Washington St	Rosemary Ln	City Limits	PHASE 1	1	65	0	0	3525
10.	N. Washington St	Great Falls St	E. Columbia St	PHASE 1	3	110	0	0	8450
11.	E. Broad St	Lawton St	E. Fairfax St	PHASE 1	3	75	0	0	7575
12.	E. Broad St	N. Cherry St	E./N. Fairfax St	PHASE 1	2	125	0	0	6925
13.	W. Broad St	N. West St	Falls Ave	PHASE 1	2	0	0	0	3800
14.	S. Oak St	Seaton Ln	Fellows Ct	PHASE 1	1	0	0	2	7900
15.	Pennsylvania Ave	Great Falls St	Fulton Ave	PHASE 1	1	0	0	0	1900
16.	Pennsylvania Ave	Park Ave	Fulton Ave	PHASE 1	1	0	0	1	4900
17.	W. Broad St	Birch St	Gordon Rd	PHASE 1	1	0	0	0	1900
18.	N. Washington St	E. Columbia St	Great Falls St	PHASE 1	2	75	0	0	5675
19.	S. Oak St	W. Broad St	Hiller St	PHASE 1	2	109	0	0	6525
20.	S. Cherry St	City Limits	Hillwood Ave	PHASE 1	1	0	0	0	1900
21.	S. Cherry St	Rolling Terr	Hillwood Ave	PHASE 1	1	0	0	0	1900
22.	Grove Ave	N. West St	Jennifer Ln	PHASE 1	1	0	0	0	1900

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CITY OF FALL CHURCH SELF-EVALUATION UPDATE AND ADA TRANSITION PLAN FOR PROW									
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	STREET	FROM STREET	TO STREET	PHASING	NEW CURB RAMPS	SIDEWALK DEFICIENCY (sq. ft)	NO. OF OBSTACLES	NON COMPLIANT DRIVEWAYS	COST (\$)
23.	S. West St	Madison Ln	Lanier Pl	PHASE 1	1	40	0	0	2900
24.	E. Broad St	S. Washington St	Lawton St	PHASE 1	3	0	0	1	8700
25.	W. Broad St	Annandale Rd	Little Falls St	PHASE 1	1	0	0	2	7900
26.	W. Broad St	N. Maple Ave	Little Falls St	PHASE 1	2	0	0	0	3800
27.	W. Columbia St	N. Maple Ave	Little Falls St	PHASE 1	1	0	0	0	1900
28.	W. Broad St	N. Washington St	N. Maple Ave	PHASE 1	3	0	0	0	5700
29.	W. Broad St	Annandale Rd	N. Virginia Ave	PHASE 1	3	0	0	0	5700
30.	E. Broad St	Lawton St	N. Washington St	PHASE 1	4	0	0	0	7600
31.	Grove Ave	Jennifer Ln	N. West St	PHASE 1	1	0	0	0	1900
32.	S. Oak St	Fellows Ct	Parker Ave	PHASE 1	0	112	0	0	2800
33.	W. Broad St	Little Falls St	S. Maple Ave	PHASE 1	1	0	0	1	4900
34.	W. Broad St	Falls Ave	S. West St	PHASE 1	1	324	0	0	10000
35.	Ellison St	Kent St	S. West St	PHASE 1	1	82	0	0	3950
36.	S. Oak St	Fellows Ct	Seaton Ln	PHASE 1	2	20	0	0	4300
37.	S. Oak St	Parker Ave	Timber Ln	PHASE 1	0	160	0	0	4000
38.	S. Washington St	Wallace St	Tinners Hill St	PHASE 1	2	0	0	0	3800
39.	N. Oak St	Park Ave	W. Broad St	PHASE 1	2	25	0	0	4425
40.	Little Falls St	Shadow	W. Columbia St	PHASE 1	2	0	0	0	3800
41.	S. Washington St	Annandale Rd	Wallace St	PHASE 1	1	60	0	1	6400
42.	E. Broad St	Berry St	Buxton Rd	PHASE 2	1	25	0	3	11525
43.	E. Broad St	Buxton Rd	Church Pl	PHASE 2	2	245	0	3	18925
44.	E. Broad St	N. Roosevelt St	Church Pl	PHASE 2	2	56	0	1	8200

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CITY OF FALL CHURCH SELF-EVALUATION UPDATE AND ADA TRANSITION PLAN FOR PROW									
APPENDIX D - ADA SIDEWALK PRIORITY 2 PROJECTS									
	STREET	FROM STREET	TO STREET	PHASING	NEW CURB RAMPS	SIDEWALK DEFICIENCY (sq. ft)	NO. OF OBSTACLES	NON COMPLIANT DRIVEWAYS	COST (\$)
45.	Van Buren St	E Columbia St	City Limits	PHASE 2	1	112	0	3	13700
46.	N. Oak St	N. West St	City Limits	PHASE 2	1	228	0	3	16600
47.	S. Washington St	Tinners Hill St	City Limits	PHASE 2	0	20	0	3	9500
48.	S. Washington St	Annandale Rd	E Fairfax St	PHASE 2	1	70	0	0	3650
49.	Berry St	Berry St	E. Broad St	PHASE 2	1	20	0	1	5400
50.	N. Washington St	Park Ave	E. Broad St	PHASE 2	2	178	0	0	8250
51.	N. Cherry St	E. Jefferson St	E. Columbia St	PHASE 2	2	20	0	4	16300
52.	N. Washington St	E. Jefferson St	E. Columbia St	PHASE 2	4	166	0	0	11750
53.	N. Washington St	E. Columbia St	E. Jefferson St	PHASE 2	2	210	0	0	9050
54.	E. Columbia St	Noland St	Forest Dr	PHASE 2	2	0	0	3	12800
55.	N. Oak St	Lincoln Ave	Fulton Ave	PHASE 2	2	148	0	3	16500
56.	N. Lee St	Park Ave	Fulton Ave	PHASE 2	2	60	0	3	14300
57.	S. Washington St	Greenway Blvd	George Mason Rd	PHASE 2	2	85	0	0	5925
58.	N. Washington St	Park Ave	Great Falls St	PHASE 2	1	257	0	0	8325
59.	Little Falls St	W. Columbia St	Great Falls St	PHASE 2	2	185	0	4	20425
60.	S. Washington St	Cameron Rd	Greenway Blvd	PHASE 2	2	63	0	0	5375
61.	S. Washington St	Tinners Hill St	Hillwood Ave	PHASE 2	0	77	0	1	4925
62.	S. Washington St	Marshall St	Jackson St	PHASE 2	2	230	0	0	9550
63.	E. Broad St	N. Fairfax St	Lawton St	PHASE 2	2	25	0	1	7425
64.	S. West St	Randolph St	Madison Ln	PHASE 2	2	0	0	2	9800
65.	S. Washington St	George Mason Rd	Marshall St	PHASE 2	2	145	0	0	7425
66.	E. Broad St	Noland St	N. Cherry St	PHASE 2	2	345	0	0	12425

