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City of New Orleans

Americans with Disabilities Act Transition Plan for Public Rights-of-Way

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Drafted by,
Department of Public Works
02/27/2013

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1.0 Introduction

1.1 Purpose of the Transition Plan

The purpose of this document to ensure that facilities for pedestrian circulation and use located in the public right-of-way are readily accessible to and usable by pedestrians with disabilities in accordance with the Americans with Disabilities Act (ADA) and the U.S. Access Board Public Right of Way Accessibility Guidelines (PROWAG). The PROWAG provides guidelines for identifying, assessing, and addressing accessibility deficiencies in the public right-of-way. Although the PROWAG have not been finalized as of the drafting of this Transition Plan, the accessibility standard contained in the PROWAG will become mandatory when the guidelines are adopted, with or without additions and modifications, as accessibility standards in regulations issued by other federal agencies implementing the Americans with Disabilities Act, Section 504 of the Rehabilitation Act, and the Architectural Barriers Act.

In addition, the City of New Orleans' (Plan for the 21st Century: New Orleans 2030) calls for the Department of Public Works to "review and update New Orleans' ADA Transition Plan relative to public rights-of-way to reflect requirements of ADA Accessibility Guidelines and Public Rights of Way Accessibility Guidelines" within five years using staff time. (Chapter 11, Goal 3, "Roadways that integrate vehicle transportation with bicycling and walking," Policy E)

1.2 Overview of the ADA and City responsibilities under Title II

The federal statute known as the ADA, enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and access to public accommodations, transportation, and telecommunications. Title II of the ADA specifically refers to state and local government programs, services and activities.

Title II of the ADA (28 CFR Section 35.150 (d)[1] requires that state and local entities develop a Transition Plan specific to the entities' facilities:

> *(d) Transition plan.*
>
> *(1) In the event that structural changes to facilities will be undertaken to achieve program accessibility, a public entity that employs 50 or more persons shall develop, within six months of January 26, 1992, a transition plan setting forth the steps necessary to complete such changes. A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments. A copy of the transition plan shall be made available for public inspection.*

[1]Title 28 CFR Part 35 -- Nondiscrimination on the Basis of Disability in State and Local Government Services available at: http://www.dol.gov/oasam/regs/cfr/28cfr/Part35/35150.htm

(2) If a public entity has responsibility or authority over streets, roads, or walkways, its transition plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the Act, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas.

(3) The plan shall, at a minimum --

(i) Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;

(ii) Describe in detail the methods that will be used to make the facilities accessible;

(iii) Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period; and

(iv) Indicate the official responsible for implementation of the plan.

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As the entity responsible for authorizing the planning, design, construction, operation, and maintenance of public street rights-of-way and related activities, the DPW is required to ensure that new pedestrian facilities be accessible to people with disabilities in accordance with PROWAG. PROWAG does not apply to existing pedestrian facilities unless the facilities are included within the scope of an alteration undertaken at the discretion of DPW or other covered entities. The PROWAG further defines alteration as "a change to a facility in the public right-of-way that affects or could affect pedestrian access, circulation, or use. Alterations include, but are not limited to, resurfacing, rehabilitation, reconstruction, historic restoration, or changes or rearrangement of structural parts or elements of a facility."[2]

The ADA permits agencies such as DPW to defer upgrades of existing facilities to ADA standards if it can demonstrate "undue financial and administrative burden." According to the *Title II Technical Assistance Manual Covering State and Local Government Programs and Services*[3], United States Access Board's Public Rights-of-Way Accessibility Guidelines (PROWAG):[4]

"A public entity does not have to take any action that it can demonstrate would result in a fundamental alteration in the nature of its program or activity or in undue financial

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[2] U.S. Access Board, Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way. July 26, 2011. P. 60. Available at http://www.access-board.gov/prowac/nprm.pdf.

[3] http://www.ada.gov/taman2.html

[4] Available online at http://www.access-board.gov/prowac/

> *and administrative burdens. This determination can only be made by the head of the public entity or his or her designee and must be accompanied by a written statement of the reasons for reaching that conclusion. The determination that undue burdens would result must be based on all resources available for use in the program. If an action would result in such an alteration or such burdens, the public entity must take any other action that would not result in such an alteration or such burdens but would nevertheless ensure that individuals with disabilities receive the benefits and services of the program or activity."*

2.0 Development of the Transition Plan

2.1 Role of the Mayor's Advisory Council for Citizens with Disabilities

DPW coordinated with the Office of the Mayor's ADA Administrator to establish a DPW ADA Advisory Committee (Advisory Committee) and a subcommittee of the Mayor's Advisory Council for Citizens with Disabilities (see Appendix E for full roster). The ADA Advisory Committee was comprised of citizen advocates for people with disabilities and agency staff from Public Works, the Regional Transit Authority and the New Orleans Regional Planning Commission (RPC). Meetings occurred on a semi-monthly basis throughout the planning process between August 2010 and October 2011.

2.2 Addressing PROWAG Requirements

The PROWAG clarifies what types of facilities are covered and the difference between scoping and technical requirements as follows:

> "Scoping requirements specify what pedestrian facilities must comply with the proposed guidelines. Some of the scoping requirements are triggered where certain pedestrian facilities are provided such as pedestrian signals (see R209), street furniture (see R212), transit stops and transit shelters (see R213), on-street parking (see R214), and passenger loading zones (see R215). The scoping requirements reference the technical requirements that each pedestrian facility must comply with in order to be considered accessible".

This Transition Plan is organized to address the PROWAG scoping requirements. Technical requirements are referenced where appropriate. Recommended actions are provided where opportunities exist to better align DPW policy with PROWAG requirements.

2.3 Coordination with the RPC's Transit Accessibility Study

In February 2011, the RPC published the "Transit Accessibility Study for the Mobility Impaired." This plan identifies inaccessible intersections in the Central Business District area bounded by Canal Street, Loyola Avenue, US 90B and Convention Center Boulevard. The study identifies 188 ramps for improvement at 93 intersections in the area. It also identifies five priority corridors: Poydras Street, Convention Center Boulevard, Constance Street, Julia Street and Girod Street, and analyzed deficiencies at three bus

transfer locations elsewhere in Orleans Parish. This Transition Plan incorporates and addresses the area bounded by Canal Street, Loyola Avenue, US 90B and Convention Center Boulevard by reference to this study. Results of this study are provided in the Appendix of this document.

2.4 Prioritization Methodology

The ADA (28 CFR 35.150(d-2)) stipulates that agencies give priority to "walkways serving entities covered by the Act, including state and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas." With this guidance, the RPC developed tiered criteria that parishes within the New Orleans region can use for determining which locations will receive highest priority in addressing accessibility needs. These are as follows:

- Tier I: Federally aided major roadways; roadways serving state and local government buildings and services; major commercial centers; and roadway segments serving transit
- Tier II: Major roadways off of the Federal Aid network; roadways serving employment and retail sites not in Tier 1; and multifamily housing complexes
- Tier III: Residential, industrial and other areas not covered in the first two tiers

Based on this guidance, DPW collaborated with partner agencies and organizations to conduct geospatial analysis that identifies and ranks priority intersections for accessibility improvements throughout the city. The DPW solicited input from the Advisory Committee to identify additional important land uses and to assign weights. For example, members recommended the inclusion and high importance of voting sites and tourist attractions as land use categories in the analysis. In addition, high volume fixed route and paratransit bus stops were identified based on information provided by the Regional Transit Authority (RTA). Other intersection and geospatial land data were obtained from the City GIS Department and the RPC.

Tulane Prevention Research Center staff assisted DPW in using ArcGIS software to calculate intersection priority rankings based on the weighted land use data. Table 1 shows land use categories and corresponding weights used in the calculations, and the number of locations included within each of these categories:

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Table 1 Land Use Priorities

Land Use	Number of locations	Weight
RTA fixed route bus and streetcar stops	2451	0-9 (based on ridership)
Employment locations	1968	2-6 (based on # of jobs per block)
Paratransit drop-off locations	224	1-6 (based on ridership)
NORD facilities and parks	205	3
Voting sites	122	3
Public schools	93	3
Health clinics	50	3
Government offices	36	3
Tourist attractions	29	3
Senior centers	22	3
Large groceries	21	3
Hospitals	14	3
Colleges and universities	10	3
Major streets	n/a	3
Commercial districts	268	2
Small groceries	23	2
Libraries	17	2
Public housing sites	9	2

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The geographical application of these land use priorities resulted in a set of ranked intersections. For example, the intersection of Esplanade Avenue and N. Peters Street received a high ranking due to its adjacency to the Engine House #9 voting site and to the Old U.S. Mint tourist attraction; its location within a commercial district; high ridership at the adjacent #5 and #55 fixed route RTA bus stops; and the "major street" classification of Esplanade Avenue.

Based on the aggregation of intersections and land use priority weights, the Transition Plan identifies "priority areas" – clusters of street intersections that ranked high in the land use analysis. The Transition Plan is organized according to these areas, in alphabetical order:

- Algiers Point
- Canal St./Mid City
- Carrollton
- Central Business District
- Esplanade and Wisner
- French Quarter
- Gentilly Blvd
- Lower Garden District
- Martin Luther King Blvd
- Medical District
- Methodist Hospital
- St Charles at Tulane/Loyola
- St Claude & Franklin Ave
- Touro

The identified priority areas will allow DPW to proactively plan accessibility improvements in areas that do or do not undergo activities that would prompt compliance with the ADA, as described in Section I of this Transition Plan. Areas located outside of priority 1 areas are shown in Figure 1. The schedule is provided in Section 3.6 of this Transition Plan.

2.5 Survey Methodology

A limited field survey was conducted to identify sidewalk accessibility barriers, such as missing or non-compliant curb ramps at intersections. To identify curbs in need of ramp construction or improvement, teams of trained staff and volunteers conducted inspections of the priority intersections during the spring and summer of 2011. The survey instrument was designed to evaluate curb slope, width, quality, material, landing size and several other criteria that determine the functionality of the ramp (see Appendix B). Surveyors also recorded instances of sidewalks missing or in poor condition adjacent to surveyed curbs. Staff entered collected field data into an online database. Curbs identified as lacking a functional ramp are included in the schedule of improvements found in Appendix G of this document.

Although this Transition Plan covers city-owned streets, state roads were surveyed when they fell within priority areas. These roads include S. Claiborne Avenue, Broad Street, Gentilly Boulevard, and St. Claude Avenue, and their intersections surveyed are labeled in the tables found in Appendix G of this Plan. While the City of New Orleans is not legally responsible for upgrading these intersections to ADA compliance, they are identified within this Transition Plan to ensure city coordination with the Louisiana Department of Transportation and Development (LaDOTD). As of drafting of this document, an Accessibility Transition Plan for State rights-of-way is under development by the LaDOTD.

2.6 Public Comments

Note: This section will be updated following the completion of the public comment period. Comments will be available in the future Appendix D

2.7 Grievance Procedure

The Transition Plan includes below grievance procedures providing for prompt and equitable resolution of complaints alleging any action that would be prohibited by Title II. Any person who believes that they have been the subject of disability-related discrimination on the basis of denial of access where sidewalks cross curbs may file a Resolution Form (Appendix C) <u>after completing Step 1 and in accordance with Step 2 described below</u>.

Step 1: Report Accessibility Problem to Department of Public Works

The person may call the Department of Public Works maintenance division to report barriers to accessibility, such as sidewalks without curb ramps. The division may be reached by dialing 311 or writing to Department of Public Works, ADA Grievance, 1300 Perdido Street, Rm. 6W03, New

Orleans, LA 70112. DPW will inspect the facility in question. Upon finding a barrier to accessibility and depending on the availability of funds, DPW will prioritize and schedule needed improvements.

Step 2: If No Improvement Takes Place, Submit Resolution Form

If a person with a disability believes to have followed Step 1 without resolution, the complainant may submit a Resolution Form claiming that they have been the subject of disability-related discrimination on the basis of denial of access. Residents may submit the Resolution Form with all the information requested to the Director of Public Works. Upon request, reasonable accommodations will be provided in completing this form. The Director may be reached at (504) 658-8000. Complainants may obtain the Resolution Procedure and Form from the City of New Orleans' ADA website and the following locations:

New Orleans City Hall
Department of Public Works
1300 Perdido St., 6W03
(504) 658-8000

New Orleans City Hall
ADA Administrator's Office
1300 Perdido St., 8EO7
(504) 658-8000

DPW will log requests into an accessibility resolution request database by date received.

Step 3: Public Works Director (or designee) Conducts Investigation

The complainant will be notified within 5 working days of the receipt of the Resolution Form, and the Public Works Director or other authorized representative will commence an investigation into the merits of the complaint, within 30 days of receipt of the form. If necessary, the Public Works Director or other authorized representative will contact the complainant directly to obtain additional relevant facts or documentation.

Step 4: Public Works Director Prepares and Forwards A Written Decision to the Complainant

The Public Works Director or other authorized representative shall prepare a written decision, after full consideration of the merits of the complaint, no later than 60 days following the receipt of the Resolution Form. A copy of the written decision shall be mailed to the complainant no later than five working days after preparation of the written decision.

Step 5: Appeals to the Chief Administrative Officer

If the complainant is dissatisfied with the written decision, he or she may file a written appeal with the Chief Administrative Officer no later than 15 business days of the date of the mailing of the decision. The appeal must contain a statement of the reasons why the complainant is dissatisfied with the written decision, and must be signed by the complainant or by someone authorized to do so on the complainant's behalf. The Chief Administrative Officer will act upon

the appeal no later than 30 days after receipt, and a copy of the Chief Administrative Officer's written decision shall be forwarded to the complainant no later than five working days after preparation of the decision.

The Public Works Director shall maintain all files relating to the resolution procedure for a minimum of three years and shall maintain their confidentiality, unless disclosure is authorized or required by law. Any retaliation, coercion, intimidation, threat, interference, or harassment for the filing of a Resolution Form, or used to restrain a complainant from filing, is prohibited and should be reported immediately to the Public Works Director.

RECOMMENDED ACTIONS: (1) Post the grievance procedure and associated forms on DPW website; (2) require that accessibility complaints that are reported to 311 are linked to the City's GIS database; (3) establish system for linking accessibility complaints with accessibility priority areas in Section C, Figure 1 to assist in categorizing complaints according to priority; and (4) track accessibility complaints that are addressed be documented on a monthly basis.

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3.0 Transition Plan

3.1 Responsible Public Official

The official responsible for implementation of the Transition Plan is Director of Public Works, 1300 Perdido St., Rm 6W03, New Orleans, LA 70112, telephone (504) 658-8000.

3.2 Self-evaluation of DPW Policies

An evaluation of DPW's training and design policies was conducted to determine adequacy and compliance with the PROWAG. "Recommended Actions" are provided where deficiencies were noted.

Training

DPW requires all staff project managers to obtain at least 4 hours of training per year on ADA or ADA-related topics. Training formats may consist of webinars, workshops, or short courses and fees are reimbursed by DPW. DPW also strongly encourages design consultants and contractors who do work with the Department to train their employees on ADA and ADA-related topics.

Design and Construction

A description of DPW's current design and construction policies for addressing new, altered, temporary, and permanent pedestrian facilities is provided in this section. DPW also coordinates with other City agencies such as City Planning Commission and the Office of Safety and Permits to review, permit, and inspect new, altered, temporary, and permanent improvements in the City's public rights-of-ways. These types of improvements are typically initiated by individuals, organizations, and agencies other than DPW and must also follow DPW design and construction guidance and standards.

The PROWAG states that "all newly constructed facilities, altered portions of existing facilities, and elements added to existing facilities for pedestrian circulation and use located in the public right-of-way shall comply with the requirements." It further states that temporary and permanent facilities are covered by PROWAG. Design and construction policies that are addressed in this Transition Plan include the following elements:

- Alterations and Elements Added to Existing Facilities
- Machinery Spaces
- Pedestrian Access Routes
- Alternate Pedestrian Access Routes
- Pedestrian Street Crossings
- Curb Ramps and Blended Transitions
- Detectable Warning Surfaces
- Accessible Pedestrian Signals and Pedestrian Pushbuttons
- Protruding Objects
- Signs
- Street Furniture
- Transit Stops and Transit Shelters
- On-Street Parking Spaces
- Passenger Loading Zones
- Stairways and Escalators
- Handrails
- Doors, doorways, and gates

Currently, DPW ensures the quality and consistency of pedestrian facilities in the public right-of-way by requiring that all design and construction adhere to the City's Street Paving Design Manual and Standard Details. Standard drawings for facilities such as curb ramps reference "the latest ADA requirements," however, there is no global reference to PROWAG requirements that might apply to other types of pedestrian facilities that may be within the scope of the project.

