



San Joaquin County Department of Public Works Public Right-of-Way ADA Transition Plan



JUNE 22, 2026

PREPARED FOR:
SAN JOAQUIN COUNTY PUBLIC WORKS DEPARTMENT

PREPARED BY:
BKF ENGINEERS

EXECUTIVE SUMMARY

The San Joaquin County Department of Public Works has prepared this ADA Transition Plan to improve accessibility within the public right-of-way and to comply with the requirements of the Americans with Disabilities Act (ADA). Title II of the ADA requires public agencies to evaluate existing facilities, identify barriers to access, and develop a program to remove those barriers where they limit usability for individuals with disabilities. This includes ensuring that accessible pedestrian facilities are provided wherever walkways intersect curbs or changes in elevation.

This ADA Transition Plan covers pedestrian facilities in the public right-of-way in unincorporated San Joaquin County. The plan is generally intended to address roadways in urbanized or metropolitan areas with deficient ADA curb ramps, sidewalks, and pedestrian signals.

The ADA further requires that agencies who have 50 or more employees prepare a Transition Plan that identifies physical obstacles, outlines methods for achieving compliance, and establishes a schedule for implementing improvements. This document fulfills those requirements by documenting existing conditions and defining a program to upgrade curb ramps and related pedestrian infrastructure within unincorporated San Joaquin County.

Accessibility requirements established under the ADA, along with applicable federal and state standards, including those adopted by the California Department of Transportation (Caltrans), provide the basis for evaluating and improving these facilities. Consistent with these requirements, the County has assessed curb ramps and pedestrian routes to determine compliance with current standards and to identify locations where improvements are needed to provide accessible and functional pathways for all users.



TABLE OF CONTENTS

EXECUTIVE SUMMARY.....2

ADA REQUIREMENTS / BACKGROUND4

COUNTY RESPONSIBILITIES.....5

PUBLIC OUTREACH.....5

SELF-EVALUATION9

CURB RAMP INVENTORY 10

PROPOSED SCHEDULE 13

STANDARDS 15

ADA COORDINATOR AND GRIEVANCE PROCEDURES..... 15

TRANSITION PLAN IMPLEMENTATION..... 15



ADA REQUIREMENTS / BACKGROUND

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a federal civil rights law that prohibits discrimination against individuals with disabilities. The ADA ensures equal access to employment, government services, public accommodations, transportation, and telecommunications. It builds upon earlier legislation, including the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973, extending protections to ensure that individuals with disabilities are not excluded from participation in, denied the benefits of, or subjected to discrimination under any public program or activity.

The ADA is organized into five titles, each addressing a different area of accessibility and nondiscrimination:

Title I: Employment

Title I applies to employers, including public agencies, and requires that individuals with disabilities are provided equal opportunity in all aspects of employment. This includes hiring, advancement, compensation, training, and other terms and conditions of employment.

Title II: Public Services

Title II applies to state and local governments and is the primary section governing this ADA Transition Plan. It requires public agencies to ensure that programs, services, and activities are accessible to individuals with disabilities. For public right-of-way infrastructure, this includes pedestrian facilities such as sidewalks, curb ramps, and street crossings. Title II also requires agencies to evaluate existing facilities, identify barriers to access, and develop a Transition Plan outlining how those barriers will be removed over time.

Title III: Public Accommodations

Title III requires private entities that provide goods and services to the public to ensure accessibility for individuals with disabilities. While this title primarily applies to private businesses, it establishes broader expectations for accessibility in publicly used facilities.

Title IV: Telecommunications

Title IV addresses access to telecommunications services and requires providers to offer relay services that enable individuals with hearing or speech disabilities to communicate effectively.

Title V: Miscellaneous Provisions

Title V includes additional provisions related to ADA implementation, including construction standards, enforcement, and technical assistance.