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CITY OF FALL CHURCH SELF-EVALUATION UPDATE AND ADA TRANSITION PLAN FOR PROW									
APPENDIX D - ADA SIDEWALK PRIORITY 2 PROJECTS									
	STREET	FROM STREET	TO STREET	PHASING	NEW CURB RAMPS	SIDEWALK DEFICIENCY (sq. ft)	NO. OF OBSTACLES	NON COMPLIANT DRIVEWAYS	COST (\$)
67.	W. Broad St	Pennsylvania Ave	N. Lee St	PHASE 2	2	230	0	0	9550
68.	W. Columbia St	Little Falls St	N. Maple Ave	PHASE 2	2	132	0	4	19100
69.	W. Columbia St	N. Washington St	N. Maple Ave	PHASE 2	4	112	0	0	10400
70.	E. Broad St	Church Pl	N. Roosevelt St	PHASE 2	2	225	0	0	9425
71.	E. Broad St	Wilson Blvd	N. Roosevelt St	PHASE 2	1	360	0	2	16900
72.	E. Broad St	Buxton Rd	Noland St	PHASE 2	2	236	0	2	15700
73.	E. Columbia St	N. Cherry St	Noland St	PHASE 2	2	180	0	4	20300
74.	N. Oak St	Fulton Ave	Park Ave	PHASE 2	2	104	0	4	18400
75.	Little Falls St	Great Falls St	Park Ave	PHASE 2	6	0	0	0	11400
76.	N. Lee St	W. Broad St	Park Ave	PHASE 2	2	117	0	2	12725
77.	Pennsylvania Ave	W. Broad St	Park Ave	PHASE 2	2	16	0	0	4200
78.	Great Falls St	Lincoln Ave	Pennsylvania Ave	PHASE 2	3	40	0	2	12700
79.	W. Broad St	N. Virginia Ave	Pennsylvania Ave	PHASE 2	7	45	0	1	17425
80.	W. Broad St	S. Lee St	Pennsylvania Ave	PHASE 2	1	104	0	2	10500
81.	S. Washington St	Jackson St	Rosemary Ln	PHASE 2	2	70	0	0	5550
82.	E. Broad St	E. Fairfax St	S. Cherry St	PHASE 2	2	200	0	3	17800
83.	W. Broad St	S. Oak St	S. Lee St	PHASE 2	2	0	0	2	9800
84.	S. Oak St	Timber Ln	S. Lee St	PHASE 2	1	156	0	0	5800
85.	W. Broad St	S. Maple Ave	S. Washington St	PHASE 2	4	39	0	1	11575
86.	Little Falls St	City Limits	Shadow	PHASE 2	2	64	0	3	14400
87.	S. Washington St	City Limits	Tinners Hill St	PHASE 2	0	150	0	4	15750
88.	E. Broad St	N. Cherry St	Tollgate	PHASE 2	2	179	0	2	14275

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CITY OF FALL CHURCH SELF-EVALUATION UPDATE AND ADA TRANSITION PLAN FOR PROW									
APPENDIX D - ADA SIDEWALK PRIORITY 2 PROJECTS									
	STREET	FROM STREET	TO STREET	PHASING	NEW CURB RAMPS	SIDEWALK DEFICIENCY (sq. ft)	NO. OF OBSTACLES	NON COMPLIANT DRIVEWAYS	COST (\$)
89.	S. Washington St	E. Fairfax St	W. Broad St	PHASE 2	2	130	0	2	13050
90.	S. West St	Ellison St	W. Broad St	PHASE 2	4	35	0	0	8475
91.	Pennsylvania Ave	Park Ave	W. Broad St	PHASE 2	2	109	0	2	12525
92.	S. Cherry St	E. Broad St	Wrens Way	PHASE 2	2	16	0	2	10200
93.	S. Washington St	Westmoreland Rd	Cameron Rd	PHASE 3	2	150	0	3	16550
94.	Grove Ave	Jennifer Ln	Chestnut St	PHASE 3	1	88	0	3	13100
95.	Grove Ave	Chestnut St	City Limits	PHASE 3	1	312	0	10	39700
96.	S. West St	Parker St	Ellison St	PHASE 3	2	32	0	5	19600
97.	W. Broad St	City Limits	Gordon Rd	PHASE 3	1	290	0	0	9150
98.	Pennsylvania Ave	Fulton Ave	Great Falls St	PHASE 3	1	172	0	7	27200
99.	Little Falls St	Park Ave	Great Falls St	PHASE 3	4	146	0	6	29250
100.	Great Falls St	N. West St	Lincoln Ave	PHASE 3	2	224	0	11	42400
101.	N. Oak St	N. West St	Lincoln Ave	PHASE 3	2	284	0	4	22900
102.	N. Cherry St	E. Columbia St	N. Fairfax St	PHASE 3	2	0	0	1	6800
103.	W. Broad St	N. Lee St	N. Oak St	PHASE 3	3	101	0	1	11225
104.	W. Broad St	N. Oak St	N. Spring St	PHASE 3	2	0	0	2	9800
105.	E. Columbia St	N. Van Buren St	N. Underwood St	PHASE 3	2	64	0	3	14400
106.	E. Columbia St	Forest Dr	N. Van Buren St	PHASE 3	2	67	0	3	14475
107.	E. Columbia St	Lawton St	N. Washington St	PHASE 3	1	120	0	0	4900
108.	W. Columbia St	N. Maple Ave	N. Washington St	PHASE 3	3	0	0	1	8700
109.	N. Washington St	E. Broad St	Park Ave	PHASE 3	4	224	0	0	13200
110.	N. Washington St	Great Falls St	Park Ave	PHASE 3	6	156	0	0	15300

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CITY OF FALL CHURCH SELF-EVALUATION UPDATE AND ADA TRANSITION PLAN FOR PROW									
APPENDIX D - ADA SIDEWALK PRIORITY 2 PROJECTS									
	STREET	FROM STREET	TO STREET	PHASING	NEW CURB RAMPS	SIDEWALK DEFICIENCY (sq. ft)	NO. OF OBSTACLES	NON COMPLIANT DRIVEWAYS	COST (\$)
111.	N. Oak St (S)	W. Broad St	Park Ave	PHASE 3	2	16	1	0	9200
112.	S. West St	Lanier Pl	Parker St	PHASE 3	1	0	0	5	16900
113.	Highland Ave	N. West St	Pine St	PHASE 3	0	132	1	3	17300
114.	S. Cherry St	Wrens Way	Rolling Terr	PHASE 3	2	0	0	0	3800
115.	W. Broad St	Pennsylvania Ave	S. Virginia Ave	PHASE 3	3	211	0	5	25975
116.	S. Oak St	S. Lee St	Timber Ln	PHASE 3	1	0	2	0	11900
117.	Little Falls St	Park Ave	W. Broad St	PHASE 3	1	0	0	5	16900
118.	N. Lee St	Park Ave	W. Broad St	PHASE 3	2	215	0	3	18175
119.	N. Washington St	City Limits	W. Jefferson St	PHASE 3	1	409	0	0	12125
120.	Highland Ave	Pine St	Walnut St	PHASE 3	0	148	0	7	24700
121.	S. Washington St	S. Maple Ave	Westmoreland Rd	PHASE 3	1	0	1	4	18900
122.	S. Washington St	Hillwood Ave	Annandale Rd	PHASE 4	1	223	1	3	21475
123.	S. West St	W. Broad St	Ellison St	PHASE 4	2	369	1	0	18025
124.	S. Oak St	Parker Ave	Fellows Ct	PHASE 4	2	20	3	1	22300
125.	N. Washington St	E. Jefferson St	Gresham Pl	PHASE 4	4	57	0	7	30025
126.	E. Columbia St	N. Washington St	Lawton St	PHASE 4	2	164	2	2	23900
127.	Little Falls St	W. Broad St	Park Ave	PHASE 4	1	0	2	3	20900
128.	N. Oak St (N)	W. Broad St	Park Ave	PHASE 4	2	88	1	0	11000
129.	W. Broad St	S. West St	S Spring St	PHASE 4	2	185	3	0	23425
130.	S. Oak St	Hiller St	S. Lee St	PHASE 4	1	20	3	3	26400
131.	W. Broad St	S. Spring St	S. Oak St	PHASE 4	2	150	2	3	26550
132.	N. Cherry St	N. Fairfax St	E. Broad St	PHASE 5	4	392	3	5	47400