RECOMMENDED ACTION: Revise City's "General Notes" to require compliance with PROWAG requirements for all covered pedestrian facilities.

3.2.1 Alterations and Elements Added to Existing Facilities

The PROWAG requires that all alterations and elements added to existing facilities must comply with R202 (Alterations and Elements Added to Existing Facilities).

RECOMMENDED ACTION: Update DPW permit requirements and utility, property, and sidewalk café franchise agreements to require compliance with R202 of PROWAG.

3.2.2 Machinery Spaces

The PROWAG states that "vaults, tunnels, and other spaces used by service personnel only for maintenance, repair, or monitoring are not required to comply with this document." DPW policy is consistent with this scoping requirement.

RECOMMENDED ACTION: None.

3.2.3 Pedestrian Access Routes

The PROWAG requires that all pedestrian access routes located within public right-of-way meet requirements for the following:

- Components
- Continuous width
- Passing spaces
- Grade
- Cross Slope
- Surfaces

DPW requires that all pedestrian access routes be constructed to DPW standards and DPW standard details clearly reference the "latest ADA requirements."

RECOMMENDED ACTION: Revise DPW standard details to reference specific requirements of the PROWAG that correspond to R302 pedestrian access route technical requirements by June 2013.

3.2.4 Alternate Pedestrian Access Routes

The PROWAG states that "when a pedestrian circulation path is temporarily closed by construction, alterations, maintenance operations, or other conditions, an alternate pedestrian access route complying with sections 6D.01, 6D.02, and 6G.05 of the MUTCD shall be provided. DPW requires that all construction projects with the public right-of-way adhere to minimum traffic control layouts DPW standard details reference the latest MUTCD, but no layout details are provided for temporary closure of pedestrian circulation paths.

RECOMMENDED ACTION: Revise DPW permits and standard details to address alternate pedestrian access routes in accordance with sections 6D.01, 6D.02, and 6G.05 of the MUTCD by June 2013.

When DPW permits construction zones within the public right-of-way that will temporarily disrupt the pedestrian circulation route, permits granted under the City Code require that pedestrian walkways be constructed per Article 302 of the City's Building Code, "Protection for Pedestrians" and that traffic control devices be provided in accordance with Part IV of the MUTCD or the City of New Orleans Standard Plans.

RECOMMENDED ACTION: Update DPW permits to specifically reference sections 6D.01, 6D.02, and 6G.05 of the MUTCD.

3.2.5 Pedestrian Street Crossings

The PROWAG requires that all pedestrian street crossings must be accessible to people with disabilities. Advisory R206 states that "if pedestrian crossing is prohibited at certain locations, "No Pedestrian Crossing" signs should be provided along with detectable features, such as grass strips, landscaping, planters, chains, fencing, railings, or other barriers.

RECOMMENDED ACTIONS: (1) Establish a DPW policy for reviewing and granting exceptions for accessible pedestrian crossings; and (2) revise DPW standard details to clearly state that that DPW requires all pedestrian street crossings be accessible unless an exception is granted.

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3.2.6 Curb Ramps and Blended Transitions

For all street projects that involve new construction or an alteration such as repaving or reconstruction, DPW requires that new or existing pedestrian facilities and access routes be made accessible through the construction of curb ramps where curbs exist regardless of funding source. For developments on private and public properties that abut the public street right of way and are classified as major alterations, DPW also requires that new and existing pedestrian facilities and access routes be made accessible through the construction of curb ramps where curbs exist regardless of funding source. DPW generally does not provide curb ramps in conjunction with routine street or sidewalk maintenance activities such as filling pot holes or utility cuts. For pedestrian facilities and access routes that are located along streets that are not undergoing a major alteration, requests for curb cuts can be made to the DPW Maintenance Division using the procedure in Section I (f) above and using the form provided in Appendix C. Requests for curb cuts using this procedure are reviewed as they are received and prioritized based on the methodology outlined in Appendix F and according to available funding. Records of requested curb cuts are maintained on file at the DPW Maintenance Division. Further discussion regarding the prioritization system is provided in Appendix F.

All curb ramps shall be constructed in accordance with Standard Drawings No. 6 and 7 of the DPW Street Paving Design Manual. These standards were revised in August 2010. Future revisions to these standards will be made when deemed necessary to ensure compliance with PROWAG and other relevant Access Board guidelines.

RECOMMENDED ACTION: None.

3.2.7 Detectable Warning Surfaces

The PROWAG requires detectable warning surfaces on each of the following types of facilities:

1. Curb ramps and blended transitions at pedestrian street crossings;
2. Pedestrian refuge islands that are no less than 6.0 feet wide;
3. Pedestrian at-grade rail crossings not located within a street or highway;
4. Boarding platforms at transit stops for buses and rail vehicles where the edges of the boarding platform are not protected by screens or guards; and
5. Boarding and alighting areas at sidewalk or street level transit stops for rail vehicles where the side of the boarding and alighting areas facing the rail vehicles is not protected by screens or guards.

Currently DPW requires that all curb ramps, blended transitions, and pedestrian refuge islands be constructed in accordance with Standard Details No. 6 and 7 which include the provision of detectable warning surfaces.

RECOMMENDED ACTION: Develop DPW standards for pedestrian at-grade rail crossings, boarding platforms at transit stops, and boarding and alighting areas at sidewalk or street level transit stops for rail vehicles that address PROWAG detectable warning surface requirements.

3.2.8 Accessible Pedestrian Signals and Pedestrian Pushbuttons

According to PROWAG, new and existing, under certain conditions, pedestrian signals and pushbuttons are required to guidance is provided below.

> *"An accessible pedestrian signal and pedestrian pushbutton is an integrated device that communicates information about the WALK and DON'T WALK intervals at signalized intersections in non-visual formats (i.e., audible tones and vibrotactile surfaces) to pedestrians who are blind or have low vision. The pedestrian pushbutton has a locator tone for detecting the device and a tactile arrow to indicate which pedestrian street crossing is served by the device. The MUTCD contains standards for accessible pedestrian signals and pedestrian pushbuttons, but does not require that they be provided. The proposed guidelines require accessible pedestrian signals and pedestrian pushbuttons to be provided when new pedestrian signals are installed. For existing pedestrian signals, the proposed guidelines require accessible pedestrian signals and pedestrian pushbuttons to be provided when the signal controller and software are altered, or the signal head is replaced. Accessible pedestrian signals and pedestrian pushbuttons must comply with the referenced standards in the MUTCD and the technical requirements for operable parts in Chapter R4."*

When new pedestrian signals and pedestrian pushbuttons or when signal controller and software alterations are made to existing pedestrian facilities, DPW requires that these controls conform with the MUTCD standards. However, future installations and/or alterations will require compliance to the PROWAG requirements.

RECOMMENDED ACTION: Update DPW specifications to reflect PROWAG technical requirements for new and altered pedestrian signals and pedestrian pushbuttons.

3.2.9 Protruding Objects

The PROWAG states that "objects along or overhanging any portion of a pedestrian circulation path shall comply with R402 and shall not reduce the clear width required for pedestrian access routes."

RECOMMENDED ACTIONS: (1) Revise City's "General Notes" to require compliance with PROWAG requirements for all covered pedestrian facilities; (2) Update DPW permit requirements and utility, property, and sidewalk café' franchise agreements to require compliance with R402 of PROWAG.

3.2.10 Signs

The PROWAG requires that all pedestrian, transit, and accessible parking space and passenger loading zone signs comply with accessibility technical requirements. While signs that are provided for motorists and pedestrians such as highway and street name signs are not required to comply with technical requirement R410, signs that provide directions, warnings, and other information for pedestrians only are covered.

> RECOMMENDED ACTION: (1) Revise City's "General Notes" to require compliance with PROWAG requirements for all covered pedestrian facilities; (2) Require appropriate specifications to ensure compliance on projects that include signs.

3.2.11 Street Furniture

The PROWAG requires that street furniture such as drinking fountains, public toilet facilities, tables, counters, and benches comply with accessibility technical requirements and other applicable regulations.

> RECOMMENDED ACTIONS: (1) Revise City's "General Notes" to require compliance with PROWAG requirements for all covered pedestrian facilities; (2) require appropriate specifications to ensure compliance on projects that include street furniture.

3.2.12 Transit Stops and Transit Shelters

The PROWAG requires that transit stops and transit shelters comply with technical requirements in R308. Currently, DPW does not have standards for transit stops and transit shelters.

> RECOMMENDED ACTIONS: (1) Develop DPW standard details that are compliant with R308 for transit facilities that are commonly constructed in street public right-of-ways; (2) require appropriate specifications to ensure compliance on projects that include transit stops and transit shelters.

3.2.13 On-Street Parking Spaces

Section R214 of the PROWAG requires the provision of accessible on-street parking spaces "where on-street parking is provided on the block perimeter and the parking is marked or metered" and "where parking pay stations are provided and the parking is not marked" that comply with R309. Currently, DPW standards do not adequately address accessible on-street parking spaces.

> RECOMMENDED ACTIONS: (1) Develop DPW standards that address accessible on-street parking spaces; (2) ensure that all parking vendor contracts address the requirements of Section 214.

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3.2.14 Passenger Loading Zones

Under Section 215 of the PROWAG requires that at least one accessible passenger loading zone complying with technical requirements R310 for each 100 feet of continuous loading zone space or fraction thereof. Currently, DPW standards do not adequately address accessible passenger loading zones.

> RECOMMENDED ACTION: Develop DPW standards that address accessible on-street parking spaces.

3.2.15 Stairways and Escalators

The PROWAG states that stairways and escalators "shall not be part of a pedestrian access path." However, where these facilities are provided on a pedestrian circulation path they must comply with applicable technical requirements under R408 and section 810.9 of Appendix D to 36 CFR part 1191. Currently, DPW standards do not adequately address requirements for stairways and escalators.

> RECOMMENDED ACTION: Develop DPW standards or otherwise reference applicable technical requirements for stairs and escalators in DPW standards.

3.2.16 Handrails

Where handrails are provided on the pedestrian access path, the PROWAG requires compliance with technical requirements under R409. Currently, DPW design guidance and standards do not adequately address accessibility requirements for handrails.

> RECOMMENDED ACTIONS: Develop design guidance concerning when handrails should be provided. Develop DPW standards to address applicable technical requirements for handrails.

3.2.17 Doors, Doorways, and Gates

Where doors, doorways, and gates are provided on the pedestrian access path, the PROWAG requires compliance with section 404 of Appendix D to 36 CFR part 1191. Currently, DPW design standards do not adequately address accessibility requirements for doors, doorways, and gates.

> RECOMMENDED ACTION: Develop DPW standards to address applicable technical requirements for doors, doorways, and gates.

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3.3 Summary of Priority Areas and Inventory Results

The analysis of weighted land uses revealed six priority areas – clusters of high-priority intersections – throughout the City. Priority areas are presented in Figure 1. A total of 407 out of the city's 10,392 intersections were surveyed (4%). Table 2 identifies each of the resulting priority 1 areas based on concentrations of highest priority scores. It also indicates the number of ramps identified in need of construction or improvement and the estimated cost for repair of all ramps within the area (assuming an average cost of $2,000 to $3,000 per ramp).

Figure 1. Citywide priority for ADA improvements

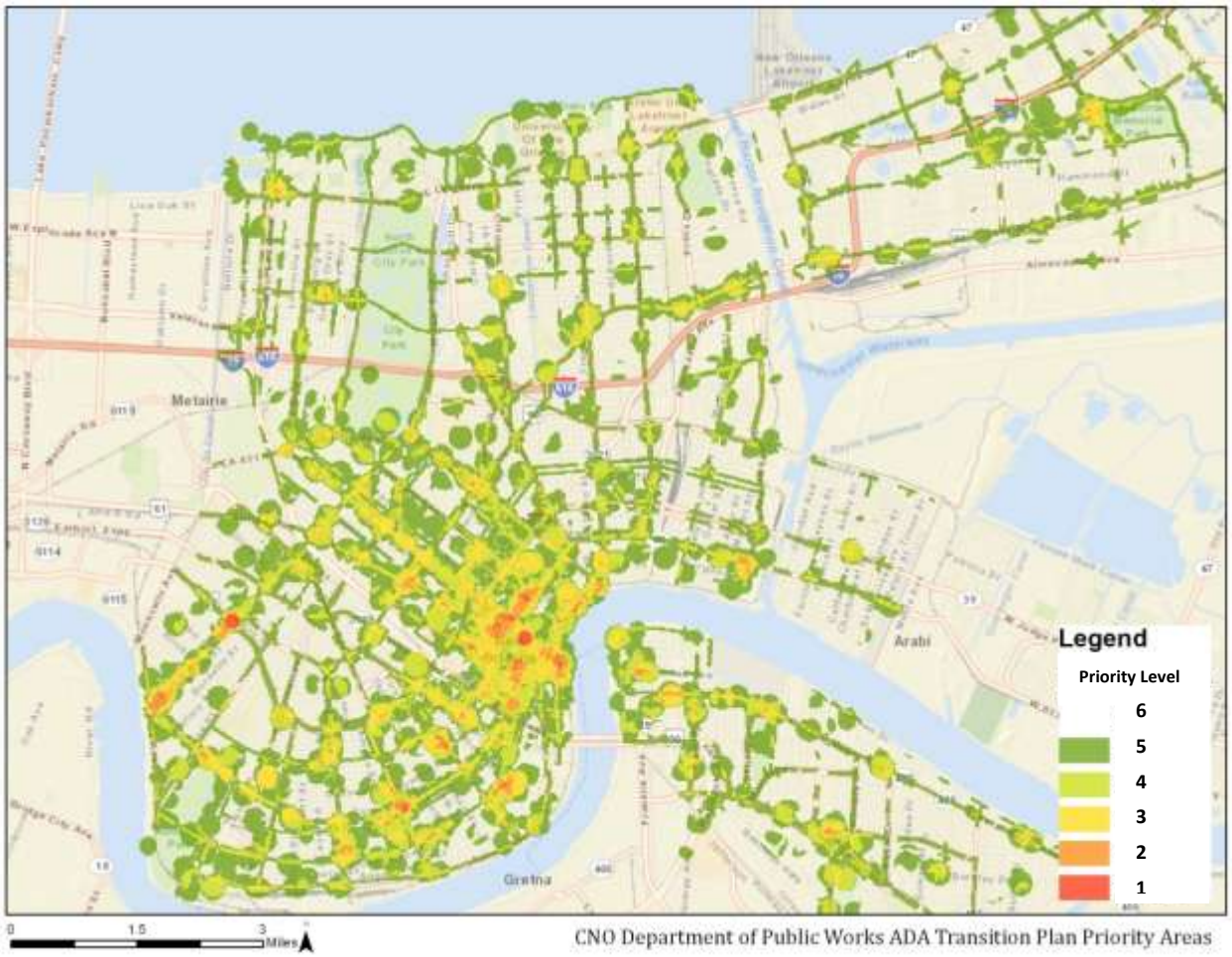

Table 2 Priority area inventory of curb ramp improvement needs and estimated costs

Priority 1 area	Total number of ramps ID'd for construction or repair	Estimated cost range for curb ramps ($)
Algiers Point	114	228000 to 342000
Canal St./Mid City	136	272000 to 408000
Carrollton	35	70000 to 105000
Central Business District	108	216000 to 324000
Esplanade and Wisner	10	20000 to 30000
French Quarter	248	496000 to 744000
Gentilly Blvd	23	46000 to 69000
Lower Garden District	147	294000 to 441000
Martin Luther King Blvd	104	208000 to 312000
Medical District	164	328000 to 492000
Methodist Hospital	57	114000 to 171000
St Charles at Tulane/Loyola	5	10000 to 15000
St Claude & Franklin Ave	57	114000 to 171000
Touro	158	316000 to 474000
TOTAL	**1366**	**$2,732,000 to $4,098,000**

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Out of the 407 intersections surveyed, 302 were identified for improvements (74.2%), at an average cost of $9,000 to $13,600. Extrapolating this rate to the entire 10,392 intersections, it would cost an estimated $69.4 million to $104.9 million to make all of the surveyed intersections within the areas listed above accessible. Detailed improvements for the 14 priority level 1 areas are provided in Section 3.3.