Under Title II and Section 504 of the Rehabilitation Act, public agencies that receive federal funding are required to conduct a self-evaluation of their facilities, programs, and services to identify barriers to accessibility. Based on this evaluation, agencies must develop a Transition Plan that outlines the actions needed to achieve compliance. This includes identifying physical obstacles, establishing priorities, and defining a schedule for implementing improvements.

This ADA Transition Plan for San Joaquin County is prepared in accordance with these requirements and provides a framework for improving accessibility within the public right-of-way. The Plan focuses on identifying barriers within pedestrian facilities and establishing a prioritized approach for implementing improvements that enhance access for all users.



COUNTY RESPONSIBILITIES

San Joaquin County is subject to the requirements of Title II of the Americans with Disabilities Act (ADA), which requires state and local governments to ensure that programs, services, and activities are accessible to individuals with disabilities. This includes pedestrian facilities within the public right-of-way, such as sidewalks, curb ramps, and street crossings.

The County is required to evaluate its facilities to identify barriers to accessibility and to develop a Transition Plan outlining the actions necessary to achieve compliance. This includes identifying physical obstacles, establishing priorities, and implementing a schedule for improvements.

When roadway projects alter existing facilities, the County must incorporate accessibility improvements, including the installation of new curb ramps where none exist and the upgrade of non-compliant ramps to current standards, to the maximum extent feasible.

The ADA allows for consideration of constraints where improvements would result in a fundamental alteration or impose an undue financial or administrative burden; however, the County is required to make reasonable efforts to improve accessibility within available resources.

San Joaquin County will continue to implement and maintain procedures to support ADA compliance, including coordination through a designated ADA Coordinator and the ongoing identification and resolution of accessibility barriers. This Transition Plan provides the framework for prioritizing and implementing improvements within the public right-of-way.

PUBLIC OUTREACH

San Joaquin County Public Works (SJD PW) conducted a public outreach effort to support development of the Draft ADA Transition Plan, requesting public comments by individuals with disabilities, community stakeholders, partner organizations, and members of the public. The outreach process was intended to increase awareness of the ADA Transition Plan, gather input regarding accessibility barriers and community priorities, and support transparency as the County developed and finalized the plan.

Outreach Conducted by SJD PW

Outreach activities were centered on advertising the public comment period for the ADA Transition Plan. The outreach process was designed to comply with Title II ADA requirements and to encourage participation from individuals and organizations representing persons with disabilities, older adults, and other community members who may experience barriers within the public right-of-way.

Social Media Outreach

Social media outreach was conducted through SJD PW social media to increase public awareness of the ADA Transition Plan and encourage participation in the public survey. On April 15, SJD PW posted on its Facebook page, including the purpose of the project and links directing community members to complete the survey. The post was subsequently shared by the San Joaquin County Employees Retirement Association.

These outreach efforts helped expand the reach of the public engagement process and provided an additional method for sharing project information with the community.

Website Content

Project information related to the ADA Transition Plan was published on the SJD PW homepage to provide the public with accessible information regarding the project and a link to the survey.



Outreach To Disability Organizations

In addition to general public outreach efforts, SJDPW conducted targeted outreach to disability advocacy organizations, service providers, community-based organizations, and groups representing older adults. The purpose of this outreach was to encourage participation from individuals who may be directly affected by accessibility barriers within the public right-of-way.

As part of this effort, SJDPW developed a toolkit that organizations could share within their own networks. These materials included sample social media posts/graphics, newsletter content, and printable outreach materials intended to broaden participation and improve access to project information for individuals who may have limited digital access or who rely on trusted local organizations for information.

Organizations included in these outreach efforts included:

- San Joaquin County of Governments
- San Joaquin Regional Transit District
- Disability Resources Agency for Independent Living
- The Arc San Joaquin
- Valley Mountain Regional Center
- Family Resource Center of San Joaquin County
- 211 San Joaquin
- United Way of San Joaquin County
- San Joaquin County Human Services Agency
- San Joaquin County Commission on Aging
- United Cerebral Palsy
- San Joaquin Community Foundation
- Health Plan of San Joaquin
- San Joaquin County Office of Education
- San Joaquin Bike Coalition
- San Joaquin County Public Health Services / Resilient Community Advisory Committee

Graphics

The following graphics were included as part of the partner toolkit.