Appendix D - Prioritized Project List

CITY OF FALLS CHURCH SELF-EVALUATION UPDATE AND ADA TRANSITION PLAN FOR PROW									
APPENDIX D - ADA SIDEWALK PRIORITY 2 PROJECTS									
	STREET	FROM STREET	TO STREET	PHASING	NEW CURB RAMPS	SIDEWALK DEFICIENCY (sq. ft)	NO. OF OBSTACLES	NON COMPLIANT DRIVEWAYS	COST (\$)
133.	E. Columbia St	Lawton St	N. Cherry St	PHASE 5	2	0	3	10	48800
134.	W. Broad St	N. Spring St	N. West St	PHASE 5	2	130	4	2	33050
135.	S. Oak St	Timber Ln	Parker Ave	PHASE 5	2	104	4	1	29400

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CITY OF FALL CHURCH SELF-EVALUATION UPDATE AND ADA TRANSITION PLAN FOR PROW									
APPENDIX D - ADA SIDEWALK PRIORITY 3 PROJECTS									
	STREET	FROM STREET	TO STREET	PHASING	NEW CURB RAMPS	SIDEWALK DEFICIENCY (sq. ft)	NO. OF OBSTACLES	NON COMPLIANT DRIVEWAYS	COST (\$)
1.	Offutt Dr	Spruce St	Birch St	PHASE 1	0	128	0	0	3200
2.	E. Annandale Rd	Hillwood Ave	City Limits	PHASE 1	1	80	0	0	3900
3.	Falls Ave	W. Broad St	Cul-de-sac	PHASE 1	1	48	0	0	3100
4.	E. Fairfax St	Douglass Ave	E. Broad St	PHASE 1	6	80	0	0	13400
5.	Lawton St (N)	E. Columbia St	E. Broad St	PHASE 1	2	60	0	1	8300
6.	N. Maple Ave	Park Ave	Great Falls St	PHASE 1	4	60	0	0	9100
7.	W. Annandale Rd	S. Maple Ave	Gundry Dr	PHASE 1	2	185	0	0	8425
8.	E. Annandale Rd	City Limits	Hillwood Ave	PHASE 1	1	22	0	0	2450
9.	E. Annandale Rd	S. Washington St	Hillwood Ave	PHASE 1	2	20	0	0	4300
10.	W. Jefferson St	N. Washington St	N. Maple Ave	PHASE 1	1	0	0	0	1900
11.	Park Ave	Little Falls St	N. Virginia Ave	PHASE 1	4	0	0	0	7600
12.	Park Ave	Pennsylvania Ave	N. Virginia Ave	PHASE 1	6	60	0	0	12900
13.	W. Annandale Rd	S. Washington St	S. Maple Ave	PHASE 1	2	126	0	0	6950
14.	E. Annandale Rd	Hillwood Ave	S. Washington St	PHASE 1	2	0	0	0	3800
15.	W. Annandale Rd	S. Maple Ave	S. Washington St	PHASE 1	2	111	0	0	6575
16.	S. Maple Ave	Wallace St	Tinners Hill St	PHASE 1	1	30	0	0	2650
17.	S. Maple Ave	Annandale Rd	W. Broad St	PHASE 1	2	102	0	0	6350
18.	W. Annandale Rd	Gundry Dr	W. Broad St	PHASE 1	1	0	0	0	1900
19.	Falls Ave	Offutt Dr	W. Broad St	PHASE 1	2	32	0	0	4600
20.	S. Maple Ave	Gibson St	Wallace St	PHASE 1	1	100	0	0	4400
21.	S. Maple Ave	Gibson St	Annandale Rd	PHASE 2	4	36	0	2	14500
22.	S. Maple Ave	W. Broad St	Annandale Rd	PHASE 2	2	168	0	0	8000

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CITY OF FALL CHURCH SELF-EVALUATION UPDATE AND ADA TRANSITION PLAN FOR PROW									
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	STREET	FROM STREET	TO STREET	PHASING	NEW CURB RAMPS	SIDEWALK DEFICIENCY (sq. ft)	NO. OF OBSTACLES	NON COMPLIANT DRIVEWAYS	COST (\$)
23.	E. Fairfax St (E)	S. Washington St	Douglass Ave	PHASE 2	2	50	0	0	5050
24.	Lawton St (S)	E. Columbia St	E. Broad St	PHASE 2	1	80	0	0	3900
25.	Offut Dr	Spruce St	Falls Ave	PHASE 2	0	200	0	1	8000
26.	N. Maple Ave	James Thurber	Garden	PHASE 2	0	74	0	4	13850
27.	S. Maple Ave	Annandale Rd	Gibson St	PHASE 2	2	282	0	0	10850
28.	S. Maple Ave	Wallace St	Gibson St	PHASE 2	0	115	0	0	2875
29.	W. Annandale Rd	W. Broad St	Gundry Dr	PHASE 2	4	145	0	0	11225
30.	Douglass Ave	E. Fairfax St	Hillwood Ave	PHASE 2	4	190	0	0	12350
31.	N. Maple Ave	W. Columbia St	James Thurber	PHASE 2	2	16	0	1	7200
32.	Park Ave	N. Spring St	N. Oak St	PHASE 2	2	56	0	3	14200
33.	Falls Ave	Cul-de-sac	Offutt Dr	PHASE 2	1	40	0	0	2900
34.	N. Maple Ave	W. Broad St	Park Ave	PHASE 2	2	68	0	1	8500
35.	W. Annandale Rd	Gundry Dr	S. Maple Ave	PHASE 2	4	242	0	0	13650
36.	E. Fairfax St	Douglass Ave	S. Washington St	PHASE 2	3	16	0	1	9100
37.	S. Maple Ave	Tinners Hill St	S. Washington St	PHASE 2	8	250	0	0	21450
38.	Offut Dr	Falls Ave	Spruce St	PHASE 2	2	256	0	0	10200
39.	Birch St	Offut Dr	W. Broad St	PHASE 2	1	95	0	3	13275
40.	N. Maple Ave	Park Ave	W. Broad St	PHASE 2	2	85	0	1	8925
41.	N. Maple Ave	Great Falls St	W. Columbia St	PHASE 2	1	120	0	0	4900
42.	N. Maple Ave	W. Jefferson St	W. Columbia St	PHASE 2	1	75	0	2	9775
43.	N. Maple Ave	W. Columbia St	W. Jefferson St	PHASE 2	2	96	0	0	6200
44.	E. Fairfax St (W)	S. Washington St	Douglass Ave	PHASE 3	2	30	0	0	4550