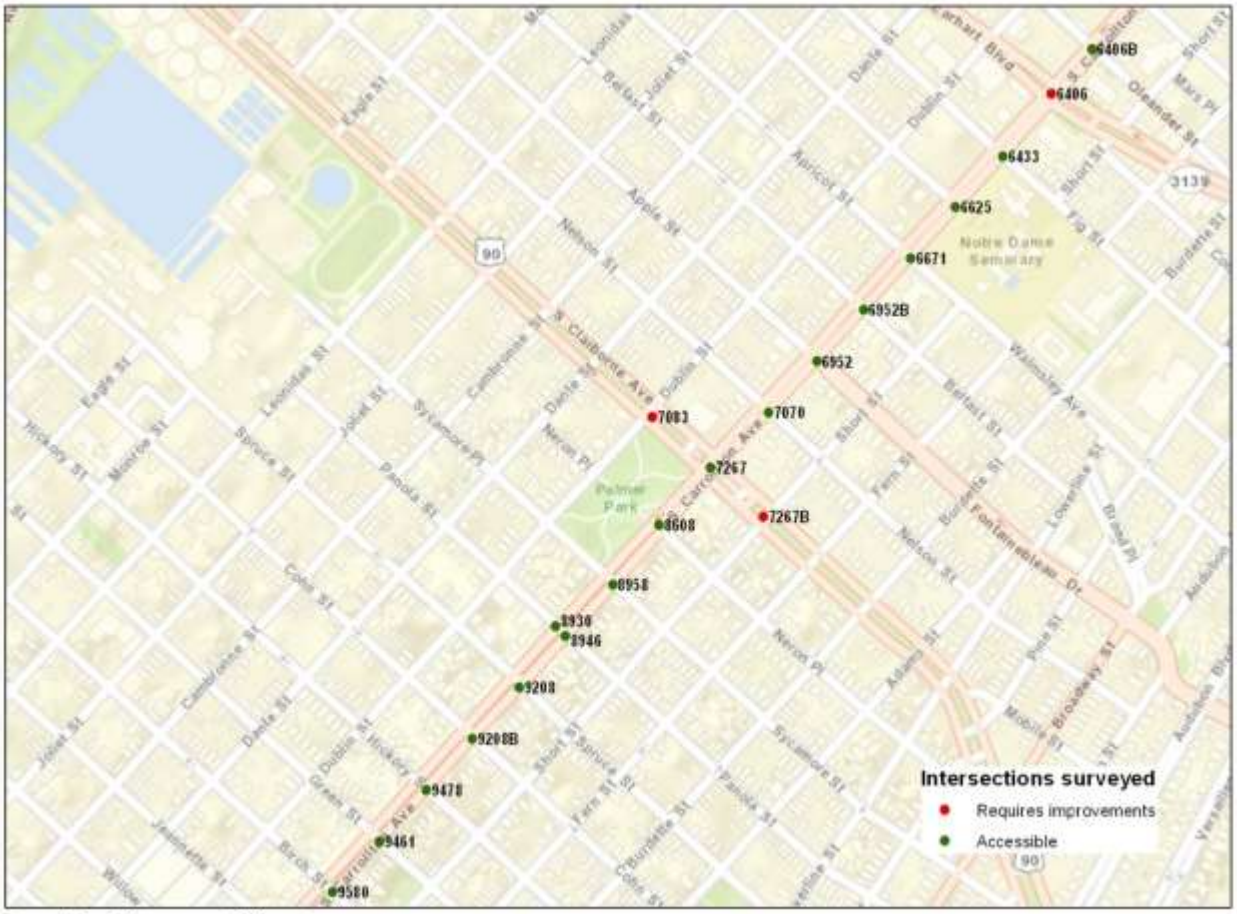
3.4 Locations for Improvements within Priority 1 Areas

Maps in this section illustrate locations where surveyors identified curb ramps for improvement or construction in priority areas. The number of ramps identified at each intersection is listed in Appendix G: Schedule of Improvements, with the expected date for improvement.

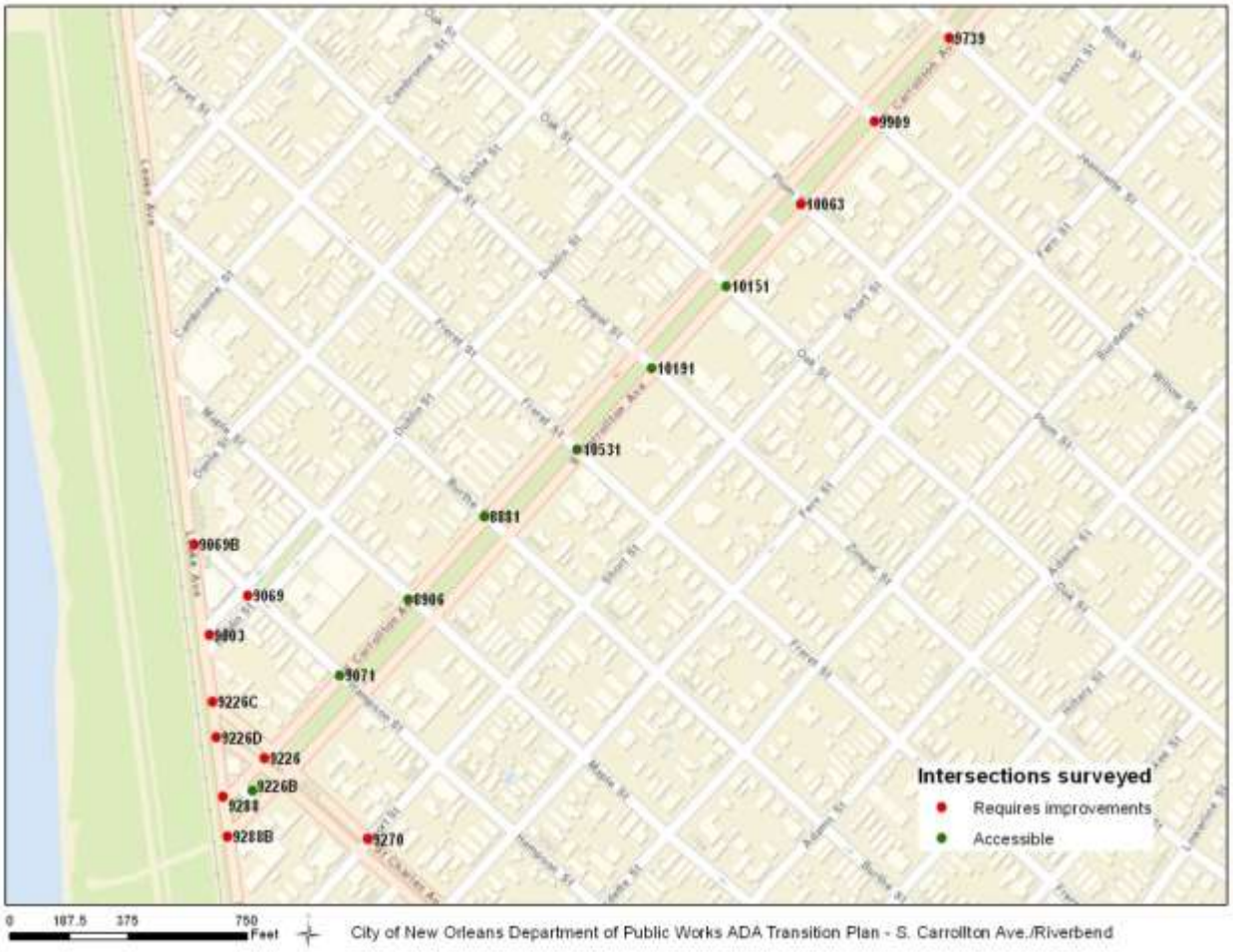
<u>Algiers Point</u>

Canal Street/ Mid City

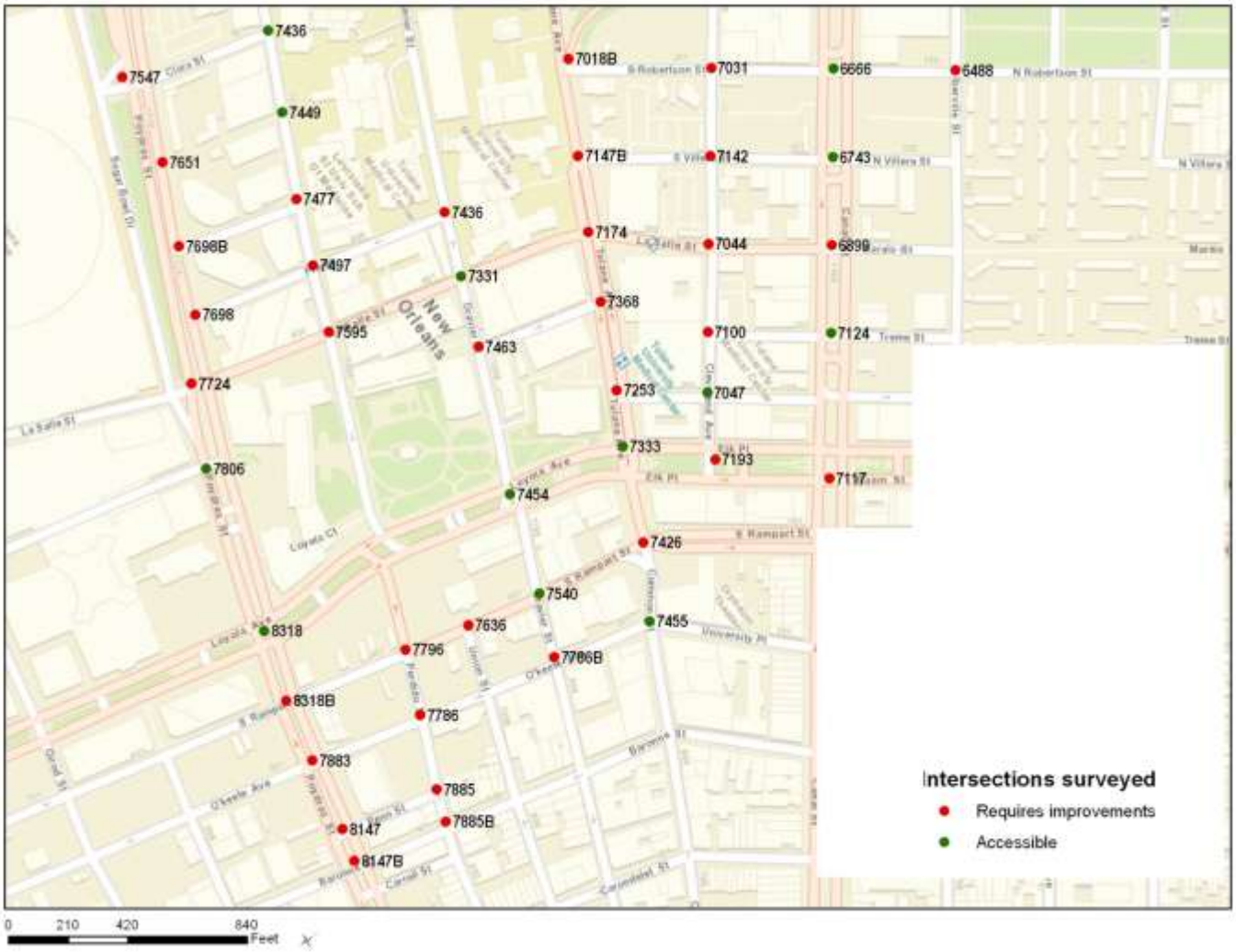
S. Carrollton Avenue (Part 1)



S. Carrollton Avenue (Part 2)



Central Business District



French Quarter

Lower Garden District

Martin Luther King, Jr. Blvd

Medical District

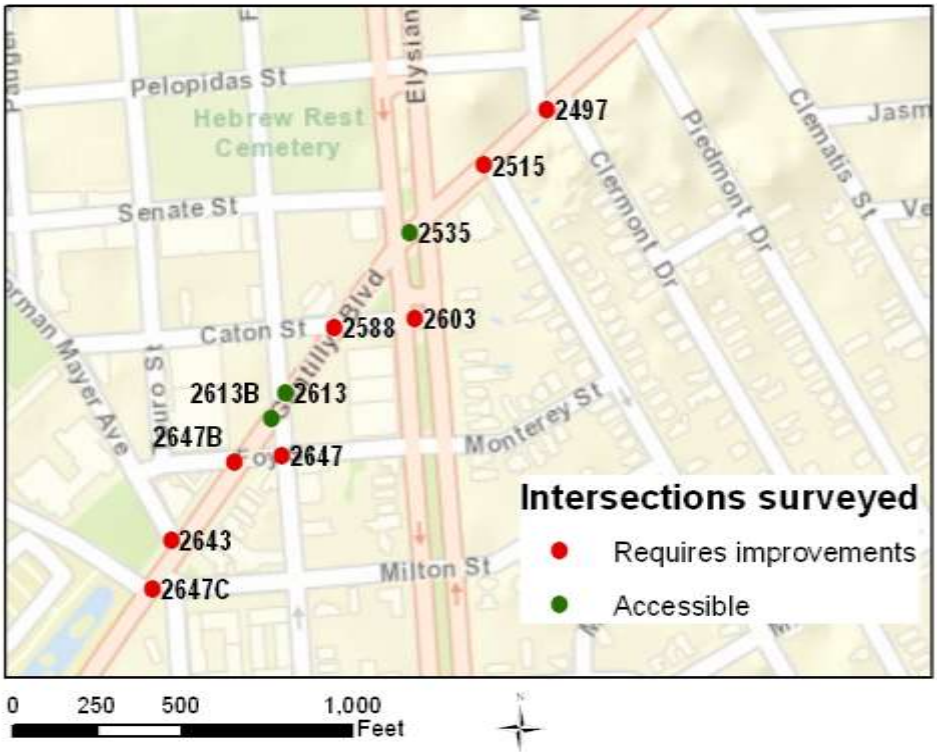
Methodist Hospital

St. Claude & Franklin

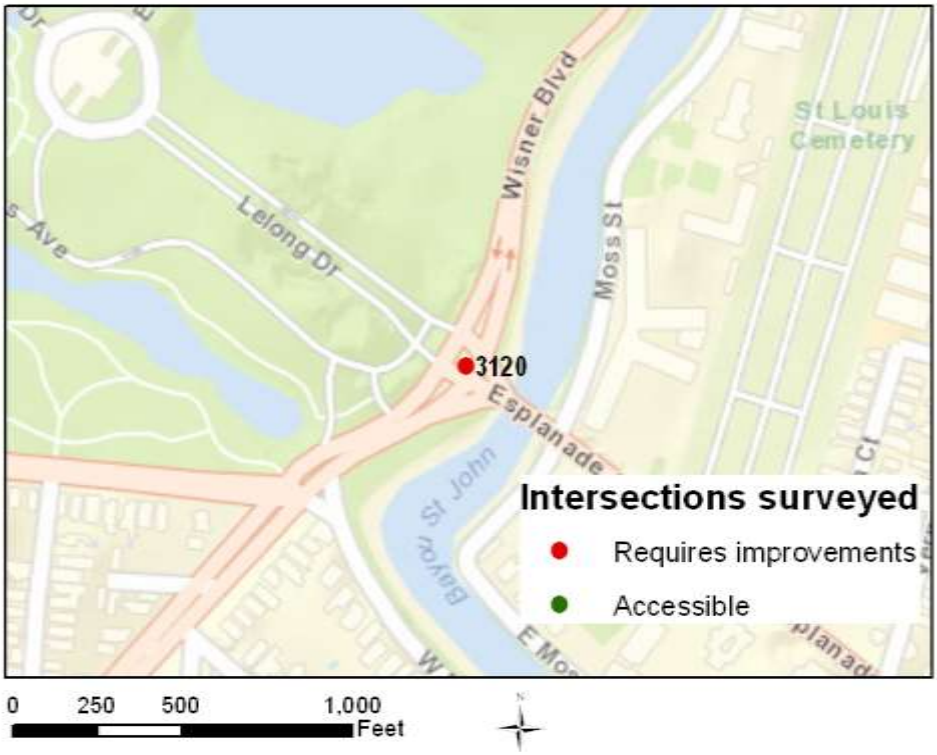
Touro

10716
10800
10882
10883
10910
10923
10947
11056
11042
11110
11117
11019
11062
11069
11144
11206B
11206
11247
11246
11259
11333
11333B
11423
11555
11436
11555C
11555B
11462
11662
11662C
11662B
Intersections surveyed
Requires improvements
Accessible
0 212.5 425 850 Feet
City of New Orleans Department of Public Works ADA Transition Plan -