Image 1: Newsletter Banner



Image 2: Social Media Graphics



Image 3: Partner Flyer



Survey Results

The public survey conducted during the 30-day outreach period received 9 responses that provided valuable insight into accessibility challenges experienced by community members. One of these responses was an exact duplicate, so only 8 responses were counted for the results below.

Of these, 75% reported experiencing barriers or inaccessible conditions on pedestrian paths (Q1). Survey participants identified specific concerns related to pedestrian accessibility, sidewalk conditions, curb ramps, crossings, and general accessibility within public spaces and transportation corridors.

Survey responses were reviewed alongside available County data, documented accessibility information, and staff input. Specific locations identified by survey respondents that were within the scope of the ADA Transition Plan were incorporated into the data sets and included in the prioritization of accessibility improvements within the public right-of-way.

Sidewalk Accessibility Issues

Survey participants responded to the following question: *When using sidewalks in unincorporated San Joaquin County, have you or someone you know encountered locations where you had trouble with sidewalk conditions (i.e., cracks, gaps, obstructions)? Please describe the sidewalk condition issue and the nearest cross streets to its location (be as specific as possible).*

6 respondents reported experiencing accessibility issues with sidewalks, but only 3 responses were for locations in the unincorporated areas of the County. Specific issues with cracked sidewalks, sidewalk slopes, and missing sidewalks included:

- Lack of a safe pedestrian path between Farmington Memorial Park and Highway 4.
- Missing sidewalk near Alpine Avenue and Kirk Avenue.
- Potential non-ADA-compliant sidewalks on Lower Sacramento Road between Carolina Street and Mokelumne Street, including steep sidewalk slopes and issues with access aisles.

Curb Ramp Accessibility Issues

Survey participants responded to the following question: *Have you or someone you know encountered any issues with missing or non-compliant curb ramps in the County? Please describe the curb ramp issue and the nearest cross streets to its location (be as specific as possible).*

5 respondents reported experiencing accessibility issues with curb ramps, but only 2 of the issues were for locations in the unincorporated areas of the County.

- Access aisles that do not connect to sidewalks with curb ramps on Lower Sacramento Road between Carolina Street and Mokelumne Street.
- Lack of an accessible pedestrian route in the Farmington area.

Pedestrian Signal Accessibility Issues

Survey participants responded to the following question: *Have you encountered difficulties using a pedestrian crossing due to a lack of pedestrian push buttons or issues with pedestrian signals? Please describe the pedestrian signal or crossing issue and the nearest cross streets to its location (be as specific as possible).*

2 respondents reported issues with pedestrian signals but did not provide any additional details.



Programs and Services Accessibility Issues

Survey participants responded to the following question: *Are there any programs, services, or activities (including the website) provided by the Department of Public Works that you have tried to participate in or use but were unable to due to a lack of accessibility? Please describe the accessibility issue/concern (be as specific as possible).*

6 respondents reported experiencing accessibility issues with programs/services in San Joaquin County. Specific issues with County-led programs and services included:

- Lack of a safe walking route to a fire station.
- Long-standing accessibility concerns that weren't specified.

Other Accessibility Concerns

Survey participants responded to the following question: *Please provide any other comments or suggestions for improvements to accessibility in San Joaquin County public right-of-way.*

Other concerns included:

- General safety walking to town.
- Concern regarding storage of vehicles and materials affecting pedestrian access along South Union Street.

SJDPW reviewed the results of the public survey and, where appropriate, incorporated the feedback into this ADA Transition Plan. This includes the addition of two new curb ramps on Woodbridge Street to provide access to ADA parking stalls. Several other responses identified locations requiring sidewalk improvements; however, those improvements fall outside the scope of this Plan and will instead be addressed through the Countywide Sidewalk Connectivity Plan. Responses identifying locations outside the unincorporated county boundaries were documented but are not included in this SJDPW ADA Transition Plan. A complete summary of the survey questions and official responses is provided in Appendix B.