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CITY OF FALL CHURCH SELF-EVALUATION UPDATE AND ADA TRANSITION PLAN FOR PROW									
APPENDIX D - ADA SIDEWALK PRIORITY 3 PROJECTS									
	STREET	FROM STREET	TO STREET	PHASING	NEW CURB RAMPS	SIDEWALK DEFICIENCY (sq. ft)	NO. OF OBSTACLES	NON COMPLIANT DRIVEWAYS	COST (\$)
45.	Lawton St	E. Broad St	E. Columbia St	PHASE 3	2	192	0	7	29600
46.	Douglass Ave	Hillwood Ave	E. Fairfax St	PHASE 3	2	0	0	0	3800
47.	N. Maple Ave	Garden	Great Falls St	PHASE 3	2	16	0	2	10200
48.	E. Jefferson St	N. Washington St	N. Cherry St	PHASE 3	1	15	0	6	20275
49.	Park Ave	N. Oak St	N. Lee St	PHASE 3	2	178	0	3	17250
50.	Park Ave	Pennsylvania Ave	N. Lee St	PHASE 3	2	56	0	1	8200
51.	Great Falls St	N. Washington St	N. Maple Ave	PHASE 3	1	75	0	1	6775
52.	Park Ave	N. Washington St	N. Maple Ave	PHASE 3	6	180	0	0	15900
53.	Park Ave	N. Maple Ave	N. Washington St	PHASE 3	4	65	1	3	23225
54.	Park Ave	N. Spring St	N. West St	PHASE 3	2	288	0	5	26000
55.	N. Maple Ave	Great Falls St	Park Ave	PHASE 3	6	125	0	1	17525
56.	Park Ave	N. Lee St	Pennsylvania Ave	PHASE 3	2	200	0	4	20800
57.	Offut Dr	Birch St	Spruce St	PHASE 3	0	400	0	0	10000
58.	S. Maple Ave	City Limits	Tinners Hill St	PHASE 3	0	225	0	0	5625
59.	E. Fairfax St	E. Broad St	Douglass Ave	PHASE 4	7	49	3	1	32525
60.	Park Ave	N. Virginia Ave	Little Falls St	PHASE 4	11	115	1	0	28775
61.	Park Ave	N. Maple Ave	Little Falls St	PHASE 5	8	40	2	1	29200
62.	Park Ave	Little Falls St	N. Maple Ave	PHASE 5	2	310	2	2	27550
63.	Park Ave	N. West St	N. Spring St	PHASE 5	2	361	4	5	47825
64.	E. Jefferson St	N. Cherry St	N. Washington St	PHASE 5	1	40	8	1	45900
65.	Great Falls St	N. Maple Ave	N. Washington St	PHASE 5	4	374	3	0	31950

Appendix D - Prioritized Project List

CITY OF FALL CHURCH SELF-EVALUATION UPDATE AND ADA TRANSITION PLAN FOR PROW									
APPENDIX D - ADA SIDEWALK PRIORITY 4 PROJECTS									
	STREET	FROM STREET	TO STREET	PHASING	NEW CURB RAMPS	SIDEWALK DEFICIENCY (sq. ft)	NO. OF OBSTACLES	NON COMPLIANT DRIVEWAYS	COST (\$)
1.	S. West St	Tod St	City Limits	PHASE 1	1	0	0	0	1900
2.	Hillwood Ave	Annandale Rd	Douglass Ave	PHASE 1	1	75	0	0	3775
3.	Timber Ln	Poplar Dr	Knollwood Dr	PHASE 1	1	128	0	0	5100
4.	S. Spring St	Spring Ct	Lea Ct	PHASE 1	1	0	0	0	1900
5.	Great Falls St (S)	Little Falls St	N. Virginia Ave	PHASE 1	1	48	0	0	3100
6.	S. Spring St	Spring Ct	Parker Ave	PHASE 1	2	32	0	0	4600
7.	Timber Ln	Jackson St	Parker St	PHASE 1	1	48	0	0	3100
8.	S. Spring St	Knollwood Dr	Poplar Dr	PHASE 1	1	40	0	2	8900
9.	N. Roosevelt St	Ridge Pl (N)	Ridge Pl (S)	PHASE 1	2	45	0	0	4925
10.	S. Virginia Ave	Sherrow Ave	Rollins St	PHASE 1	1	0	0	0	1900
11.	N. Roosevelt St	Tuckahoe St	Roosevelt Blvd	PHASE 1	2	72	0	0	5600
12.	Parker Ave	Timber Ln	S Oak St	PHASE 1	2	0	0	0	3800
13.	Parker Ave	Timber Ln	S. Spring St	PHASE 1	2	40	0	0	4800
14.	Sherrow Ave	Westmoreland Rd	S. Virginia Ave	PHASE 1	2	40	0	0	4800
15.	Sherrow Ave	Westmoreland Rd	Seaton Ln	PHASE 1	0	192	0	1	7800
16.	S. Virginia Ave	Rollins St	Sherrow Ave	PHASE 1	1	0	0	0	1900
17.	Sherrow Ave	Seaton Ln	Westmoreland Rd	PHASE 1	1	149	0	1	8625
18.	Hillwood Ave	Smallwood Way	Whittier Cir	PHASE 1	2	0	0	0	3800
19.	Hillwood Ave	Meadow Ln	Brook Dr	PHASE 2	3	0	0	0	5700
20.	Hillwood Ave	Grace Ln	Douglass Ave	PHASE 2	4	184	0	0	12200
21.	Hillwood Ave	Hunton	Flagmaker Ct	PHASE 2	4	274	0	0	14450
22.	Hillwood Ave	Whittier Cir	Grace Ln	PHASE 2	2	16	0	0	4200