Gentilly Boulevard and Elysian Fields



Esplanade and Wisner



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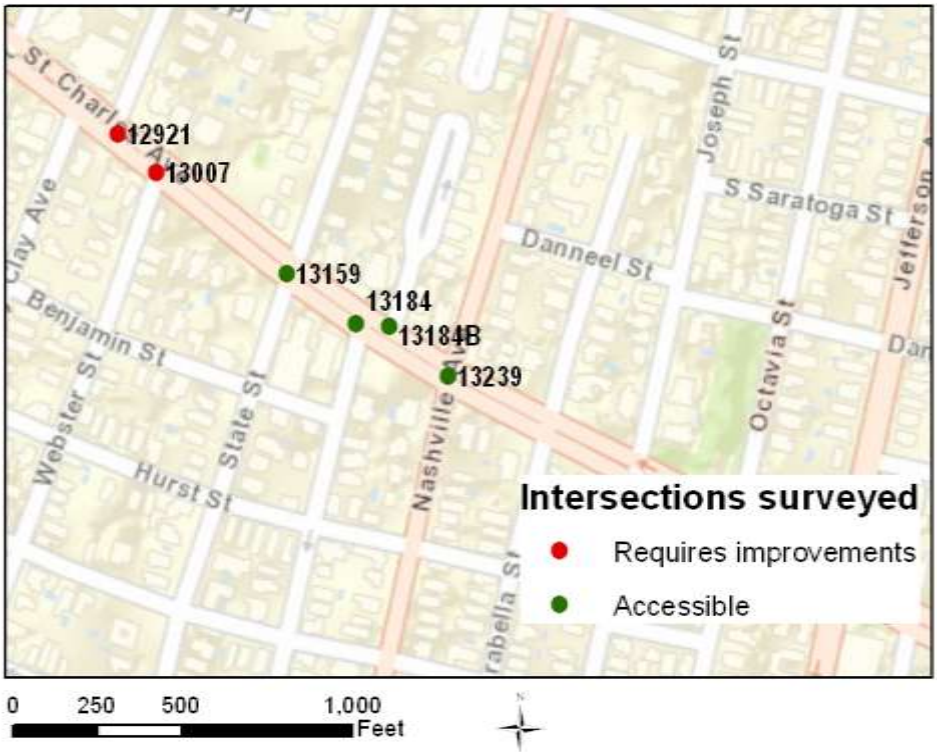
St. Charles/University



3.5 Assessment of Funding Sources

The City uses a variety of funding sources to support the construction and maintenance of ADA-compliant facilities in the public right-of-way. The City currently designates 5% of all capital bond programs to address accessibility improvements in public rights of way. The City will continue to designate at least 5% in all future capital bond programs. These funds are typically programmed by DPW where new street construction or alterations are planned. These funds can also be programmed to address accessibility needs in areas where no new street construction or alterations are planned.

In addition, a number of federal sources can fund accessibility improvements within public rights-of-way. The Louisiana Department of Transportation and Development Urban Systems Program directs recurring federal funds to local roads within the federal-aid network. Other funding sources include one-time funding such as Federal Highway Administration (FHWA) and Federal Emergency Management Administration (FEMA) emergency road repair programs. Finally, the federally-funded grant programs such as Recreational Trails, Safe Routes to School, and Transportation Enhancements can fund accessibility improvements within the scope of eligible projects.

Operating funds are utilized only if and when capital funds are insufficient or unavailable.

3.6 Schedule of Improvements

Based on the assessment of funding sources, DPW will address accessibility needs according to the availability of funds and the priority levels described in Section III (c) of this Transition Plan. A schedule of improvements according to Priority Area is provided in Table 3. Detailed schedules for the 14 priority level 1 areas are provided in Appendix G.

Table 3 Schedule of Improvements According to Priority Area

Priority Level	Time Frame
1	3 years (2012-2015)
2	5 years (2012-2017)
3	10 years (2012-2022)
4	15 years (2012-2027)
5	25 years (2012-2037)
6	35 years (2012-2047)

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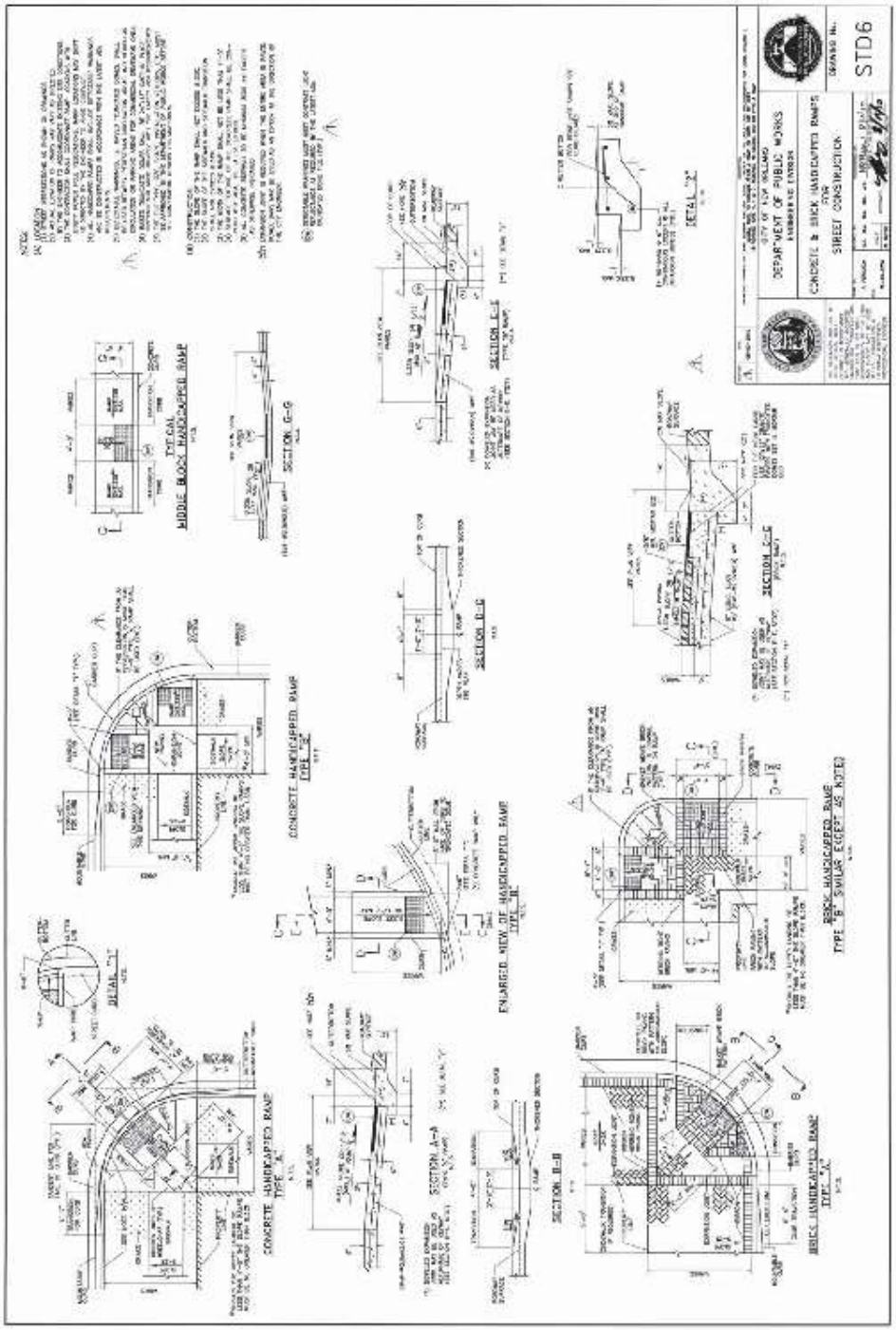
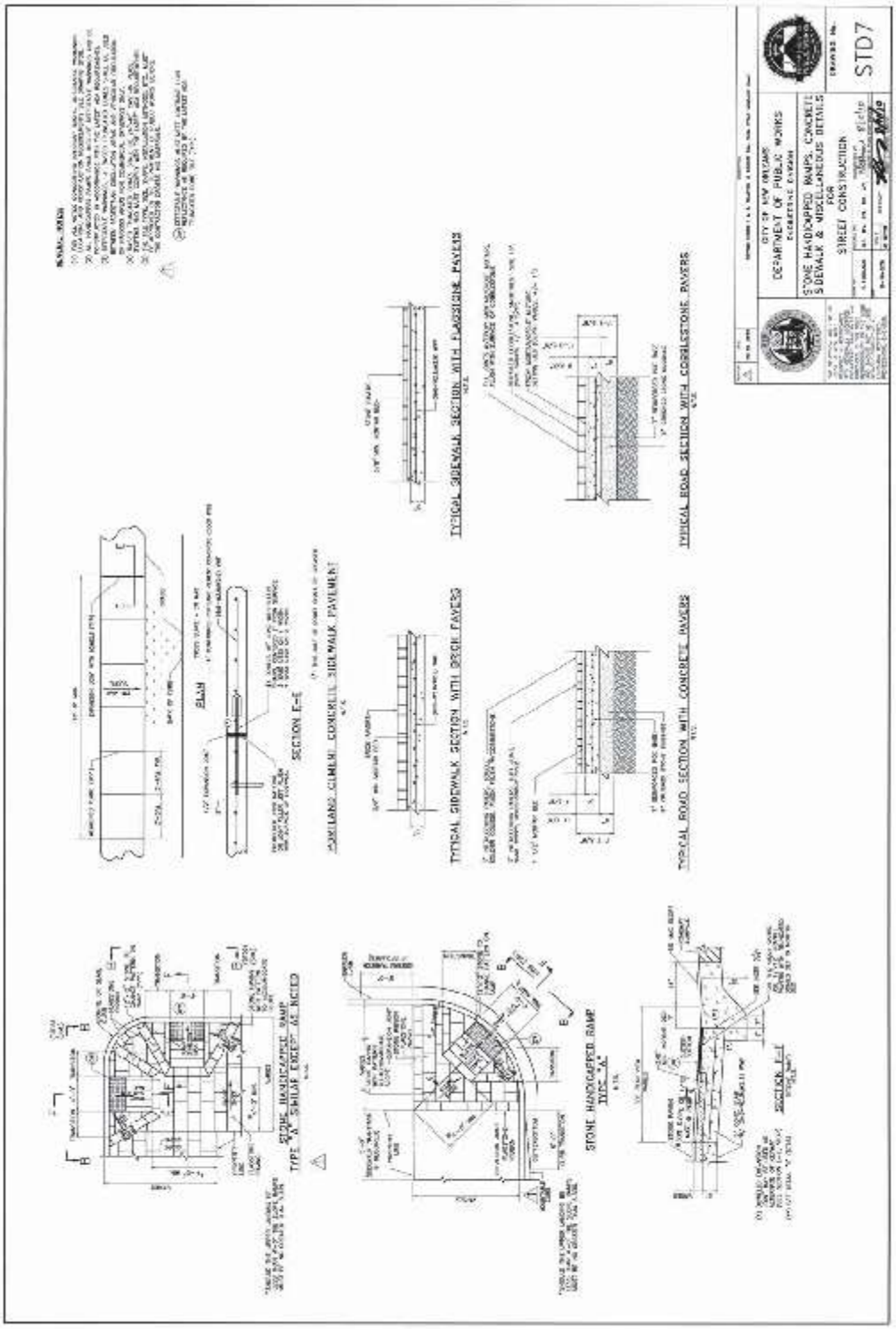
Appendix A: DPW curb ramp standards




GENERAL NOTES
PLAN
SECTION E-E
ASPHALT CONCRETE SIDEWALK PAVEMENT
TYPICAL SIDEWALK SECTION WITH BRICK PAVERS
TYPICAL SIDEWALK SECTION WITH FLAGSTONE PAVERS
TYPICAL ROAD SECTION WITH CONCRETE PAVERS
TYPICAL ROAD SECTION WITH COBBLESTONE PAVERS
STONE HANDICAPPED RAMP
TYPE "A" SHALL EXCEPT AS NOTED
STONE HANDICAPPED RAMP
TYPE "A"
SECTION J-J
CITY OF NEW ORLEANS
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
STONE HANDICAPPED RAMPS, CONCRETE
SIDEWALK & MISCELLANEOUS DETAILS
FOR
STREET CONSTRUCTION
STD7

Appendix B: Survey form

DPW CURB RAMP CHECK LIST

1	Inspector		16	IF TYPE A, are all slopes of flared sides 10% or less?	☐ YES ☐ NO
2	Date of inspection	____/____ / 11 (m/d/y)	17	IF NO, measured flared side slopes:	_____% _____%
3	Intersection number	___ ___ ___ ___	18	IF TYPE B, does ramp line up with the sidewalk run?	☐ YES ☐ NO
4	Corner or neutral ground direction/letter		19	IF TYPE B or COMBO, are permanent obstructions present to warrant it?	☐ YES ☐ NO
5	Ramp Number	☐ 1 ☐ 2 ☐ 3 ☐ 4	20	Is the ramp a min. of 48" wide?	☐ YES ☐ NO
6	Street name		21	Is there a min. 48" square landing at top of ramp?	☐ YES ☐ NO
7	Cross street 1		22	Measured landing LENGTH if less than 48" (in inches)	
8	Cross street 2		23	Measured landing WIDTH if less than 48" (in inches)	
9	Sidewalk Material	☐ CONCRETE ☐ BRICK ☐ FLAGSTONE ☐ GRANITE OTHER _____	24	Does the ramp have a detectable warning surface? (truncated domes)	☐ YES ☐ NO
10	Ramp material	☐ CONCRETE ☐ BRICK ☐ FLAGSTONE ☐ GRANITE OTHER _____	25	Is curb ramp ADA compliant?	☐ YES ☐ NO
11	Ramp Type:	☐ A ☐ B ☐ Combo	26	Is curb ramp acceptable?	☐ YES ☐ NO
12	Does the ramp have a running slope of 8.33% or less?	☐ YES ☐ NO	27	Notes	
13	IF NO, measured ramp slope	_____%			
14	Is the ramp surface in acceptable condition?	☐ YES ☐ NO			

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Appendix C. Grievance Procedure

Accessibility Resolution Form

COMPLAINANT CONTACT INFO

Name: _____ Date _____

Address, City, State, Zip:_____

Primary Phone: (_____) _____ Other Phone: (_____) _____

Email: _____

Please provide a complete description of your complaint:

_____

_____

_____

_____

Please specify the precise location of your complaint:

_____

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

_____

_____

Is the complainant the property owner? ☐ Yes ☐ No

If no, owner name: _____ **Owner Phone**: (____) _____

Owner address: _____

Signature: _____ **Date**: _____

Return to: Public Works Director, 1300 Perdido St., Rm. 6W03, New Orleans, LA 70112

Upon request, reasonable accommodation will be provided in completing this form. Contact the Public Works Director at (504) 658-8000 or visit the office location above.

Please note: Residential property is not included in the mandate of the Americans with Disabilities Act. Individual property owners are responsible for curb cuts, passageways and sidewalks abutting private property.

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CITY USE ONLY

Received by: _____ **Date**: _____

Case Number: _____ **Date complainant contacted** _____

Phone: (__) _____ Email: _____

Date resolution prepared: _____ (max. 60 calendar days after receipt)

☐ **Yes**

Reason _____

Date to commence work:
_____

☐ **No**

Reason _____

Date resolution mailed to complainant: _____(max. 5 business days after prep.)

IF APPEALED:

Received by: _____ **Date**: _____ (max. 15 business days after resolution mailed)

Date appeal resolution prepared: _____ (max. 30 calendar days after appeal received)

☐ **Yes**

Reason _____

Date to commence work: _____

☐ **No**

Reason _____

Date appeal resolution mailed to complainant: _____ (max. 5 business days after)

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Appendix D: Public Comments to Draft Transition Plan

Note: This section will be updated following the completion of the public comment period.