SELF-EVALUATION

The purpose of the self-evaluation is to review current services, policies, practices, and physical assets within the scope of this Plan and to identify barriers that do not or may not meet the requirements of Title II of the Americans with Disabilities Act. Where barriers are identified, San Joaquin Department of Public Works (SJDPW) will make or plan the modifications necessary to improve accessibility.

This self-evaluation is intended to inform the ADA Transition Plan's barrier-removal priorities, implementation responsibilities, and future updates. Because standards, field conditions, and County practices may change over time, SJDPW should periodically review this self-evaluation and update the ADA Transition Plan as needed.

In accordance with Title II, SJDPW examined both physical and programmatic barriers to accessibility within this scope.

Curb Ramps

An inventory of curb ramps is included as part of this Plan. The primary issues identified are running and cross slope, inadequate width, missing detectable warnings, and obstructions. The ramp data provides an important starting point for this Plan's inventory, prioritization, and implementation program, and it can be updated over time through field review, complaints, and capital project delivery.



Sidewalks

The County is undertaking a Countywide Sidewalk Connectivity Plan focused on creating a comprehensive inventory of where sidewalks currently exist today and getting robust feedback from the community to identify a prioritized list of locations for future sidewalk and pedestrian projects at locations throughout the unincorporated areas of the County to close connectivity gaps. This plan is expected to be completed by November 2026. The County's data pertaining to sidewalks will be evaluated as part of that effort.

Pedestrian Signals

There are sixteen locations with pedestrian signals in unincorporated San Joaquin County. The Transportation Engineering Division of SJDPW is conducting a review of this infrastructure. The principal accessibility issues identified are inaccessible pushbutton locations, upgrading to Accessible Pedestrian Signals (APS), and accessible display requirements. This review is expected to be complete by August 2026 and will include recommendations and a timeline for completing necessary upgrades.

Programs and Services

The self-evaluation also considers whether SJDPW services, policies, and practices related to the public right-of-way may create barriers to access. SJDPW identified the following as the primary public-facing services or processes relevant to this review:

- Permitting and related application processes
- Speed hump policy and petition materials
- Disadvantaged Business Enterprise information

SJDPW is participating in a website accessibility process at the County level to ensure that programs and services like those listed above, which are completed online, will be ADA compliant.

CURB RAMP INVENTORY

In accordance with the requirements of the Americans with Disabilities Act of 1990 (ADA), San Joaquin County Public Works conducted a self-evaluation of pedestrian facilities within the unincorporated areas of the County, with a focus on curb ramps located at intersections and crossings.

The purpose of this self-evaluation is to identify physical barriers that limit accessibility for individuals with disabilities and to establish a foundation for the County's ADA Transition Plan. This effort evaluates existing conditions, documents deficiencies, and supports the prioritization of improvements necessary to achieve compliance with applicable accessibility standards.

Data Collection

A total of 2,134 curb ramp locations were evaluated during a 2025 survey. Each ramp was assessed based on ten ADA compliance criteria as described in Table I. This survey gathered detailed information on each curb ramp, including slope measurements, surface conditions, detectable warning surfaces, and potential obstructions. In addition, field observations were used to identify vertical changes, drainage issues, and other conditions that may impact accessibility. Where field conditions could not be definitively determined, observations were noted for further evaluation during design.