Appendix D - Prioritized Project List

CITY OF FALL CHURCH SELF-EVALUATION UPDATE AND ADA TRANSITION PLAN FOR PROW									
APPENDIX D - ADA SIDEWALK PRIORITY 4 PROJECTS									
	STREET	FROM STREET	TO STREET	PHASING	NEW CURB RAMPS	SIDEWALK DEFICIENCY (sq. ft)	NO. OF OBSTACLES	NON COMPLIANT DRIVEWAYS	COST (\$)
23.	S. Roosevelt St	E. BRd St	Hillwood Ave	PHASE 2	2	16	0	3	13200
24.	Hillwood Ave	Liberity Ave	Hunton	PHASE 2	2	0	0	1	6800
25.	Parker Ave	S. Spring St	Irving St	PHASE 2	2	65	1	0	10425
26.	Parker Ave	Irving Ln	Jackson St	PHASE 2	0	0	1	0	5000
27.	Timber Ln	Knollwood Dr	Jackson St	PHASE 2	1	152	0	2	11700
28.	S. Spring St	Parker Ave	Jackson St	PHASE 2	2	96	0	1	9200
29.	S. West St	Abbot Ln	Laura Dr	PHASE 2	1	0	0	3	10900
30.	Hillwood Ave	Douglass Ave	Liberity Ave	PHASE 2	2	16	0	0	4200
31.	Hillwood Ave	Cleave Dr	Linden Ln	PHASE 2	1	0	0	3	10900
32.	Great Falls St	N. Maple Ave	Little Falls St	PHASE 2	1	18	0	1	5350
33.	Hillwood Ave	Brook Dr	Meadow Ln	PHASE 2	3	0	0	2	11700
34.	Hillwood Ave	S. Cherry St	Meadow Ln	PHASE 2	4	0	0	0	7600
35.	Great Falls St	Riley St	N. Virginia Ave	PHASE 2	2	52	0	1	8100
36.	Timber Ln	S. Oak St	Parker Ave	PHASE 2	2	80	0	2	11800
37.	S. West St	Laura Dr	Poplar Dr	PHASE 2	2	64	0	2	11400
38.	Timber Ln	City Limits	Poplar Dr	PHASE 2	1	84	0	1	7000
39.	Seaton Ln	Seaton Ct	Poplar Dr	PHASE 2	1	0	0	3	10900
40.	Seaton Ln	Jackson St	Rosemary Ln	PHASE 2	1	0	0	3	10900
41.	Hillwood Ave	Flagmaker Dr	S. Cherry St	PHASE 2	3	80	0	0	7700
42.	Hillwood Ave	Annandale Rd	S. Washington St	PHASE 2	1	0	0	2	7900
43.	Seaton Ln	Rosemary Ln	Seaton Ct	PHASE 2	0	0	0	4	12000
44.	Hillwood Ave	S. Cherry St	Smallwood Way	PHASE 2	3	0	0	0	5700

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CITY OF FALL CHURCH SELF-EVALUATION UPDATE AND ADA TRANSITION PLAN FOR PROW									
APPENDIX D - ADA SIDEWALK PRIORITY 4 PROJECTS									
	STREET	FROM STREET	TO STREET	PHASING	NEW CURB RAMPS	SIDEWALK DEFICIENCY (sq. ft)	NO. OF OBSTACLES	NON COMPLIANT DRIVEWAYS	COST (\$)
45.	S. Spring St	Parker Ave	Spring Ct	PHASE 2	1	144	0	0	5500
46.	Parker Ave	S. Oak St	Timber Ln	PHASE 2	2	121	0	1	9825
47.	Hillwood Ave	Douglass Ave	Annandale Rd	PHASE 3	3	80	1	1	15700
48.	Hillwood Ave	S. Washington St	Annandale Rd	PHASE 3	1	202	1	2	17950
49.	Hillwood Ave	Linden Ln	Brook Dr	PHASE 3	2	36	0	5	19700
50.	Hillwood Ave	Linden Ln	Cleave Dr	PHASE 3	3	0	0	1	8700
51.	Hillwood Ave	Shady Ln	Cleave Dr	PHASE 3	2	137	0	5	22225
52.	Marshall St	Seaton Ln	Dulany Pl	PHASE 3	2	24	0	1	7400
53.	N. Roosevelt St	Ridge Pl (S)	E. BRd St	PHASE 3	2	81	0	1	8825
54.	Seaton Ln	Sherrow Ave	Greenway Blvd	PHASE 3	2	203	0	0	8875
55.	S. Virginia Ave	Rollins St	Gundry Dr	PHASE 3	6	72	0	0	13200
56.	Seaton Ln	Oak St	Jackson St	PHASE 3	2	240	0	1	12800
57.	S. Spring St	Jackson St	Knollwood Dr	PHASE 3	1	388	0	14	53600
58.	S. Spring St	W. Broad St	Lea Ct	PHASE 3	3	196	0	11	43600
59.	Great Falls St	N. Virginia Ave	Little Falls St	PHASE 3	2	916	0	0	26700
60.	Seaton Ln	George Mason Rd	Marshall St	PHASE 3	2	144	0	1	10400
61.	S. West St	Poplar Dr	Randolph St	PHASE 3	2	0	1	1	11800
62.	Great Falls St	Pennsylvania Ave	Riley St	PHASE 3	2	0	0	1	6800
63.	S. Virginia Ave	Gundry Dr	Rollins St	PHASE 3	6	0	0	0	11400
64.	Hillwood Ave	Cleave Dr	Shady Ln	PHASE 3	4	0	0	1	10600
65.	Hillwood Ave	South St	Shady Ln	PHASE 3	3	100	0	4	20200
66.	S. Spring St	Lea Ct	Spring Ct	PHASE 3	2	48	0	0	5000

Appendix D - Prioritized Project List

CITY OF FALL CHURCH SELF-EVALUATION UPDATE AND ADA TRANSITION PLAN FOR PROW									
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	STREET	FROM STREET	TO STREET	PHASING	NEW CURB RAMPS	SIDEWALK DEFICIENCY (sq. ft)	NO. OF OBSTACLES	NON COMPLIANT DRIVEWAYS	COST (\$)
67.	Sherrow Ave	S Virginia Ave	Westmoreland Rd	PHASE 3	1	212	0	1	10200
68.	Hillwood Ave	Whittier Cir	Whittier Cir	PHASE 3	2	0	0	0	3800
69.	Seaton Ln	Greenway Blvd	George Mason Rd	PHASE 4	3	179	0	1	13175
70.	Great Falls St	Little Falls St	N. Maple Ave	PHASE 4	2	40	2	7	35800
71.	Great Falls St	N Virginia Ave	Riley St	PHASE 4	0	108	1	1	10700
72.	Hillwood Ave	Meadow Ln	S. Cherry St	PHASE 4	3	232	0	3	20500
73.	Marshall St	Dulany Pl	S. Washington St	PHASE 4	2	846	0	9	51950
74.	N. Roosevelt St	Roosevelt Blvd	Sycamore St	PHASE 4	1	25	1	0	7525
75.	Parker Ave	Jackson St	Kent St	PHASE 5	0	0	3	4	27000
76.	Parker Ave	Kent St	S. West St	PHASE 5	0	0	4	2	26000