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Appendix E. DPW ADA Advisory Committee roster and meeting minutes

COMMITTEE MEMBERS
Cliff Doescher, Arc of Greater New Orleans
Commissioner Earline Roth, Regional Transit Authority
Jonah Bascle
Charles Tubre, Chair, The Advocacy Center
Jimmy Farenholtz, American Diabetes and Alzheimer's Association
Kerrie Ramsdell, LSUHSC, Occupational Therapy Program
Gene Tullos, Lighthouse for the Blind
Ryan McCary, Lighthouse for the Blind
Adrienne Cousins, Advocacy Center
Sarah Landau
Roxe Homested, Lighthouse for the Blind
COMMITTEE STAFF
Matthew Rufo, Prevention Research Center at Tulane University, Department of Public Works
Jennifer Ruley, Louisiana Public Health Institute, Department of Public Works
Page McCranie, Office of the Mayor
Nguyen D. Phan, Department of Public Works
Bill Hecker, ADA Consultant
Katherine Hoover, Jefferson Parish
Joe Watkins, Regional Transit Authority
Stefan Marks, RTA/Veolia
Jason Sappington, Regional Planning Commission
James Kapesis, Department of Public Works
Louis Haywood, Department of Public Works

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MINUTES
ADA Transition Plan Advisory Committee Meeting #1
City of New Orleans Dept. Public Works

Attendees

COMMITTEE MEMBERS	Present?
Cliff Doescher, Arc of Greater New Orleans	Yes
Commissioner Earline Roth, Regional Transit Authority	Yes
Jonah Bascle, Advocate	Yes
Charles Tubre, The Advocacy Center	Yes
Jimmy Farenholtz, American Diabetes and Alzheimer's Association	Yes
Joe Watkins, Regional Transit Authority	Yes
Kerrie Ramsdell, LSUHSC, Occupational Therapy Program	No
Gene Tullos, Lighthouse for the Blind	No
Jason Sappington, Regional Planning Commission	Yes
Stefan Marks, RTA/Veolia	No
TECHNICAL STAFF	
Matthew Rufo, Prevention Research Center at Tulane University DPW	Yes
Jennifer Ruley, Louisiana Public Health Institute, DPW	Yes
Francis J. Berger, DPW	Yes
Page McCranie, Office of the Mayor	Yes
Nguyen D. Phan, DPW	No
Bill Hecker, ADA Consultant	No
Katherine Hoover, Jefferson Parish	Yes

Following introductions, Matt gave a brief presentation the City's ADA Transition Plan for public right-of-ways and the process for developing it. The purpose of the plan is to identify access deficiencies within the city's public right-of-way and create a strategy that will address these deficiencies within a reasonable time frame. With help from Louisiana Public Health Institute and Prevention Research Center at Tulane University staff, DPW is drafting this plan which will include a priority list of curb ramp and other ADA-related improvements in Orleans Parish. The Advisory Committee will inform this prioritization and provide feedback as to improvements that can be made to current DPW policies that address accessibility. The Committee will meet regularly during the development of the plan and quarterly following the adoption of the plan.

The regular meetings will serve as opportunities for the Advisory Committee to guide the prioritization of accessibility improvements throughout the city. The ADA sets a general framework for making these priority decisions, divided into three tiers:

1. Tier 1/High Priority includes federally aided major roadways; roadways serving state and local government buildings and services, such as office buildings, public schools, health centers, public housing and parks; roadways serving major commercial centers; and roadway segments serving transit

2. Tier 2/Medium Priority includes major roadways off of the Federal Aid network; roadways serving employment and retail sites not in Tier 1; and multifamily housing complexes
3. Tier 3/Lower Priority includes residential, industrial and other areas not covered in the first two tiers

At future meetings, the Advisory Committee will provide feedback regarding which specific districts and roadways in Orleans Parish ought to receive the highest priority within these pre-established tiers. Maps of priority areas will be utilized to identify where improvements have been made and where deficiencies still exist.

Attendees discussed how the plan would be funded. For City-owned right-of-ways, the City may spend either capital funds or operating funds to make accessibility improvements. The City receives capital funds through local bond initiatives, state programs, and federal programs. For local funding sources, the Mayor and City Council approve these funds on an annual basis through the operating and capital budgeting processes. For funding derived from state and federal sources, the City plays a role in establishing priority projects that will receive funding. Attendees therefore agreed that City Council and Mayoral support would be crucial toward the full funding of the Transition Plan.

Francis noted that the state is responsible for making accessibility improvements on state highways in Orleans Parish, yet DPW has had difficulty in the past coordinating these with the Louisiana Department of Transportation and Development. It was suggested that official adoption of the plan can help to strengthen these coordination efforts in the future.

The attendees agreed to a tentative next meeting date of Thursday September 30 at 2pm at the Advocacy Center office, 1010 Common Street Suite 2600.

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MINUTES
ADA Transition Plan Advisory Committee Meeting #2
City of New Orleans Department of Public Works
September 30, 2010, 2pm

Attendees

COMMITTEE MEMBERS	Present?
Cliff Doescher, Arc of Greater New Orleans	No
Commissioner Earline Roth, Regional Transit Authority	No
Jonah Bascle, Advocate	Yes
Charles Tubre, The Advocacy Center	Yes
Jimmy Farenholtz, American Diabetes and Alzheimer's Association	No
Joe Watkins, Regional Transit Authority/Veolia Transportation	Yes
Kerrie Ramsdell, LSUHSC, Occupational Therapy Program	Yes
Gene Tullos, Lighthouse for the Blind	No
Ryan McCary, Lighthouse for the Blind	Yes
Jason Sappington, Regional Planning Commission	Yes
Adrienne Cousins, Advocacy Center	Yes
Stefan Marks, Regional Transit Authority/Veolia Transportation	Yes
STAFF	
Matthew Rufo, Prevention Research Center at Tulane University DPW	Yes
Jennifer Ruley, Louisiana Public Health Institute, DPW	Yes
Francis J. Berger, DPW	No
Page McCranie, Office of the Mayor	Yes
Nguyen D. Phan, DPW	No
Bill Hecker, ADA Consultant	No
Katherine Hoover, Jefferson Parish	Yes

The committee approved the minutes of the first meeting held September 30, with the amendment added by Charles Tubre that cultural institutions/museums and hotels should be considered high priority areas (Tier 1) for ADA improvements.

Following introductions and a review of the first meeting, Matt Rufo gave an overview of the purpose of the presentation and discussion, which was to solicit feedback from the committee on Tier 1 priorities – specifically, transit stops, government offices and commercial areas.

Matt first presented results from Veolia's 3 week survey of RTA ridership this year that includes boarding/unboarding numbers from over 2,000 transit stops. Matt distributed a tabular listing of priorities 1, 2, and 3 for review and discussion based on volume of passengers boarding/unboarding at each stop. Stefan indicated that the survey was conducted in June/July 2010 has an estimated minimum variance of 20-25%. Joe Watkins stated that the St. Charles streetcar boardings/unboardings still need to be added to the survey results.

Charles suggested looking at stops where wheelchair users get on. Jennifer Ruley suggested that the ADA plan include which stops have shelters and the structure types so that accessibility issues can be addressed.

Ryan (Lighthouse for the Blind) suggested that some attention be paid to providing openings on bus shelters especially on narrow sidewalks (example Magazine at Louisiana). Also, shelters facing away for the street may pose a problem for visually impaired users.

Stefan stated that 6'x10' rectangle is required to site a shelter and each shelter costs about $10,000. High volume bus stops on Elks Place/Loyola at Canal are a priority because 1000-2000 people use it per day but space is limited.

Stefan suggested that state highways like Chef Menteur may require addressing ADA compliance and new shelters in conjunction with pedestrian safety improvements.

Ryan stated that consistency in bus stop signs especially when utility poles are used in lieu of signposts can greatly assist visually impaired users (ex. Magazine and Louisiana).

Jonah Bascle stated that when cars park too close or in the designated bus stop area, this can prevent wheelchair users from boarding or unboarding, and cited examples on Magazine Street near Audubon Park.

Stefan stated that he will provide a listing of attractions/destinations such as health clinics, hospitals, supermarkets, etc. that Veolia developed for planning purposes. Joe will provide a database of common destinations for paratransit riders.

Matt then showed a map demonstrating locations of government buildings. The group discussed how to prioritize schools and how to address public versus private schools. Jennifer suggested that it might make sense to rank schools that geographically met other top priorities such as heavy transit routes higher than schools that do not. Stefan added that there are some buildings that accommodate both public and private clients.

Participants suggested several other types of public destinations be considered for prioritization, such as libraries, hospitals, polling places, parks, and social security offices, as well as major institutions such as Delgado, Xavier and Tulane Universities. Jennifer recommended circulating a tabular listing of priority destinations based on this discussion for review by the committee.

The meeting concluded with a discussion of commercial areas. Matt showed a map of all areas in the city zone commercial, and participants noted that many shopping centers and grocery stores were not shown.

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Jennifer suggested asking someone from LaDOTD to attend future committee meeting so that there is communication between the City's ADA Transition Plan priorities and the State's ADA priorities especially on State highways that pass through Orleans Parish such as Chef Menteur Highway.

The attendees agreed to a tentative next meeting date of Thursday October 28 at 2pm at the Advocacy Center office, 1010 Common Street Suite 2600.

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MINUTES
ADA Transition Plan Advisory Committee Meeting #3
City of New Orleans Department of Public Works
October 28, 2010, 2pm

Attendees

COMMITTEE MEMBERS	Present?
Cliff Doescher, Arc of Greater New Orleans	Yes
Commissioner Earline Roth, Regional Transit Authority	No
Jonah Bascle	Yes
Charles Tubre, Chair, The Advocacy Center	Yes
Jimmy Farenholtz, American Diabetes and Alzheimer's Association	Yes
Joe Watkins, Regional Transit Authority	Yes
Kerrie Ramsdell, LSUHSC, Occupational Therapy Program	No
Gene Tullos, Lighthouse for the Blind	No
Jason Sappington, Regional Planning Commission	Yes
Ryan McCary, Lighthouse for the Blind	Yes
Adrienne Cousins, Advocacy Center	Yes
Stefan Marks, RTA/Veolia	Yes
Sarah Landau	Yes
Roxe Homested, Lighthouse for the Blind	Yes

COMMITTEE STAFF	
Matthew Rufo, Prevention Research Center at Tulane University, DPW	Yes
Jennifer Ruley, Louisiana Public Health Institute, DPW	Yes
Francis J. Berger, DPW	No
Page McCranie, Office of the Mayor	No
Nguyen D. Phan, DPW	No
Bill Hecker, ADA Consultant	No
Katherine Hoover, Jefferson Parish	Yes
Jared Munster, Department of Safety and Permits	No
Bill Ferguson, DPW	Yes

Following introductions and a review of the first meeting, Matt Rufo gave an overview of the purpose of the presentation and discussion, which was to solicit feedback from the committee on Tier 1 and 2 priorities – specifically, hospitals, educational institutions, libraries, recreational facilities and tourist destinations, as well as commercial and employment centers.

Matt showed a map of employment centers throughout the city, ranked by jobs per square mile. As high density job centers, the CBD, Tulane/Loyola University area, Downtown Medical District, French

Quarter/Marigny and St. Charles Avenue Corridor are considered Tier 1 priorities. As medium density job centers, the I-10 / Tulane Avenue Corridor, UNO/SUNO area, Mid-City/Broad St. corridor, Carrollton area, Magazine Street corridor, and Tchoupitoulas St./Ports area are Tier 2 priorities. Committee members recommended that the area surrounding Lighthouse for the Blind and the Federal City project under development should also be considered Tier 1 priorities, and the St. Charles corridor should include the Touro Hospital area.

The committee then reviewed a map of hospital locations throughout the city, and noted that many health clinics were not displayed, and recommended checking with the state Department of Health and Hospitals.

In response to a display of library locations throughout the city, the committee recommended verifying the accessibility of the Latter Memorial Branch and the new location for the Mid-City Branch.

During the previous committee meeting, members expressed interest in designating colleges and universities as Tier 1 priorities. Matt assembled a list of institutions: Tulane University and Loyola University; Delgado Community College; Xavier University; LSH Health Sciences Center; Dillard University; New Orleans Baptist Theological Seminary; SUNO; and University of New Orleans. The committee recommended also including Our Lady of Holy Cross College at 4123 Woodland Drive.

Matt showed a map demonstrating locations of multifamily housing developments in New Orleans. For the purposes of the ADA Plan, multifamily homes are considered those with 4 or more units. The committee suggested adding several other multifamily and public housing complexes not included in the map. The committee suggested coordinating with the New Orleans Council on Aging to include group homes and care facilities. Matt distributed a list of tourist destinations borrowed from the RTA's most recent system map. The committee corrected a few listed venues located outside of Orleans Parish, such as the Pontchartrain Center and Treasure Chest Casino, and suggested others to add, including Le Chat Noir and the Southern Rep Theatre.

Finally, the committee discussed the need to make intersections that are simply dangerous a high priority. These may include areas where speeding is typical, where pedestrians lack visibility and where crashes have previously occurred. Stefan singled out General Meyer, General De Gaulle and Chef Menteur as particularly hazardous routes. The committee staff will work with the RPC to determine the locations of high crash incidents throughout the city.

At the next meeting, Matt will facilitate a discussion of Tier 3 priorities, including residential and industrial areas, and will show drafts of "hot spot" maps – those which identify the highest priority locations of improvements based on overlapping destinations discussed so far.

The attendees agreed to a tentative next meeting date of Thursday December 2 at 10am at the Advocacy Center office, 1010 Common Street Suite 2600.

MINUTES
ADA Transition Plan Advisory Committee Meeting #4
City of New Orleans Department of Public Works
December 2, 2010, 10am

Attendees

COMMITTEE MEMBERS	Present?
Cliff Doescher, Arc of Greater New Orleans	No
Commissioner Earline Roth, Regional Transit Authority	No
Jonah Bascle	No
Charles Tubre, Chair, The Advocacy Center	Yes
Jimmy Farenholtz, American Diabetes and Alzheimer's Association	Yes
Joe Watkins, Regional Transit Authority	No
Kerrie Ramsdell, LSUHSC, Occupational Therapy Program	Yes
Gene Tullos, Lighthouse for the Blind	No
Jason Sappington, Regional Planning Commission	No
Ryan McCary, Lighthouse for the Blind	Yes
Stefan Marks, RTA/Veolia	Yes
Sarah Landau	No
Roxe Homested, Lighthouse for the Blind	No
COMMITTEE STAFF	
Matthew Rufo, Prevention Research Center at Tulane University, DPW	Yes
Jennifer Ruley, Louisiana Public Health Institute, DPW	Yes
Francis J. Berger, DPW	No
Page McCranie, Office of the Mayor	Yes
Nguyen D. Phan, DPW	No
Bill Hecker, ADA Consultant	No
Katherine Hoover, Jefferson Parish	No
Bill Ferguson, DPW	Yes

Following introductions and a review of the previous meeting, Matt showed a composite image of overlaid priorities areas already discussed. Attendees pointed out that certain pieces were missing, including paratransit data and housing data. Matt will follow up with Joe Watkins to obtain the RTA's paratransit information.

The group then discussed incorporating accessibility into residential neighborhoods. Matt distributed a copy of Sacramento, California's "Grievance Procedure," which the city uses to document citizen complaints of discrimination and resolutions thereof. Matt will develop a New Orleans-specific procedure for comment by the Department of Public Works and the Advisory Committee, and include it

in the Transition Plan. Attendees also cited the need for not just programs specific to sidewalk improvements, but also resources for individuals with disability to modify homes for accessibility.

At the next meeting, Matt will present results of highest ranking priority intersections for ADA accessibility in Orleans Parish as well as a draft "ADA resolution procedure" that establishes a process for residents to make requests to DPW for improvements in residential neighborhoods.

Attendees agreed to a tentative next meeting date of Thursday January 27 at 10am at the Advocacy Center office, 1010 Common Street Suite 2600.

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MINUTES
ADA Transition Plan Advisory Committee Meeting #5
January 27, 2011, 10am; The Advocacy Center

Attendees

COMMITTEE MEMBERS	Present?
Cliff Doescher, Arc of Greater New Orleans	No
Commissioner Earline Roth, Regional Transit Authority	No
Jonah Bascle	No
Charles Tubre, Chair, The Advocacy Center	Yes
Jimmy Farenholtz, American Diabetes and Alzheimer's Association	No
Joe Watkins, Regional Transit Authority	Yes
Kerrie Ramsdell, LSUHSC, Occupational Therapy Program	Yes
Gene Tullos, Lighthouse for the Blind	No
Jason Sappington, Regional Planning Commission	No
Ryan McCary, Lighthouse for the Blind	Yes
Stefan Marks, RTA/Veolia	Yes
Sarah Landau	Yes
Roxe Homested, Lighthouse for the Blind	Yes
COMMITTEE STAFF	
Matthew Rufo, Prevention Research Center at Tulane University, DPW	Yes
Jennifer Ruley, Louisiana Public Health Institute, DPW	No
Francis J. Berger, DPW	No
Page McCranie, Office of the Mayor	Yes
Nguyen D. Phan, DPW	No
Bill Hecker, ADA Consultant	Yes
Katherine Hoover, Jefferson Parish	Yes
Bob Ferguson, DPW	Yes

New engineering staff at Public Works were introduced: Louis Haywood (traffic) and James (construction).