TABLE I – CURB RAMPS: ADA EVALUATION CRITERIA

CRITERIA	STANDARDS
Ramp Width	Minimum width of 48 inches
Landing Slope	Maximum slope of 2% (running and cross slope)
Cross Slope	Maximum cross slope of 3%
Detectable Warning Surface (DWS)	Must be present and extend across the full width of the ramp
Running Slope	Maximum slope of 8.3%
Level Change	No vertical discontinuities or trip hazards
Obstructions	Ramp area must be free of obstructions (e.g., poles, debris, vegetation)
Surface Condition	No significant cracking, spalling, or damage
Drainage / Puddling	No standing water or drainage issues within ramp area
Flare Slope	Maximum slope of 10%

Each curb ramp was evaluated based on the above criteria and assigned one point for each compliant element, for a maximum possible score of 10. Ramps receiving a score of 10 were considered compliant, while lower scores indicated varying levels of deficiency. Where field conditions could not be fully verified, those conditions were noted as non-compliant and would require further evaluation during the design phase.

A minimum non-compliance factor of 10 percent was applied to curb ramp width, cross slope, and running slope measurements to focus the analysis on the most deficient facilities. The intent was to prioritize ramps with meaningful accessibility barriers rather than penalize ramps that were substantially ADA compliant but exceeded the applicable standard by only a minor amount attributable to construction tolerances. The following tables summarize the results of the survey.

TABLE II – CURB RAMPS: COMPLIANCE SCORE RESULTS

Score	Total	%
NO RAMP	25	1%
3	2	<1%
4	11	1%
5	22	1%
6	103	5%
7	197	9%
8	436	20%
9	728	34%
10	612	29%
TOTAL	2136	100%



TABLE III – NON-COMPLIANCE BREAKDOWN

Type of Non-Compliance	All Ramps	
	Total	%
Width Compliance	704	46%
Landing Compliance	827	54%
Cross Slope	350	23%
DWS	410	27%
Running Slope	153	10%
Level Change	242	16%
Obstruction	138	9%
Broken Compliance	73	5%
Puddling Compliance	71	5%
Flare Compliance	55	4%

The data was also compiled and organized by geographic regions and neighborhood groupings throughout the County to better reflect localized conditions and support project prioritization. These groupings were divided into nine distinct Areas, as shown in Image 1, generally based on community boundaries, roadway networks, and proximity of curb ramp locations. The Areas include a mix of rural communities, suburban neighborhoods, and more urbanized corridors, allowing for a more efficient evaluation of accessibility needs across different parts of the County. The summarized data for each Area, including the distribution of curb ramp compliance scores, is provided in Table IV.