Appendix D - Prioritized Project List

CITY OF FALL CHURCH SELF-EVALUATION UPDATE AND ADA TRANSITION PLAN FOR PROW									
APPENDIX D - ADA SIDEWALK PRIORITY 5 PROJECTS									
	STREET	FROM STREET	TO STREET	PHASING	NEW CURB RAMPS	SIDEWALK DEFICIENCY (sq. ft)	NO. OF OBSTACLES	NON COMPLIANT DRIVEWAYS	COST (\$)
1.	26th St	City Limits	4 Mile Run Dr	PHASE 1	1	0	0	0	1900
2.	Meridian St	Dorchester Raod	City Limits	PHASE 1	1	0	0	0	1900
3.	Douglass Ave	Hillwood Ave	City Limits	PHASE 1	1	0	0	0	1900
4.	Hunton Ave	Hillwood Ave	City Limits	PHASE 1	1	0	0	0	1900
5.	Hillwood Ave	South St	City Limits	PHASE 1	1	45	0	0	3025
6.	Welcome Dr	City Limits	Cul-de-sac	PHASE 1	0	154	0	0	3850
7.	Walden Ct	Lincoln Ave	Cul-de-sac	PHASE 1	1	40	0	0	2900
8.	Shadow Walk	Little Falls St	Cul-de-sac	PHASE 1	1	0	0	0	1900
9.	Park Pl	N Washington St	Cul-de-sac	PHASE 1	1	0	0	0	1900
10.	Garden Ct	N. Maple Ave	Cul-de-sac	PHASE 1	1	60	0	0	3400
11.	James Thurber Ct	N. Maple Ave	Cul-de-sac	PHASE 1	1	16	0	0	2300
12.	Hampton Ct	S. Virginia Ave	Cul-de-sac	PHASE 1	1	0	0	0	1900
13.	James Ct	S. Virginia Ave	Cul-de-sac	PHASE 1	1	0	0	0	1900
14.	Spruce St	Offut Dr	Ellison St	PHASE 1	1	32	0	0	2700
15.	Crane St	Kennedy St	Fowler St	PHASE 1	1	0	0	0	1900
16.	Shirley St	Cul-de-sac	Gibson St	PHASE 1	0	80	0	0	2000
17.	Rolling Terr	S. Cherry St	Grace Ln	PHASE 1	1	0	0	0	1900
18.	Cleave Dr	Berry St	Hillwood Ave	PHASE 1	1	25	0	1	5525
19.	Whittier Circle (L)	Rolling Terr	Hillwood Ave	PHASE 1	2	16	0	0	4200
20.	Ellison St	Irving St	Kent St	PHASE 1	2	16	0	0	4200
21.	Shadow Walk	Cul-de-sac	Little Falls St	PHASE 1	1	80	0	0	3900
22.	Dorchester Rd	City Limits	Meridian St	PHASE 1	1	44	0	0	3000

Appendix D - Prioritized Project List

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	STREET	FROM STREET	TO STREET	PHASING	NEW CURB RAMPS	SIDEWALK DEFICIENCY (sq. ft)	NO. OF OBSTACLES	NON COMPLIANT DRIVEWAYS	COST (\$)
23.	Gresham Pl	Cul-de-sac	N Washington St	PHASE 1	1	414	0	0	12250
24.	Garden Ct	Cul-de-sac	N. Maple Ave	PHASE 1	1	80	0	0	3900
25.	James Thurber Ct	Cul-de-sac	N. Maple Ave	PHASE 1	1	48	0	0	3100
26.	Roosevelt Blvd	Wilson Blvd	N. Roosevelt St	PHASE 1	1	222	0	1	10450
27.	Jackson St	Randolph St	Parker Ave	PHASE 1	1	20	0	1	5400
28.	Madison Ln	S West St	Randolph St	PHASE 1	1	0	0	1	4900
29.	Grace Ln	Hillwood Ave	Rolling Terr	PHASE 1	3	0	0	0	5700
30.	Smallwood Way	Hillwood Ave	Rolling Terr	PHASE 1	2	0	0	0	3800
31.	Wrens Way	Cul-de-sac	S. Cherry St	PHASE 1	1	191	0	0	6675
32.	Lea Ct	Cul-de-sac	S. Spring St	PHASE 1	1	16	0	1	5300
33.	Hampton Ct	Cul-de-sac	S. Virginia Ave	PHASE 1	1	0	0	0	1900
34.	James Ct	Cul-de-sac	S. Virginia Ave	PHASE 1	1	0	0	0	1900
35.	Rollins St (S)	Cul-de-sac	S. Virginia Ave	PHASE 1	1	36	0	2	8800
36.	James St	Gundry Dr	S. Virginia Ave	PHASE 1	4	20	0	0	8100
37.	Gundry Dr	James St	S. Virginia Ave	PHASE 1	2	100	0	0	6300
38.	Tinners Hill St	S. Maple Ave	S. Washington St	PHASE 1	2	0	0	0	3800
39.	George Mason Rd	S. Washington St	Seaton Ln	PHASE 1	1	0	0	0	1900
40.	Gibson St	S. Maple Ave	Shirley St	PHASE 1	2	32	0	0	4600
41.	Hillwood Ave	City Limits	South St	PHASE 1	1	65	0	0	3525
42.	Ellison Sq	Cul-de-sac	Spruce St	PHASE 1	1	0	0	0	1900
43.	N. West St	Grove Ave	W. Broad St	PHASE 1	1	0	0	0	1900
44.	Lincoln Ave	N. Yucatan St	Walden Ct	PHASE 1	1	0	0	0	1900

Appendix D - Prioritized Project List

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	STREET	FROM STREET	TO STREET	PHASING	NEW CURB RAMPS	SIDEWALK DEFICIENCY (sq. ft)	NO. OF OBSTACLES	NON COMPLIANT DRIVEWAYS	COST (\$)
45.	Welcome Dr	Cul-de-sac	Waldorf Ln	PHASE 1	0	140	0	0	3500
46.	Rolling Terr	Whittier Cir	Whitter Cir	PHASE 1	2	0	0	0	3800
47.	Roosevelt Blvd	N. Roosevelt St	Wilson Blvd	PHASE 1	5	424	0	0	20100
48.	Jackson St	S. Spring St	Anne St	PHASE 2	2	16	0	3	13200
49.	Berry St (LS)	Brook Dr	Berry St	PHASE 2	0	56	0	4	13400
50.	Spruce St	Ellison Sq	City Limits	PHASE 2	1	208	0	2	13100
51.	Roosevelt Blvd	N. Roosevelt St	City Limits	PHASE 2	1	149	0	0	5625
52.	Birch St	Offut Dr	City Limits	PHASE 2	1	48	0	0	3100
53.	Gordon Rd (S)	W. Broad St	City Limits	PHASE 2	1	240	0	0	7900
54.	Fowler St	Ellison St	Crane St	PHASE 2	2	0	0	2	9800
55.	Dulany Pl	Marshall St	Cul-de-sac	PHASE 2	1	20	0	4	14400
56.	Wrens Way	S. Cherry St	Cul-de-sac	PHASE 2	2	0	0	2	9800
57.	Lea Ct	S. Spring St	Cul-de-sac	PHASE 2	1	216	0	0	7300
58.	Spring Ct	S. Spring St	Cul-de-sac	PHASE 2	1	16	0	3	11300
59.	Rollins St (S)	S. Virginia Ave	Cul-de-sac	PHASE 2	1	36	0	4	14800
60.	Meridian St	Linclon Avneue	Dorchester Rd	PHASE 2	2	48	0	4	17000
61.	Noland St	Midvale St	E Broad St	PHASE 2	2	100	0	2	12300
62.	N. Fairfax St	N. Cherry St	E Broad St	PHASE 2	4	68	0	2	15300
63.	Ellison St	Madison Ln	Fowler St	PHASE 2	1	75	0	2	9775
64.	Rosemary Ln	S. Washington St	Gibson Pl	PHASE 2	1	85	0	2	10025
65.	S. Virginia Ave	James Ct	Hampton Ct	PHASE 2	6	25	0	0	12025
66.	Smallwood Way	Rolling Terr	Hillwood Ave	PHASE 2	4	0	0	0	7600