Matt gave a presentation showing results from the prioritization analysis, and indicating locations for the top 20 most important intersections in the city, according to the criteria discussed at previous meetings. These are all located in the Central Business District. The top 600 intersections were also shown, and are clustered throughout the city. The intent is to conduct an inventory of the accessibility of curbs at all of these intersections.

Bill indicated the need to consider other factors when assigning priority to intersections, such as whether or not the adjacent sidewalks are in acceptable condition, and whether planned capital projects will provide their own funding to upgrade curb ramps at the priority intersections. This might require coordination with other city agencies.

Stefan noticed that the prioritization of intersection has yet to factor in locations of grocery stores. Katherine and Charlie asked to include polling places as well, as many of these are not actually in compliance. Bill recommended, and Charlie seconded, coordinating with the clerk's office to get them on board with the Transition Plan. Matt will make sure to incorporate these and recalculate priorities.

Katherine suggested the plan acknowledge the responsibility for property owners to maintain the sidewalks abutting their property. Stefan recommended identifying sidewalks in poor condition serving high priority intersections.

Matt presented a proposed "ADA Resolution Procedure" that would establish an official process for individuals with mobility challenges to issue complaints to the City and for the City to respond. Charlie noted that no process has ever been in place, never mind functioned properly. Page has developed a similar form and procedure for the Mayor's Office. Matt will coordinate with Page to reconcile the two processes and avoid redundancies. Page noted that the forms rely heavily on the ability for complainants to complete the forms by writing. Katherine suggested that a dedicated employee be responsible for taking complaints by phone as well. Bill suggested that the form also allow complainants to cite sidewalks in need of repair, though acknowledged that the 5th Circuit court recently resolved that the Americans with Disabilities Act does not require municipalities to keep existing, unaltered sidewalks ADA-compliant. Charlie emphasized the need for city officials to monitor and evaluate the effectiveness of this procedure to ensure it functions as intended.

Bob expressed concern for the Department of Public Work's capacity to enforce the resolution procedure, citing significant cuts to inspection staff, and the need for the City Council to allocate additional funds in order to restore them. Charlie suggested that the Advisory Committee ought to advocate for full implementation of the Transition Plan once it is complete.

Bill stressed the importance of creating a clear and easy-to-use geographic database to track which intersections are ADA-compliant and which are not. Matt will send Bill the inventory form that Public Works and the RPC will use to conduct the inventory.

Katherine suggested that the Committee present initial results of this planning process to the RTA.

Attendees agreed to a tentative next meeting date of Thursday March 24th at 10am.

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MINUTES
ADA Transition Plan Advisory Committee Meeting #6
March 31, 2011, 10am; The Advocacy Center

Attendees

COMMITTEE MEMBERS	Present?
Cliff Doescher, Arc of Greater New Orleans	No
Commissioner Earline Roth, Regional Transit Authority	No
Jonah Bascle	Yes
Charles Tubre, Chair, The Advocacy Center	Yes
Jimmy Farenholtz, American Diabetes and Alzheimer's Association	Yes
Joe Watkins, Regional Transit Authority	No
Kerrie Ramsdell, LSUHSC, Occupational Therapy Program	No
Gene Tullos, Lighthouse for the Blind	No
Jason Sappington, Regional Planning Commission	Yes
Ryan McCary, Lighthouse for the Blind	No
Stefan Marks, RTA/Veolia	Yes
Sarah Landau	No
Roxe Homested, Lighthouse for the Blind	No
COMMITTEE STAFF	
Matthew Rufo, Prevention Research Center at Tulane University, DPW	Yes
Jennifer Ruley, Louisiana Public Health Institute, DPW	Yes
Francis J. Berger, DPW	No
Page McCranie, Office of the Mayor	Yes
Nguyen D. Phan, DPW	No
Bill Hecker, ADA Consultant	No
Katherine Hoover, Jefferson Parish	No
Bob Ferguson, DPW	Yes
Karen Parsons, RPC	Yes
Louis Haywood, DPW	Yes

Charles called the meeting to order at 10:10a.m.

Matt presented the agenda for the meeting: ADA resolution Procedure, feedback on proposed inventory processing- accessibility/acceptability rankings of curb ramps in Orleans Parish, schedule, the future steps for the project as well as outreach to the general public and city stakeholders.

Jennifer raised a question about whether or not all transit routes were considered high priority. Matt responded that higher volume transit stops are given higher priority. For instance, stops along Canal Street have been given higher priority that other areas in the city. There was a brief discussion on the success of carnival season. Jonah raised the issue of the difficulty of getting around using Para-Transit in the city.

Matt began a discussion on the Resolution Procedure. The City is resuming the 311 system later this year as the current system in place within DPW was inadequate in following up with complaints. Attendees discussed how the 311-system will replace the current DPW system as the first line for maintenance complaints. Ideally, the system would not only take calls but also ensure that there is adequate follow-up. Matt added that the new system would ensure better response by formalizing and improving the process by which the complaints were handled. Charles stated that the improved 311-system should record the date of the call, phone number of caller/email, the substance of the conversation and the location within DPW to which the call is made. This will ensure that essential information is gained from the caller and adequate follow-up performed by DPW.

It was recommended that there should be a "Response time limit", within which information regarding what would be done, what the active/upcoming street projects were, whether the issue was of high priority and what the projected time frame for repair would be, as the current system was essentially a "black hole" with no priority system. A question was raised regarding whether or not there was a logical process in place to get a response back to the resident who filed the complaint. Jennifer added that there should be an identifying number assigned to each call with information on who called logged into the system; effectively, a centralized system.

The subject of staff capacity was raised as a huge concern in using the system. Suggestions were made in regards to securing volunteer staff to cover the phones and ensure that adequate information was secured from callers. Matt added that it would be important to ensure that the maintenance staff take responsibility and collaborate with construction staff to ensure that these problems are resolved.

Jennifer raised the question of what needed to be done to improve the system. Suggestions were made to improve the internal process by ensuring that there was an "overall resolution"- a procedure beyond receiving the original complaint and the need to ensure that "antiquated systems" were replaced with a system that logs in the number of calls, dates and all essential information needed to address the problem. Karen mentioned that there have been complaints of people calling the DPW and being told to go through the 311-system.

Matt raised the idea of adjusting the priority intersection list based on complaints received from residents. Jennifer raised the issue that residents might take advantage of the system and keep calling if they realize that it would help move their complaint up the list. Charles reiterated the importance of the need of a mechanism to ensure follow up. Matt suggested that keeping track of the calls would help update the priority list.

Matt started the presentation and stated the goal of prioritizing intersections and the need to collect information which would be stored in the database with the Regional Planning Commission.

Matt started a discussion on what makes a curb ramp compliant. He talked about the dimensions, quality, as well as the landing as important factors to consider for compliance. He also asked what makes a curb ramp acceptable, but not necessarily compliant. He said this was important to ensure the city made the right decision in spending the little money they had on bad ramps, and not necessarily on ramps that were acceptable, but not compliant.

Matt showed pictures of some of the curb ramps in the city and gave the committee an opportunity to comment on whether ramps were acceptable. Some ramps were described as being adequate for mechanical wheelchairs, but challenging for individuals in manual wheelchairs and individuals with hearing loss. It was decided that some money needed to be spent on ramps that were considered unacceptable, especially to the vision-impaired in the city. Other pictures were shown that presented problems with some of the curb ramps. Some were considered tripping hazards with the potential for law-suits if wheels got caught in the curb. Issues with the radius, location/corner, type (Type A or B), acceptability etc were also raised in the discussion and a decision was made that if the ramps were considered unacceptable it would be placed on the list.

Matt raised the question on how to categorize the ramps. Stefan used the analogy of the bus stop as a way to introduce the concept of "functionality" and usage as important factors to consider when categorizing the ramps and determining where the money should be spent in repairing them. Jennifer suggested that the ramps be categorized as follows:
(1) Compliant/functional (2) Non-Compliant/functional and (3) Non-compliant/non functional, a ranking which majority of the committee members agreed with.

Bob raised the importance of cost-effectiveness when it came to mobilization and man-power. He suggested that when a road project was underway at a certain location, the curb ramps in that particular location that had been placed on the list should be fixed at the same time. Jennifer raised the issue of being pro-active and focusing resources on highest priority areas.

Page, Karen and Charles all raised the issue about how and where resources were allocated and a need for the clarification on the policy of what bond funding goes to the ADA. Charles specifically mentioned the "Bond Contract" and how 5% of it could be used for curb repairs and ADA projects. Jennifer added that Bond funding already has ADA funding included in it. The fact was raised that the Resolution Procedure was a complaint driven process. Jennifer suggested that there must be a way to track the money and its use. Page responded that in the Transition plan, there should be a way to address the tracking and use of the funds.

"Blue-Zone" ticketing was mentioned as a potential funding source. It was suggested that the money be placed in a special account. The question about where the money goes was raised and whether or not it contributed to the States fund. Charles added that issues might develop between the City and State if

that was the case. Jennifer suggested possibly getting interns to find potential sources of funding; blue-zones, bond funds, parking etc. She suggested Jibrin be introduced to Page's staff to help do some research and provide updates on any obstacles in obtaining information.

Attendees discussed the issue of the location of traffic posts in close proximity to curb ramps in some locations. Charles pointed out how this could be a hindrance to the use of the curb ramps. Jennifer and Jonah both suggested that these issues should be sorted out. Suggestions were made by committee members about how to negotiate the crosswalk, deal with the traffic lights, put flares on the ramps, possibly extending the curb/sidewalk in some locations, making room for landing in some locations and even having bump outs.

Jennifer raised the issue of utility companies failing to re-adjust the location of their boxes around some curb ramps. Charles raised the question of what was more important, the proprietary interests of the utility companies or the public's own interest? Page added that the City should have leverage over the utility companies. Jenifer suggested that the utility companies that request permits be limited in their access if they do not deal with the issue adequately. Bob mentioned that some progress had been made in limiting permits to utility companies until some of these issues were resolved.

Stefan suggested the possibility of inviting these companies to the meetings for an opportunity to educate, notify and direct them on what is required of them. Matt mentioned that utility committee meetings actually take place and suggested the possibility of having some ADA committee members attend these meetings. Jennifer agreed. Matt and Page talked about making plans and recommendations and ensuring policy acceptance.

Page raised the issue of how resurfacing streets could affect curb ramps. She asked if there was a policy to address this. Matt suggested inspecting the ramps after the resurfacing was done to ensure there were no issues. Jennifer mentioned how "Fox 8" ran a story on catch basins addressing how City and State inspectors are checking in on construction projects. She reiterated that the issue is not policy, but rather a recommendation. Rob suggested that there were ways to ensure the contractors were compliant.

Matt concluded the presentation by discussing the project's next steps. Charles talked about the importance of establishing more contacts with City officials while also educating and encouraging council members to join in the effort to address the issue. Stefan suggested the Sustainable Transportation Advisory Committee (STAC) would be an appropriate contact.

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Announcements:
There will be an event at 1515 Common Rm. 560 hosted by **U.S. Equal Employment Opportunity Commission** Commissioner on April 6th at 1:30pm. She will present on the amendments that were made to the ADA in 2008, focusing on Title 2 and 3. It was suggested that committee members attend.

Jennifer added that we should make sure we are on the same page with the new changes made to the ADA.

Meeting adjourned at 11:40a.m.

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MINUTES
ADA Transition Plan Advisory Committee Meeting #7
July 7, 2011, 10am; RTA Building Board room.

Attendees

COMMITTEE MEMBERS	Present?
Cliff Doescher, Arc of Greater New Orleans	No
Commissioner Earline Roth, Regional Transit Authority	No
Jonah Bascle	Yes
Charles Tubre, Chair, The Advocacy Center	No
Jimmy Farenholtz, American Diabetes and Alzheimer's Association	No
Joe Watkins, Regional Transit Authority	Yes
Kerrie Ramsdell, LSUHSC, Occupational Therapy Program	No
Gene Tullos, Lighthouse for the Blind	No
Jason Sappington, Regional Planning Commission	Yes
Ryan McCary, Lighthouse for the Blind	No
Stefan Marks, RTA/Veolia	No
Sarah Landau	No
Roxe Homested, Lighthouse for the Blind	No
COMMITTEE STAFF	
Matthew Rufo, Prevention Research Center at Tulane University, DPW	Yes
Jennifer Ruley, Louisiana Public Health Institute, DPW	No
Francis J. Berger, DPW	No
Page McCranie, Office of the Mayor	Yes
Nguyen D. Phan, DPW	No
Bill Hecker, ADA Consultant	No
Katherine Hoover, Jefferson Parish	Yes
Karen Parsons, RPC	No
Louis Haywood, DPW	No
Nicky Lanus, DHS	Yes
Jibrin Kama, Tulane PRC	Yes
Tahnee Regent, DPW	Yes

The meeting began at 10:10a.m.

Matt Rufo introduced the agenda for the meeting: Review of ramp inventory progress, presentation of Transition Plan Draft outline, and schedule of next steps (inventory schedule, draft completion, public comment).

Matt described how much progress the surveyors have made on the curb ramp inventory in the city. He also described what the goal of the inventory was: identifying priority intersections that need improvement and determining what ramps were compliant and/or "acceptable."

Page McCranie asked if the information was being shared with the RPC. Matt responded that he had reached out to coordinate with the GIS team and that he would follow up.

Matt showed a table with information on the number of intersection inspected thus far, those identified as in need of improvement, and those in need of construction and/or repair. He estimated that the inventory was over half way done and by the time it is complete will identify approximately 1400-1500 ramps in need of construction and/or improvement.

	As of May 18	As of June 15	As of July 6
Intersections Inspected	57	143	275
Intersections identified in need of improvement	30	89	199
Existing ramps inspected	318	708	1147
Curbs/ramps identified in need of construction/ repair	103	357	934

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Page asked whether the inventory would cover the new LSU/VA center. Matt said that surveyors have already inspected these areas in lower Mid City. He emphasized the need for DPW to keep the inventory up-to-date as projects such as the LSU/VA result in upgraded ramps.

The committee reviewed a "Draft Outline" for the ADA Transition Plan. The outline described what would be included in the plan; its purpose, an overview of ADA and City responsibilities, the planning process, responsible parties and a schedule for improving ramps.

Page discussed getting Title VI approved and how to interpret the regulatory language in regards to the Public Rights-of-Way. The attendees commended her on her efforts. Katherine asked if the Plan would include a reference to the "financial hardship and undue burden" clause of the ADA, and suggested that the Plan cite it. Jason Sappington asked how the Warehouse District study's methodology matches with the Transition Plan.

Matt mentioned that the inventory of non- compliant curb ramps should be complete by early August and established what the next steps would be; establishing a priority order schedule for non-compliant ramp repair, a public comment period (30 -60 days) and ultimately the City adopting the Transition Plan and DPW implementing the ADA Resolution Procedures.

Page mentioned that the next MAC meeting was scheduled for Wednesday, July 20th 2011, and encouraged attendees to attend the meeting.

Joe Watkins asked if there was an update on improvements to the bus transfer location at City Park Avenue and Canal Boulevard. Jason added that it had been signed-off on, but was still pending and had not started due to FTA procedural issues.

The meeting was adjourned at 11:00a.m

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MINUTES
ADA Transition Plan Advisory Committee Meeting #8
October 13, 2011, 10am; RTA Building.

The meeting opened with a review of the completed Canal Boulevard/City Park Avenue accessibility project. Joe Watkins showed photos of completed work and Jennifer Ruley described the process for executing the project. The work included construction of ADA ramps at bus platforms, restoration of a curb from a driveway on Canal Boulevard for use as a future bus stop, repair of a sidewalk on Canal Boulevard, construction of a sidewalk on the Canal Boulevard, and extension of the Canal Boulevard neutral ground at the intersection of City Park Ave, to shorten crossing distance across Canal Boulevard. Stefan Marks described the proposal for a new transfer station at this intersection to be constructed within the next few years.