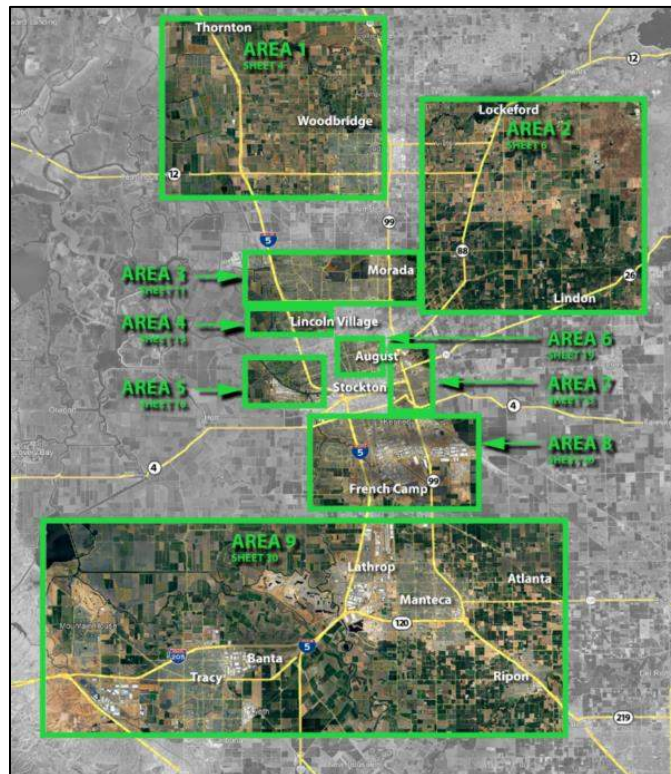


Image 1: Areas within San Joaquin County



TABLE IV – SUMMARY OF CURB RAMP COMPLIANCE BY AREA

AREA	NO RAMP	SCORE 3-6	SCORE 7-9	TOTAL
Area 1 – Thornton / Woodbridge	4	18	194	216
Area 2 – Lockeford / Linden	3	11	93	107
Area 3 – Colonial Heights / Morada	0	15	100	115
Area 4 – Lincoln Village	1	64	168	233
Area 5 – Country Club	6	10	433	449
Area 6 – West Lane / Parkview / College Park	7	15	192	214
Area 7 – Meadowood / Orchard Homesites	0	0	61	61
Area 8 – South Stockton / Taft Park	3	3	62	68
Area 9 – Manteca / Lathrop / Tracy Areas	1	2	58	61
Total (Non-Compliant Ramps)	25	139	1,361	1,524

***Fully compliant ramps with a score of 10 are not shown in this table**

The compliance summaries indicate that while many curb ramps meet a majority of ADA requirements, deficiencies are present across all areas of the County. Some areas, such as Country Club and West Lane corridors, contain a high number of ramps with very minor deficiencies, while other areas, such as Lincoln Village, include a higher proportion of ramps with lower scores of compliances. The results of the data collection will form the basis for the ADA Transition Plan and will guide the prioritization, grouping, and scheduling of curb ramp improvement projects throughout the County.

PROPOSED SCHEDULE

The ADA Transition Plan for County-maintained roadways within San Joaquin County includes a phased implementation strategy for the repair, replacement, and installation of non-compliant curb ramps identified through the County’s inventory and evaluation process. The County identified 1,524 curb ramps requiring improvement to meet ADA requirements. Of these, 1,361 ramps received a score of 7 or higher, indicating relatively minor deficiencies. These ramps will be further evaluated to confirm non-compliance before being included in the ADA Transition Plan.

Consistent with current budget constraints, this ADA Transition Plan will only focus on curb ramps with scores of 6 or less, including locations where no curb ramps exist, in an attempt to address those with significant accessibility deficiencies. Of the remaining 163 ramps with scores of 6 or less, 27 ramps are currently included in planned or programmed capital improvement projects. The remaining 136 ramps are included in the ADA Transition Plan and represent the County’s highest-priority curb ramp improvements. This breakdown is summarized in Table V.

TABLE V – PLANNED/PROGRAMMED PROJECTS

San Joaquin County Summary				
Score	Ramp Data		ADA Transition Plan	
	Total	Planned/Programmed Projects	Total Ramps	%
NO RAMP	25	10	15	11%
3	2	0	2	1%
4	11	2	9	7%
5	22	1	21	15%
6	103	14	89	66%
TOTAL	163	27	136	100%



Curb ramps identified under the “Planned/Programmed Projects” category will be reconstructed as part of future roadway or infrastructure improvements and are therefore not included in the project groupings or schedule presented in this ADA Transition Plan. This plan focuses exclusively on curb ramps identified under the “ADA Transition Plan Total Ramps” category to ensure that accessibility improvements are addressed at locations that would not otherwise be improved through other County initiatives.

To facilitate efficient implementation, curb ramps will be grouped into geographically close construction projects when possible while targeting approximately 50 ramps per project. This project sizing reflects current funding assumptions, as the Public Works Department anticipates an annual budget of approximately \$250,000 for ADA curb ramp improvements. Based on an estimated unit cost of roughly \$5,000 per curb ramp, this approach allows for the delivery of approximately 50 ramps per year in a cost-effective and manageable manner. Projects have been organized based on geographic proximity, roadway connectivity, and neighborhood boundaries as identified in the County’s mapping exhibits (Attachment A). Defined Areas have been maintained where feasible; individual Areas may be subdivided or combined to create practical and constructible project packages that align with available funding.