Appendix D - Prioritized Project List

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	STREET	FROM STREET	TO STREET	PHASING	NEW CURB RAMPS	SIDEWALK DEFICIENCY (sq. ft)	NO. OF OBSTACLES	NON COMPLIANT DRIVEWAYS	COST (\$)
67.	Ellison St	Kent St	Irving St	PHASE 2	4	0	0	0	7600
68.	S. Virginia Ave	W. Broad St	James Ct	PHASE 2	6	86	0	0	13550
69.	Walden Ct	Cul-de-sac	Lincoln Ave	PHASE 2	1	88	0	0	4100
70.	Lincoln Ave	Walden Ct	Meridian St	PHASE 2	2	72	0	0	5600
71.	Midvale St	Noland St (N)	Midvale St	PHASE 2	1	72	0	4	15700
72.	Park Pl	Cul-de-sac	N Washington St	PHASE 2	3	0	0	1	8700
73.	Fulton Ave	Pennsylvania Ave	N. Lee St	PHASE 2	2	80	0	2	11800
74.	Fulton Ave	N. Spring St	N. Oak St	PHASE 2	2	56	0	2	11200
75.	N. Tuckahoe St	Broadmont Terr	N. Roosevelt St	PHASE 2	2	148	0	1	10500
76.	Midvale St	Midvale St	Noland St (S)	PHASE 2	1	76	0	3	12800
77.	Birch St	City Limits	Offutt Dr	PHASE 2	0	419	0	0	10475
78.	N. Spring St	W. Broad St	Park Ave	PHASE 2	2	32	1	0	9600
79.	N. Spring St	Fulton Ave	Park Ave	PHASE 2	1	156	0	3	14800
80.	N. West St	Grove Ave	Park Ave	PHASE 2	2	130	0	0	7050
81.	N. Virginia Ave	W. Broad St	Park Ave	PHASE 2	4	91	0	0	9875
82.	Whittier Circle	Hillwood Ave	Rolling Terr	PHASE 2	4	0	0	0	7600
83.	Jackson St	S. Washington St	S Jackson Ct	PHASE 2	2	132	0	2	13100
84.	Hiller St	Cul-de-sac	S. Oak St	PHASE 2	0	0	0	3	9000
85.	Spring Ct	Cul-de-sac	S. Spring St	PHASE 2	1	32	0	3	11700
86.	Poplar Dr	S. West St	S. Spring St	PHASE 2	1	16	0	4	14300
87.	Rollins St (N)	Cul-de-sac	S. Virginia Ave	PHASE 2	1	32	0	4	14700
88.	Rosemary Ln	Gibson Pl	S. Washington St	PHASE 2	3	0	0	0	5700

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CITY OF FALL CHURCH SELF-EVALUATION UPDATE AND ADA TRANSITION PLAN FOR PROW									
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	STREET	FROM STREET	TO STREET	PHASING	NEW CURB RAMPS	SIDEWALK DEFICIENCY (sq. ft)	NO. OF OBSTACLES	NON COMPLIANT DRIVEWAYS	COST (\$)
89.	Fowler St	Crane St	S. West St	PHASE 2	2	25	0	3	13425
90.	Lanier Pl	Cul-de-sac	S. West St	PHASE 2	1	0	0	1	4900
91.	Rosemary Ln	Robinson Pl	Seaton Ln	PHASE 2	1	16	0	4	14300
92.	Cameron Rd	S. Washington St	Seaton Ln	PHASE 2	2	158	1	0	12750
93.	Westmoreland Rd	Cul-de-sac	Sherrow Ave	PHASE 2	1	20	0	2	8400
94.	Rolling Terr	Whittier Cir	Smallwood Way	PHASE 2	4	0	0	0	7600
95.	Jackson St	Anne St	Timber Ln	PHASE 2	2	64	0	0	5400
96.	Rosemary Ln	Gibson Pl	Tracy Pl	PHASE 2	0	32	0	3	9800
97.	S. Virginia Ave	James St	W. Broad St	PHASE 2	2	215	0	0	9175
98.	Gordon Rd	City Limits	W. Broad St	PHASE 2	1	90	0	0	4150
99.	N. Spring St	Park Ave	W. Broad St	PHASE 2	2	213	0	0	9125
100.	Parker St	Patterson St	N. West St	PHASE 2	1	96	0	4	16300
101.	Rolling Terr	Grace Ln	Whitter Cir	PHASE 2	3	0	0	0	5700
102.	Gundry Dr	James St	Annandale Rd	PHASE 3	4	195	0	0	12475
103.	Brook Dr	Hillwood Ave	Berry St	PHASE 3	1	24	1	2	13500
104.	Berry St (RS)	Berry St	Cleave Dr	PHASE 3	0	25	1	2	11625
105.	Tollgate Way	E. BRd St	Cul-de-sac	PHASE 3	1	0	0	10	31900
106.	Shirley St	Gibson St	Cul-de-sac	PHASE 3	0	372	0	0	9300
107.	S. Virginia Ave	Sherrow Ave	Cul-de-sac	PHASE 3	1	116	0	8	28800
108.	Westmoreland Rd	Sherrow Ave	Cul-de-sac	PHASE 3	1	128	0	0	5100
109.	Tollgate Way	Cul-de-sac	E Broad St	PHASE 3	1	0	0	10	31900
110.	Patterson St	Parker St	Ellison St	PHASE 3	2	25	0	9	31425

Appendix D - Prioritized Project List

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	STREET	FROM STREET	TO STREET	PHASING	NEW CURB RAMPS	SIDEWALK DEFICIENCY (sq. ft)	NO. OF OBSTACLES	NON COMPLIANT DRIVEWAYS	COST (\$)
111.	N. Spring St	Lincoln Ave	Fulton Ave	PHASE 3	0	200	0	2	11000
112.	N. West St	Greenwich St	Great Falls St	PHASE 3	2	16	1	2	15200
113.	N. West St	W. Broad St	Grove Ave	PHASE 3	1	0	2	0	11900
114.	S. Virginia Ave	Hampton Ct	Gundry Dr	PHASE 3	2	25	0	0	4425
115.	James St	S. Virginia Ave	Gundry Dr	PHASE 3	6	332	0	0	19700
116.	South St	City Limits	Hillwood Ave	PHASE 3	2	0	0	0	3800
117.	Anne St	Knollwood Dr	Jackson St	PHASE 3	2	187	0	9	35475
118.	Gundry Dr	Annandale Rd	James St	PHASE 3	3	84	0	0	7800
119.	S. Virginia Ave	Gundry Dr	James St	PHASE 3	1	375	0	0	11275
120.	Gundry Dr	S. Virginia Ave	James St	PHASE 3	7	275	0	0	20175
121.	Greenwich St	N. West St	Lincoln Ave	PHASE 3	1	300	0	9	36400
122.	N. West St	Park Ave	Lincoln Ave	PHASE 3	2	145	1	1	15425
123.	Ellison St	Parker St	Madison Ln	PHASE 3	0	100	0	5	17500
124.	Noland St	E Columbia St	Midvale St	PHASE 3	2	0	0	2	9800
125.	Midvale St	Midvale St	Midvale St	PHASE 3	0	72	0	8	25800
126.	Jackson St	S Jackson Ct	N Jackson Ct	PHASE 3	2	160	0	0	7800
127.	Jackson St	Seaton Ln	N Jackson Ct	PHASE 3	0	9	1	0	5225
128.	Lincoln Ave	Pine St	N. West St	PHASE 3	1	60	0	1	6400
129.	Lincoln Ave	Walden Ct	N. Yucatan St	PHASE 3	0	0	2	4	22000
130.	Spruce St	Ellison Sq	Offutt Dr	PHASE 3	1	100	0	0	4400
131.	Parker St	Ellison St	Patterson St	PHASE 3	1	180	0	4	18400
132.	Rosemary Ln	Tracy Pl	Robinson Pl	PHASE 3	0	72	0	5	16800