Jennifer reported on a session she attended at the Walk21 conference in Vancouver, highlighting Rick Hansen's Global Accessibility Map project. The online ratings tool offers the opportunity to submit and obtain reviews from a mobility, hearing and sight perspective, on accessibility of buildings and public services in communities around the world. The tool is available at: http://www.rickhansen.com/en-ca/home/aboutus/abouttherickhansenfoundation/globalaccessibilitymap.aspx

Matt Rufo distributed copies of a complete draft ADA Transition Plan for review and comment. Attendees also received a summary table of number of ramps surveyed and identified for improvement by neighborhood. The committee made the following recommendations:

- Incorporate a system for resident requests to "bump up" intersections on the priority list. Doing so will ensure greater flexibility and allow the Plan to change with regard to changing needs.
- Categorize the ramps within each neighborhood by priority tier, in order to compare priority improvements by neighborhood.
- Clearly acknowledge the Regional Planning Commission's study of accessibility within the Warehouse District, include its data within the Transition Plan and describe how it interfaces with the Transition Plan.
- Describe the performance measures to be used to track progress of the Transition Plan, and develop a programming document that provides details for implementation steps.
- Develop a process for holding coordinating meetings with utilities such as the Sewerage and Water Board throughout the implementation of the Transition Plan.
- Describe how ADA-dedicated bond funds and other sources are to be used for implementation

Appendix F: Prioritization methodology

Land Use	Number	Distance (ft)	Weight	Weight calculation
RTA fixed route stops	2451	400	0-9	(Total riders/100) + 1
Employment locations		(Job#/8)+200	2-6	Distance/200
Paratransit drop-offs	224	660	1-6	Riders/100
Public schools	93	660	3	3
Tourist attractions	29	660	3	3
Senior centers	22	660	3	3
Health clincs	50	660	3	3
Hospitals	14	660	3	3
Government offices	36	660	3	3
Parks and playgrounds	205	Area + 400	3	3
Polling locations	122	660	3	3
Colleges	10	660	3	3
Major streets		660	3	3
Large groceries	21	660	3	3
Small groceries	23	660	2	2
Public housing sites	9	Area + 400	2	2
Libraries	17	660	2	2
Commercial areas		Area	2	2

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Appendix G: Detailed Curb Ramp Improvement Needs and Schedule

Target area	Street	Cross Street	Intersection ID	# of ramps to construct/ improve	Signal	State road	Date of scheduled completion
Central Business District	Canal Street	Marais Street	6899	1	-	-	Dec-15
Central Business District	Cleveland Avenue	S Robertson Street	7031	2	-	-	Dec-15
Central Business District	Cleveland Avenue	Lasalle Street	7044	5	-	-	Dec-15
Central Business District	Cleveland Avenue	S Liberty Street	7100	2	-	-	Dec-15
Central Business District	Canal Street	Basin Street	7117	1	Yes	-	Dec-15
Central Business District	Cleveland Avenue	S Villere Street	7142	4	-	-	Dec-12
Central Business District	Tulane Avenue	Lasalle Street	7174	2	Yes	-	Dec-12
Central Business District	Elk Pl	Cleveland Avenue	7193	3	Yes	-	Dec-12
Central Business District	Tulane Avenue	S Saratoga Street	7253	1	-	-	Dec-12
Central Business District	Tulane Avenue	S Liberty Street	7368	1	-	-	Dec-12
Central Business District	Tulane Avenue	S Rampart Street	7426	1	-	-	Dec-12
Central Business District	Gravier Street	Freret Street	7436	6	-	-	Dec-12
Central Business District	Gravier Street	S Liberty Street	7463	6	-	-	Dec-12
Central Business District	Perdido Street	S Robertson Street	7477	3	-	-	Dec-12
Central Business District	Perdido Street	Freret Street	7497	3	-	-	Dec-12
Central Business District	Poydras Street	Clara Street	7547	4	-	-	Dec-12
Central Business District	Perdido Street	Lasalle Street	7595	1	-	-	Dec-12
Central Business District	S Rampart Street	Union Street	7636	2	-	-	Dec-12
Central Business District	Poydras Street	Magnolia Street	7651	2	-	-	Dec-12

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Central Business District	Poydras Street	Freret Street	7698	2	-	-	Dec-12
Central Business District	Poydras Street	S Robertson Street	7698B	4	Yes	-	Dec-12
Central Business District	Poydras Street	Lasalle Street	7724	1	Yes	-	Dec-12
Central Business District	O' Keefe Avenue	Perdido Street	7786	8	-	-	Dec-12
Central Business District	S Rampart Street	Perdido Street	7796	5	Yes	-	Dec-12
Central Business District	Poydras Street	O'Keefe Avenue	7883	8	Yes	-	Dec-12
Central Business District	Perdido Street	Penn Street	7885	2	-	-	Dec-12
Central Business District	Poydras Street	Penn Street	8147	2	-	-	Dec-12
Central Business District	Tulane Avenue	S Robertson Street	7018B	6	Yes	-	Dec-12
Central Business District	Tulane Avenue	S Villere Street	7174B	2	Yes	-	Dec-12
Central Business District	O' Keefe Avenue	Gravier Street	7786B	3	Yes	-	Dec-12
Central Business District	Iberville Street	N Robertson Street	6488	2	-	-	Dec-12
Central Business District	Perdido Street	Baronne Street	7885B	5	-	-	Dec-12
Central Business District	Poydras Street	Baronne Street	8147B	5	Yes	-	Dec-12
Central Business District	Poydras Street	S Rampart Street	8318B	3	Yes	-	Dec-12
			TOTAL	108			

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Target area	Street	Cross Street	Intersection ID	# of ramps to construct/improve	Signal	State road	Date of scheduled completion
French Quarter	Esplanade Avenue	Decatur Street	5925	5	Yes	-	Oct-12
French Quarter	Barracks Street	Decatur Street	6159	2	-	-	Oct-12
French Quarter	Barracks Street	N Peters Street	6160	3	-	-	Oct-12
French Quarter	Governor Nicholls Street	Decatur Street	6177	7	-	-	Oct-12
French Quarter	Chartres Street	Ursulines Avenue	6192	4	-	-	Oct-12
French Quarter	Basin Street	St Louis Street	6428	9	Yes	-	Oct-12
French Quarter	N Rampart Street	Basin Street	6458	5	-	-	Oct-12
French Quarter	Decatur Street	Ursulines Avenue	6461	3	-	-	Oct-12
French Quarter	N Rampart Street	Toulouse Street	6509	10	Yes	-	Oct-12
French Quarter	Chartres Street	Dumaine Street	6530	4	-	-	Oct-12
French Quarter	Decatur Street	St Philip Street	6558	3	-	-	Oct-12
French Quarter	N Rampart Street	St Louis Street	6653	10	Yes	-	Oct-12
French Quarter	Royal Street	Dumaine Street	6713	3	-	-	Oct-12
French Quarter	Burgundy Street	St Louis Street	6728	3	-	-	Oct-12
French Quarter	Basin Street	Bienville Street	6757	12	-	-	Oct-12
French Quarter	Decatur Street	Madison Avenue	6790	1	-	-	Oct-12
French Quarter	N Rampart Street	Conti Street	6810	9	Yes	-	Oct-12
French Quarter	Decatur Street	Dumaine Street	6811	6	Yes	-	Oct-12
French Quarter	Crozat Street	Iberville Street	6844	3	-	-	Oct-12
French Quarter	Royal Street	St Peter Street	6903	3	-	-	Oct-12
French Quarter	Royal Street	Toulouse	6935	4	-	-	Oct-12

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		Street					
		Iberville					
French Quarter	Basin Street	Street	6944	6	-	-	Oct-12
	N Rampart	Bienville					
French Quarter	Street	Street	6976	10	Yes	-	Oct-12
	Decatur	St Peter					
French Quarter	Street	Street	6978	4	Yes	-	Oct-12
	Bienville	Burgundy					
French Quarter	Street	Street	6998	4	-	-	Oct-12
	Chartres	Wilkinson					
French Quarter	Street	Street	7011	2	-	-	Oct-12
	Chartres	Toulouse					
French Quarter	Street	Street	7022	2	-	-	Oct-12
	Dauphine	Bienville					
French Quarter	Street	Street	7103	2	-	-	Oct-12
	Chartres	St Louis					
French Quarter	Street	Street	7134	4	-	-	Oct-12
	Decatur	Toulouse					
French Quarter	Street	Street	7147	1	Yes	-	Oct-12
	Iberville	Burgundy					
French Quarter	Street	Street	7197	2	-	-	Oct-12
	Bourbon						
French Quarter	Street	Conti Street	7198	2	-	-	Oct-12
French Quarter	Canal Street	University Pl	7242	2	-	-	Oct-12
	Dauphine	Iberville					
French Quarter	Street	Street	7258	1	-	-	Oct-12
	Bourbon	Bienville					
French Quarter	Street	Street	7293	3	-	-	Oct-12
		Iberville					
French Quarter	Royal Street	Street	7443	3	-	-	Oct-12
	Exchange	Iberville					
French Quarter	Place	Street	7443B	2	-	-	Oct-12
	Chartres	Bienville					
French Quarter	Street	Street	7511	1	-	-	Oct-12
	Iberville						
French Quarter	Street	Dorsiere	7523	2	-	-	Oct-12
	Iberville	Chartres					
French Quarter	Street	Street	7549	3	-	-	Oct-12
	Decatur	Iberville					
French Quarter	Street	Street	7607	2	-	-	Oct-12
	Iberville	N.Peters					
French Quarter	street	street	7638	4	-	-	Oct-12
	Iberville						
French Quarter	Street	Clay Street	7671	1	-	-	Oct-12
French Quarter	Iberville	Wells street	7766	2	-	-	Oct-12

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	street						
French Quarter	N Peters Street	Ursulines Avenue	6461C	3	-	-	Oct-12
French Quarter	Basin Street	Toulouse Street	6509B	2	-	-	Oct-12
French Quarter	Chartres Street	St Philip Street	6530B	4	-	-	Oct-12
French Quarter	Royal Street	St Ann Street	6713B	2	-	-	Oct-12
French Quarter	Chartres Street	Madison Avenue	6713C	2	-	-	Oct-12
French Quarter	Chartres Street	St Ann Street	6713D	2	-	-	Oct-12
French Quarter	Basin Street	Conti Street	6757B	11	-	-	Oct-12
French Quarter	Decatur Street	St Ann Street	6978B	2	Yes	-	Oct-12
French Quarter	Chartres Street	St Peter Street	7011B	2	-	-	Oct-12
French Quarter	N Rampart Street	Iberville Street	7117B	13	-	-	Oct-12
French Quarter	Bourbon Street	St Louis Street	7259A	2	-	-	Oct-12
French Quarter	Royal Street	St Louis Street	7259B	2	-	-	Oct-12
French Quarter	Royal Street	Conti Street	7259C	2	-	-	Oct-12
French Quarter	Chartres Street	Conti Street	7259D	4	-	-	Oct-12
French Quarter	Royal Street	Bienville Street	7293B	4	-	-	Oct-12
French Quarter	Bienville street	Decatur street	7488A	4	-	-	Oct-12
French Quarter	Decatur Street	Conti Street	7488B	2	-	-	Oct-12
French Quarter	N Peters Street	Conti Street	7488C	1	-	-	Oct-12
French Quarter	Bienville street	Clinton street	7488D	2	-	-	Oct-12
French Quarter	Bienville street	N.Peters street	7488E	4	Yes	-	Oct-12
French Quarter	Canal Street	Bourbon Street	7577B	2	-	-	Oct-12
French Quarter	Iberville street	Clinton street	7607B	2	-	-	Oct-12
			Total	248	-	-	

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Target area	Street	Cross Street	Intersection ID	# of ramps to construct/improve	Signal	State road	Date of scheduled completion
Medical District	Prieur street	Iberville Street	6003	5	-	-	Dec-14
Medical District	N Roman Street	Iberville Street	6134	4	-	-	Dec-14
Medical District	Canal Street	Galvez street	6226	4	Yes	-	Dec-14
Medical District	Cleveland street	S. Johnson street	6261	3	-	-	Dec-14
Medical District	S Galvez Street	Palmyra Street	6285	1	-	-	Dec-14
Medical District	N Claiborne Avenue	Iberville Street	6373	8	-	Yes	Dec-14
Medical District	S Prieur Street	Cleveland Avenue	6391	4	-	-	Dec-14
Medical District	Canal Street	N Roman Street	6425	10	-	-	Dec-14
Medical District	Poydras Street	S Claiborne Street	7508	8	Yes	Yes	Dec-14
Medical District	Palmyra street	S.Johnson street	6487	5	-	-	Dec-14
Medical District	Canal Street	S Derbigny Street	6505	2	Yes	-	Dec-14
Medical District	Tulane Avenue	S Miro Street	6520	2	-	Yes	Dec-14
Medical District	S Roman Street	Cleveland Avenue	6614	4	-	-	Dec-14
Medical District	S Prieur Street	Palmyra Street	6637	4	-	-	Dec-14
Medical District	S Roman Street	Palmyra Street	6650	4	-	-	Dec-14
Medical District	S Johnson Street	Tulane Avenue	6679	10	-	Yes	Dec-14
Medical District	S Derbigny Street	Palmyra Street	6741	4	-	-	Dec-14
Medical District	S Derbigny Street	Cleveland Avenue	6755	3	-	-	Dec-14
Medical District	S Claiborne Avenue	Cleveland Avenue	6787	5	Yes	Yes	Dec-14
Medical District	Tulane Avenue	S Roman Street	6823	4	-	Yes	Dec-14
Medical District	N Claiborne Avenue	Canal Street	6827	5	Yes	Yes	Dec-14

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Medical District	Tulane Avenue	S Derbigny Street	6940	4	-	Yes	Dec-14
Medical District	S Claiborne Avenue	Perdido Street	7398	3	-	Yes	Dec-14
Medical District	Gravier Street	Bolivar Street	6983	3	-	-	Dec-14
Medical District	Gravier Street	S Roman Street	7063	2	-	-	Dec-14
Medical District	Gravier Street	S Prieur Street	7096	3	-	-	Dec-14
Medical District	Perdido Street	Bolivar Street	7241	2	-	-	Dec-14
Medical District	Perdido Street	S Prieur Street	7289	5	-	-	Dec-14
Medical District	Poydras Street	S Prieur Street	7347	2	-	-	Dec-14
Medical District	Canal Street	Johnson street	6226C	6	-	-	Dec-14
Medical District	Canal Street	Prieur street	6425B	4	-	-	Dec-14
Medical District	S Johnson Street	Banks Street	6679B	6	-	-	Dec-14
Medical District	Tulane Avenue	S Prieur Street	6709A	12	Yes	Yes	Dec-14
Medical District	Tulane Avenue	Bolivar Street	6709B	2	-	Yes	Dec-14
Medical District	S Johnson Street	Gravier Street	7096B	5	-	-	Dec-14
Medical District	Perdido Street	Bertrand Street	7289B	2	-	-	Dec-14
Medical District	Perdido Street	S Johnson Street	7289C	4	-	-	Dec-14
			TOTAL	164			

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Target area	Street	Cross Street	Intersection ID	# of ramps to construct/improve	Signal	State road	Date of scheduled completion
Lower Garden District	Camp Street	Felicity Street	10391	10	Yes	-	Dec-13
Lower Garden District	Camp Street	Saint Mary Street	10408	4	-	-	Dec-13
Lower Garden District	Felicity Street	Richard Street	10413	2	-	-	Dec-13
Lower Garden District	Constance Street	Richard Street	10497	2	-	-	Dec-13
Lower Garden District	Constance Street	Orange Street	10498	2	-	-	Dec-13
Lower Garden District	Magazine Street	Saint Mary Street	10564	2	-	-	Dec-13
Lower Garden District	Hastings Pl	Saint Mary Street	10576	2	-	-	Dec-13
Lower Garden District	Camp Street	St Andrew Street	10592	5	-	-	Dec-13
Lower Garden District	Felicity Street	Constance Street	10593	5	-	-	Dec-13
Lower Garden District	Magazine Street	St Andrew Street	10697	1	Yes	-	Dec-13
Lower Garden District	Annunciation Street	Market Street	10707	2	-	-	Dec-13
Lower Garden District	Felicity Street	Annunciation Street	10708	5	Yes	-	Dec-13
Lower Garden District	Constance Street	St Andrew Street	10718	3	-	-	Dec-13
Lower Garden District	Magazine Street	Josephine Street	10735	2	-	-	Dec-13
Lower Garden District	Magazine Street	Jackson Avenue	10830	4	Yes	-	Dec-13
Lower Garden District	Camp Street	Orange Street	10391B	8	-	-	Dec-13
Lower Garden District	Orange Street	Annunciation Street (park midblock)	10498B	4	-	-	Dec-13
Lower Garden District	Orange Street	Annunciation Street (park corner)	10498C	2	-	-	Dec-13
Lower Garden District	Annunciation Street	Richard Street	10498D	2	-	-	Dec-13
Lower Garden District	Saint Mary Street	Sophie Wright Pl	10697B	6	-	-	Dec-13

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Lower Garden District	Felicity Street	Richard Street	10707B	3	-	-	Dec-13
Lower Garden District	St Charles Avenue	Clio Street	9362	8	-	-	Dec-13
Lower Garden District	St Charles Avenue	Erato Street	9493	10	Yes	-	Dec-13
Lower Garden District	Coliseum Street	Clio Street	9523	4	-	-	Dec-13
Lower Garden District	Prytania Street	Erato Street	9545	1	-	-	Dec-13
Lower Garden District	Coliseum Street	Erato Street	9548	3	-	-	Dec-13
Lower Garden District	Martin Luther King	St Charles Avenue	9633	13	Yes	-	Dec-13
Lower Garden District	Coliseum Street	Erato Street	9663	2	-	-	Dec-13
Lower Garden District	St Charles Avenue	Thalia Street	9743	8	-	-	Dec-13
Lower Garden District	Camp Street	Melpomene Street	9777	3	-	-	Dec-13
Lower Garden District	Prytania Street	Clio Street	9473D	3	-	-	Dec-13
Lower Garden District	Coliseum Street	Thalia Street	9663B	3	-	-	Dec-13
Lower Garden District	Prytania Street	Melpomene Street	9743B	10	Yes	-	Dec-13
Lower Garden District	Coliseum Street	Thalia Street	9777B	3	-	-	Dec-13
			TOTAL	147			

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Target area	Street	Cross Street	Intersection ID	# of ramps to construct/improve	Signal	State road	Date of scheduled completion
Canal St/Mid-City	Canal Street	N Carrollton Avenue	4093	10	Yes	-	Dec-13
Canal St/Mid-City	Canal Street	S Scott Street	4328	6	-	-	Dec-13
Canal St/Mid-City	Canal Street	Clark Street	4386	3	-	-	Dec-13
Canal St/Mid-City	Canal Street	Rendon Street	4615	11	-	-	Dec-13
Canal St/Mid-City	Canal Street	Jefferson Davis Parkway	4638	3	Yes	-	Dec-13
Canal St/Mid-City	Canal Street	Lopez Street	4848	5	-	-	Dec-13
Canal St/Mid-City	Canal Street	Gayoso Street	5085	6	-	-	Dec-13
Canal St/Mid-City	Canal Street	White Street	5161	6	-	-	Dec-13
Canal St/Mid-City	Broad Avenue	Iberville Street	5200	12	-	-	Dec-13
Canal St/Mid-City	Canal Street	Broad Avenue	5527	10	Yes	-	Dec-13
Canal St/Mid-City	Canal Street	S Pierce Avenue	4093B	7	-	-	Dec-13
Canal St/Mid-City	Canal Street	S Cortez Street	4328B	10	-	-	Dec-13
Canal St/Mid-City	Canal Street	S Telemachus Street	4328C	2	-	-	Dec-13
Canal St/Mid-City	Canal Street	S Genois Street	4328D	8	-	-	Dec-13
Canal St/Mid-City	Canal Street	Jefferson Davis Parkway	4638B	3	Yes	-	Dec-13
Canal St/Mid-City	Canal Street	Salcedo Street	4848B	6	-	-	Dec-13
Canal St/Mid-City	Canal Street	Dupre Street	5085B	2	-	-	Dec-13
Canal St/Mid-City	Broad Avenue	Cleveland Street	5527C	2	-	-	Dec-13
Canal St/Mid-City	S Broad Street	Palmyra Street	6788	4	-	Yes	Dec-13
Canal St/Mid-City	S Broad Street	Banks Street	6920	3	Yes	Yes	Dec-13

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Canal St/Mid-City	S White Street	Tulane Avenue	7050	1	-	Yes	Dec-13
Canal St/Mid-City	S Broad Street	Tulane Avenue	7100	10	Yes	Yes	Dec-13
Canal St/Mid-City	S Broad Street	Gravier Street	7442	6	-	Yes	Dec-13
			TOTAL	136			

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Target area	Street	Cross Street	Intersection ID	# of ramps to construct/improve	Signal	State road	Date of scheduled completion
Methodist Hospital	Lake Forest Blvd	Deer Park Rd	894	4	-	-	Dec-14
Methodist Hospital	Lake Forest Blvd	Read Blvd	923	11	Yes	-	Dec-14
Methodist Hospital	Methodist Hospital	Read Blvd	956	10	-	-	Dec-14
Methodist Hospital	Read Blvd	5550 Read Blvd	1066	12	-	-	Dec-14
Methodist Hospital	Read Blvd	5476 Read Blvd	1156	10	-	-	Dec-14
Methodist Hospital	Read Blvd	Dwyer Rd	1280	8	-	-	Dec-14
Methodist Hospital	Lake Forest Blvd	Methodist Hospital	1095A	2	-	-	Dec-14
			TOTAL	57			

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Target area	Street	Cross Street	Intersection ID	# of ramps to construct/improve	Signal	State road	Date of scheduled completion
St. Claude/Franklin	Arts Street	N Robertson Street	4120	4	-	-	Dec-15
St. Claude/Franklin	Franklin Avenue	N Robertson Street	4193	2	Yes	-	Dec-15
St. Claude/Franklin	Arts Street	N Villere Street	4273	4	-	-	Dec-15
St. Claude/Franklin	St Claude Avenue	Music Street	4633	8	-	Yes	Dec-15
St. Claude/Franklin	St Claude Avenue	Mandeville Street	4673	1	-	Yes	Dec-15
St. Claude/Franklin	St Claude Avenue	St Roch Avenue	4674	1	Yes	Yes	Dec-15
St. Claude/Franklin	St Claude Avenue	Press Street	4679	2	-	Yes	Dec-15
St. Claude/Franklin	St Claude Avenue	Saint Ferdinand Street	4692	7	-	Yes	Dec-15
St. Claude/Franklin	N Rampart Street	Music Street	4763	4	-	-	Dec-15
St. Claude/Franklin	Franklin Avenue	N Rampart Street	4790	4	-	-	Dec-15
St. Claude/Franklin	Franklin Avenue	N Rampart Street	4791	2	-	-	Dec-15
St. Claude/Franklin	Franklin Avenue	Music Street	4963	7	-	-	Dec-15
St. Claude/Franklin	Franklin Avenue	St Claude Avenue	4636A	3	Yes	Yes	Dec-15
St. Claude/Franklin	St Claude Avenue	Port Street	4636C	8	-	Yes	Dec-15
			TOTAL	57			

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Target area	Street	Cross Street	Intersection ID	# of ramps to construct/improve	Signal	State road	Date of scheduled completion
Martin Luther King Blvd	S Claiborne Avenue	Thalia Street	8455	2	-	Yes	Dec-11
Martin Luther King Blvd	Martin Luther King	S Claiborne Avenue	8509	4	Yes	Yes	Dec-11
Martin Luther King Blvd	S Derbigny Street	Josephine Street	8534	5	-	-	Dec-13
Martin Luther King Blvd	Martin Luther King	Willow Street	8603	8	-	-	Dec-13
Martin Luther King Blvd	S Claiborne Avenue	Josephine Street	8628	4	-	Yes	Dec-11
Martin Luther King Blvd	Martin Luther King	Clara Street	8737	8	-	-	Dec-13
Martin Luther King Blvd	Terpsichore Street	Magnolia Street	8851	5	-	-	Dec-13
Martin Luther King Blvd	Martin Luther King	Magnolia Street	8853	8	-	-	Dec-13
Martin Luther King Blvd	Martin Luther King	Freret Street	8961	6	-	-	Dec-13
Martin Luther King Blvd	Martin Luther King	Simon Bolivar Avenue	9324	12	Yes	-	Dec-13
Martin Luther King Blvd	S Claiborne Avenue	Thalia Street	8509B	2	-	Yes	Dec-11
Martin Luther King Blvd	Martin Luther King	S Robertson Street	8853B	6	-	-	Dec-13
Martin Luther King Blvd	Martin Luther King	Lasalle Street	9324B	8	-	-	Dec-13
Martin Luther King Blvd	Martin Luther King	S Liberty Street	9324C	2	-	-	Dec-13
Martin Luther King Blvd	Simon Bolivar Avenue	Thalia Street	9324D	8	-	-	Dec-13
Martin Luther King Blvd	Martin Luther King	Saratoga Street	9324E	8	-	-	Dec-13
Martin Luther King Blvd	Simon Bolivar Avenue	Terpsichore Street	9324F	8	-	-	Dec-13
			TOTAL	104			

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Target area	Street	Cross Street	Intersection ID	# of ramps to construct/improve	Signalized	State road?	Date of scheduled completion
Algiers Point	Verret Street	Evelina Street	7978	4	-	-	Dec-14
Algiers Point	Evelina Street	Olivier Street	8020	4	-	-	Dec-14
Algiers Point	Evelina Street	Vallette Street	8074	4	-	-	Dec-14
Algiers Point	Opelousas Avenue	Evelina Street	8103	13	-	-	Dec-14
Algiers Point	Opelousas Avenue	Elmira Avenue	8135	12	-	-	Dec-14
Algiers Point	Opelousas Avenue	Vallette Street	8169	11	-	-	Dec-14
Algiers Point	Opelousas Avenue	Verret Street	8175	11	-	-	Dec-14
Algiers Point	Opelousas Avenue	Belleville Street	8176	11	-	-	Dec-14
Algiers Point	Slidell Street	Nunez Street	8297	8	-	-	Dec-14
Algiers Point	Slidell Street	Verret Street	8298	5	-	-	Dec-14
Algiers Point	Slidell Street	Elmira Street	8299	4	-	-	Dec-14
Algiers Point	Seguin Street	Evelina Street	8103B	3	-	-	Dec-14
Algiers Point	Opelousas Avenue	Olivier Street	8175B	9	-	-	Dec-14
Algiers Point	Opelousas Avenue	Nunez Street	8175C	10	-	-	Dec-14
Algiers Point	Slidell Street	Vallette Street	8298B	5	-	-	Dec-14
			TOTAL	114			

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Target area	Street	Cross Street	Intersection ID	# of ramps to construct/improve	Signal	State road	Date of scheduled completion
Touro	Louisiana Avenue	Dryades Street	10716	8	-	-	Dec-15
Touro	Louisiana Avenue	Baronne Street	10800	8	Yes	-	Dec-15
Touro	Louisiana Avenue	Carondelet Street	10882	12	Yes	-	Dec-15
Touro	St Charles Avenue	Harmony Street	10883	8	-	-	Dec-13
Touro	St Charles Avenue	Pleasant Street	10910	14	-	-	Dec-13
Touro	St Charles Avenue	Louisiana Avenue	10923	8	Yes	-	Dec-13
Touro	St Charles Avenue	Delachaise Street	10947	9	-	-	Dec-13
Touro	Prytania Street	Pleasant Street	11019	1	-	-	Dec-15
Touro	St Charles Avenue	Amelia Street	11042	11	-	-	Dec-13
Touro	Prytania Street	Toledano Street	11056	7	-	-	Dec-15
Touro	Prytania Street	Toledano Street	11062	1	-	-	Dec-15
Touro	St Charles Avenue	Peniston Street	11110	8	-	-	Dec-13
Touro	St Charles Avenue	General Taylor Street	11117	8	-	-	Dec-13
Touro	Prytania Street	Delachaise Street	11144	4	-	-	Dec-15
Touro	Prytania Street	Foucher Street	11206	4	-	-	Dec-15
Touro	Prytania Street	Amelia Street	11246	4	-	-	Dec-15
Touro	Prytania Street	Antonine Street	11247	2	-	-	Dec-15
Touro	Louisiana Avenue	Coliseum Street	11259	9	-	-	Dec-15
Touro	Delachaise Street	Coliseum Street	11333	4	-	-	Dec-15
Touro	Louisiana Avenue	Chestnut Street	11423	3	-	-	Dec-15
Touro	Delachaise Street	Chestnut Street	11436	3	-	-	Dec-15

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Touro	Louisiana Avenue	Camp Street	11462	2	-	-	Dec-15
Touro	Foucher Street	Coliseum Street	11555	1	-	-	Dec-15
Touro	Delachaise Street	Camp Street	11662	4	-	-	Dec-15
Touro	Prytania Street	Aline Street	11206B	2	-	-	Dec-15
Touro	Coliseum Street	Aline Street	11333B	3	-	-	Dec-15
Touro	Foucher Street	Chestnut Street	11555B	3	-	-	Dec-15
Touro	Aline Street	Chestnut Street	11555C	5	-	-	Dec-15
Touro	Foucher Street	Camp Street	11662B	2	-	-	Dec-15
			TOTAL	158			

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Target area	Street	Cross Street	Intersection ID	# of ramps to construct/improve	Signal	State road	Date of scheduled completion
Carrollton	S Carrollton Avenue	Earhart Blvd	6406	1	Yes	-	Dec-15
Carrollton	S Claiborne Avenue	Dublin Street	7083	2	-	Yes	Dec-15
Carrollton	S Claiborne Avenue	Short Street	7267B	8	-	Yes	Dec-15
Carrollton/Riverbend	S Carrollton Avenue	Jeannette Street	9739	1	-	-	Dec-15
Carrollton/Riverbend	S Carrollton Avenue	Willow Street	9909	1	-	-	Dec-15
Carrollton/Riverbend	S Carrollton Avenue	Plum Street	10063	1	-	-	Dec-15
Carrollton/Riverbend	Leake Avenue	Dublin Street	9003	4	-	-	Dec-15
Carrollton/Riverbend	Hampson Street	Dublin Street	9069	1	-	-	Dec-15
Carrollton/Riverbend	St Charles Avenue	S Carrollton Avenue	9226	4	-	-	Dec-15
Carrollton/Riverbend	St Charles Avenue	Short Street	9270	2	-	-	Dec-15
Carrollton/Riverbend	Leake Avenue	S Carrollton Avenue	9288	2	-	-	Dec-15
Carrollton/Riverbend	Leake Avenue	Hampson Street	9069B	2	-	-	Dec-15
Carrollton/Riverbend	Leake Avenue	St Charles Avenue	9226C	2	-	-	Dec-15
Carrollton/Riverbend	Leake Avenue	St Charles Avenue	9226D	2	-	-	Dec-15
Carrollton/Riverbend	Leake Avenue	S Carrollton Avenue	9288B	2	-	-	Dec-15
			TOTAL	35	-	-	

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Target area	Street	Cross Street	Intersection ID	# of ramps to construct/improve	Signal	State road	Date of scheduled completion
Gentilly	Gentilly Boulevard	Marigny Street	2497	4	-	Yes	Dec-13
Gentilly	Gentilly Boulevard	Fairmont Dr	2515	1	-	Yes	Dec-13
Gentilly	Gentilly Boulevard	Caton Street	2588	4	-	Yes	Dec-13
Gentilly	Elysian Fields	Caton Street	2603	2	-	-	Dec-13
Gentilly	Gentilly Boulevard	Norman Mayer Drive	2643	4	Yes	Yes	Dec-13
Gentilly	Foy Street	Frenchmen Street	2647	2	-	-	Dec-13
Gentilly	Gentilly Boulevard	Foy Street	2647B	5	-	Yes	Dec-13
Gentilly	Gentilly Boulevard	Touro	2647C	1	-	Yes	Dec-13
Esplanade and Wisner	Wisner Blvd/N Carrollton Ave.	Esplanade Ave./Lelong Dr.	3120	10	Yes	-	Dec-13
St Charles at Tulane/Loyola	St Charles Avenue	Palmer Avenue	12921	3	-	-	Dec-13
St Charles at Tulane/Loyola	St Charles Avenue	Webster Street	13007	2	-	-	Dec-13
			TOTAL	38			

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Appendix H: Sample tracking sheet

This template may be used to track improvements to identified barriers.

Area	Street	Cross Street	Intersection ID	# of ramps identified for improvement	# of ramps improved	Signal?	Signal improved?	State road?	Date of scheduled completion	Date of completion

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