Appendix D - Prioritized Project List

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	STREET	FROM STREET	TO STREET	PHASING	NEW CURB RAMPS	SIDEWALK DEFICIENCY (sq. ft)	NO. OF OBSTACLES	NON COMPLIANT DRIVEWAYS	COST (\$)
133.	Cameron Rd	Seaton Ln	S Washington St	PHASE 3	1	0	0	22	67900
134.	Rolling Terr	Smallwood Way	S. Cherry St	PHASE 3	3	0	0	0	5700
135.	Gibson St	Shirley St	S. Maple Ave	PHASE 3	2	164	0	0	7900
136.	Fellows Ct	Cul-de-sac	S. Oak St	PHASE 3	1	263	0	0	8475
137.	George Mason Rd	Seaton Ln	S. Washington St	PHASE 3	2	0	0	16	51800
138.	Madison Ln	Ellison St	S. West St	PHASE 3	2	60	0	8	29300
139.	Greenway Blvd	S. Washington St	Seaton Ln	PHASE 3	2	168	0	18	62000
140.	S. Virginia Ave	Cul-de-sac	Sherrow Ave	PHASE 3	1	40	0	5	17900
141.	Poplar Dr	S. Spring St	Timber Ln	PHASE 3	1	36	0	8	26800
142.	Jackson St	Seaton Ln	Timber Ln	PHASE 3	2	160	0	2	13800
143.	Poplar Dr	Seaton Ln	Timber Ln	PHASE 3	2	196	0	0	8700
144.	N. Virginia Ave	Park Ave	W. Broad St	PHASE 3	7	154	0	0	17150
145.	S. Lee St	S. Lee St	W. Broad St	PHASE 3	1	276	0	10	38800
146.	Lincoln Ave	Meridian St	Walden Ct	PHASE 3	0	32	2	4	22800
147.	N. Tuckahoe St	11th St	Broadmont	PHASE 4	2	56	3	3	29200
148.	Gordon Rd (N)	W. Broad St	City Limits	PHASE 4	1	344	0	3	19500
149.	Westmoreland Rd	S. Washington St	Cul-de-sac	PHASE 4	1	324	1	10	45000
150.	Lincoln Ave	N. Oak St	Greenwich St	PHASE 4	1	80	3	4	30900
151.	N. West St	N. Oak St	Greenwich St	PHASE 4	2	184	3	2	29400
152.	Dorchester Rd	Great Falls St	Meridian St	PHASE 4	1	56	1	5	23300
153.	N. West St	Lincoln Ave	N. Oak St	PHASE 4	2	180	2	5	33300
154.	Lincoln Ave	N. West St	N. Spring St	PHASE 4	2	228	2	4	31500

Appendix D - Prioritized Project List

CITY OF FALL CHURCH SELF-EVALUATION UPDATE AND ADA TRANSITION PLAN FOR PROW									
APPENDIX D - ADA SIDEWALK PRIORITY 5 PROJECTS									
	STREET	FROM STREET	TO STREET	PHASING	NEW CURB RAMPS	SIDEWALK DEFICIENCY (sq. ft)	NO. OF OBSTACLES	NON COMPLIANT DRIVEWAYS	COST (\$)
155.	Birch St	W. Broad St	Offutt Dr	PHASE 4	2	199	1	1	16775
156.	Ellison St	Patterson St	Parker St	PHASE 4	0	539	0	8	37475
157.	Ellison St	S. West St	Patterson St	PHASE 4	1	645	0	0	18025
158.	Jackson St	S. Spring St	Randolph St	PHASE 4	1	172	2	4	28200
159.	Poplar Dr	City Limits	S. West St	PHASE 4	1	0	2	4	23900
160.	Jackson St	N Jackson Ct	Seaton Ln	PHASE 4	2	380	1	6	36300
161.	Lincoln Ave	Greenwich St	Great Falls St	PHASE 5	1	68	4	9	50600
162.	Lincoln Ave	Great Falls St	Meridian St	PHASE 5	1	48	4	6	41100
163.	Lincoln Ave	N. Spring St	N. Oak St	PHASE 5	2	316	4	6	49700
164.	Roosevelt Blvd	City Limits	N. Roosevelt St	PHASE 5	1	20	3	3	26400
165.	S. Lee St	W. Broad St	S. Lee St	PHASE 5	1	10	2	2	18150

APPENDIX E – VDOT ADA DESIGN STANDARDS

The City of Falls Church has adopted VDOT Standards for the design of pedestrian facilities. These can be found in VDOT's *Road Design Manual*, Volume 1 Appendix A, [Section A-5](http://www.extranet.vdot.state.va.us/locdes/Electronic%20Pubs/2005%20RDM/appenda.pdf) (<http://www.extranet.vdot.state.va.us/locdes/Electronic%20Pubs/2005%20RDM/appenda.pdf>). Further information on the placement of curb ramps for pedestrian access routes is available in [IIM-LD-55](http://www.extranet.vdot.state.va.us/locdes/electronic%20pubs/iim/IIM55.pdf) (<http://www.extranet.vdot.state.va.us/locdes/electronic%20pubs/iim/IIM55.pdf>).

APPENDIX F – PROWAG STANDARDS

The U.S. Architectural and Transportation Barriers Compliance Board (Access Board) published the “Draft ADAAG Guidelines for Public Rights-of-Way” on November 24, 2005 with the intent to replace the current ADAAG guidelines. The guidelines cover pedestrian access to sidewalks and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

On July 26, 2011, the Board released proposed guidelines for public comment. . The Access Board is reopening the comment period for the notice entitled "Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way," that appeared in the *Federal Register* on July 26, 2011 (76 FR 44664). In that notice, the Access Board proposed guidelines for accessible public rights-of-way and requested comments by November 23, 2011.

On the day the comment period ended, the Access Board received a request from the National Association of Counties, the National League of Cities and the U.S. Conference of Mayors to extend the comment period for at least 90 days to provide local governments with additional time to review and more fully assess the proposed rule. In addition, just prior to the closing of the comment period, the American Council of Engineering Companies requested an unspecified extension of the comment period. Although the Access Board has already provided a 120-day comment period and has held two public hearings on the proposed rule, the Board will provide additional time for the public to submit comments on this proposed rule. The new comment period ends on February 2, 2012.

The guidelines have not been approved by the U. S. Department of Justice (DOJ), but are represented to be the most current state-of-the-art with respect to accessibility in the public right-of-way. The guidelines were also written to apply to new construction. The latest guidelines are available to the public on the Access Board website (<http://www.access-board.gov/prowac/nprm.htm>). Once adopted by the USDOJ the PROWAG Standards would supercede all other standards.