TABLE VI – ADA TRANSITION PLAN PROJECTS AND SCHEDULE

PROJECT	SCHEDULED IMPLEMENTATION	PROJECT AREAS	ADA TRANSITION PLAN RAMPS
Project 1	2027-2028	Area 6 + Area 1 + Area 2	51
Project 2	2028-2029	Area 4	57
Project 3	2029-2030	Area 3 + Area 5 + Area 8 + Area 9	28
		TOTAL	136

Project prioritization is based on both the severity and concentration of ADA deficiencies identified through the County’s inventory and evaluation process. The highest priority is assigned to locations where curb ramps are missing (score 0), followed by ramps with scores between 1 and 6, which represent substantial deficiencies requiring reconstruction. During the initial implementation period, the County will focus on addressing these high-priority locations. Improvements will be delivered through multiple projects scheduled over several years to align with available funding and staff resources.

Design for Project 1 is anticipated to commence in 2027, with construction beginning in 2028. Design for Project 2 is anticipated to begin in 2028, followed by construction in 2029. Design for Project 3 is anticipated to begin in 2029, with construction occurring in 2030. Completion of the ADA Transition Plan improvements is anticipated by the end of 2030.

Curb ramps will be repaired, replaced, or newly installed to meet current ADA accessibility standards. The County recognizes that changes in land use, pedestrian demand, and funding availability may influence priorities over time, and therefore the implementation schedule may be adjusted as necessary. In addition to standalone curb ramp projects, improvements may be incorporated into other roadway or capital improvement projects where feasible to maximize efficiency and reduce overall costs.

This implementation plan provides a flexible and practical framework for achieving ADA compliance throughout the County’s public right of way. As projects are completed, priorities may be refined, and additional improvements may be incorporated into the County’s capital improvement planning process to ensure continued progress toward full accessibility.



STANDARDS

Curb ramp improvements completed under this ADA Transition Plan will be designed in accordance with the most current accessibility standards applicable to work within the public right-of-way. This includes the Americans with Disabilities Act (ADA), the 2010 ADA Standards for Accessible Design, the Public Right-of-Way Accessibility Guidelines (PROWAG), and design standards established by the California Department of Transportation (Caltrans). Where applicable, California-specific accessibility requirements are applied.

As accessibility requirements are updated at the federal or state level, the County will incorporate those changes into future projects. All curb ramp construction or reconstruction will be completed in accordance with the standards in effect at the time of design to ensure consistency with current requirements.

ADA COORDINATOR AND GRIEVANCE PROCEDURES

San Joaquin County has an ADA Coordinator, a grievance procedure, and an ADA Grievance File in place at the county level. A grievance may be submitted within 180 days of the discrimination via:

- **Mail:** San Joaquin County
Risk Management, ADA Coordinator
44 N. San Joaquin Street, Suite 330
Stockton, CA 95202
- **Email:** ADACoordinator@sjgov.org
- **Phone:** 209-468-3373
- **Fax:** 209-953-7330

[The County website](#) also includes a written ADA Grievance Procedure, links for requesting enhanced accessibility, accessing ADA information, and obtaining a complaint form.

Within the Department of Public Works, the Engineering Services Manager, Design Engineering Division is responsible for implementing ADA policies and procedures, including this ADA Transition Plan, within the department. Per the County grievance procedure, applicable grievances may be forwarded by the ADA Coordinator to the Engineering Services Manager for resolution.

TRANSITION PLAN IMPLEMENTATION

San Joaquin County Department of Public Works is committed to improving accessibility within the public right-of-way through the implementation of this ADA Transition Plan. Identified curb ramp improvements will be delivered through the County's Capital Improvement Program (CIP), including both standalone curb ramp projects and projects coordinated with roadway or infrastructure improvements where feasible.

Implementation will occur over time based on available funding and resources. Priority will be given to locations that present the greatest barriers to access, including locations without curb ramps and ramps with lower compliance scores. Projects will be advanced based on priority, geographic grouping, and opportunities to coordinate with other planned improvements.

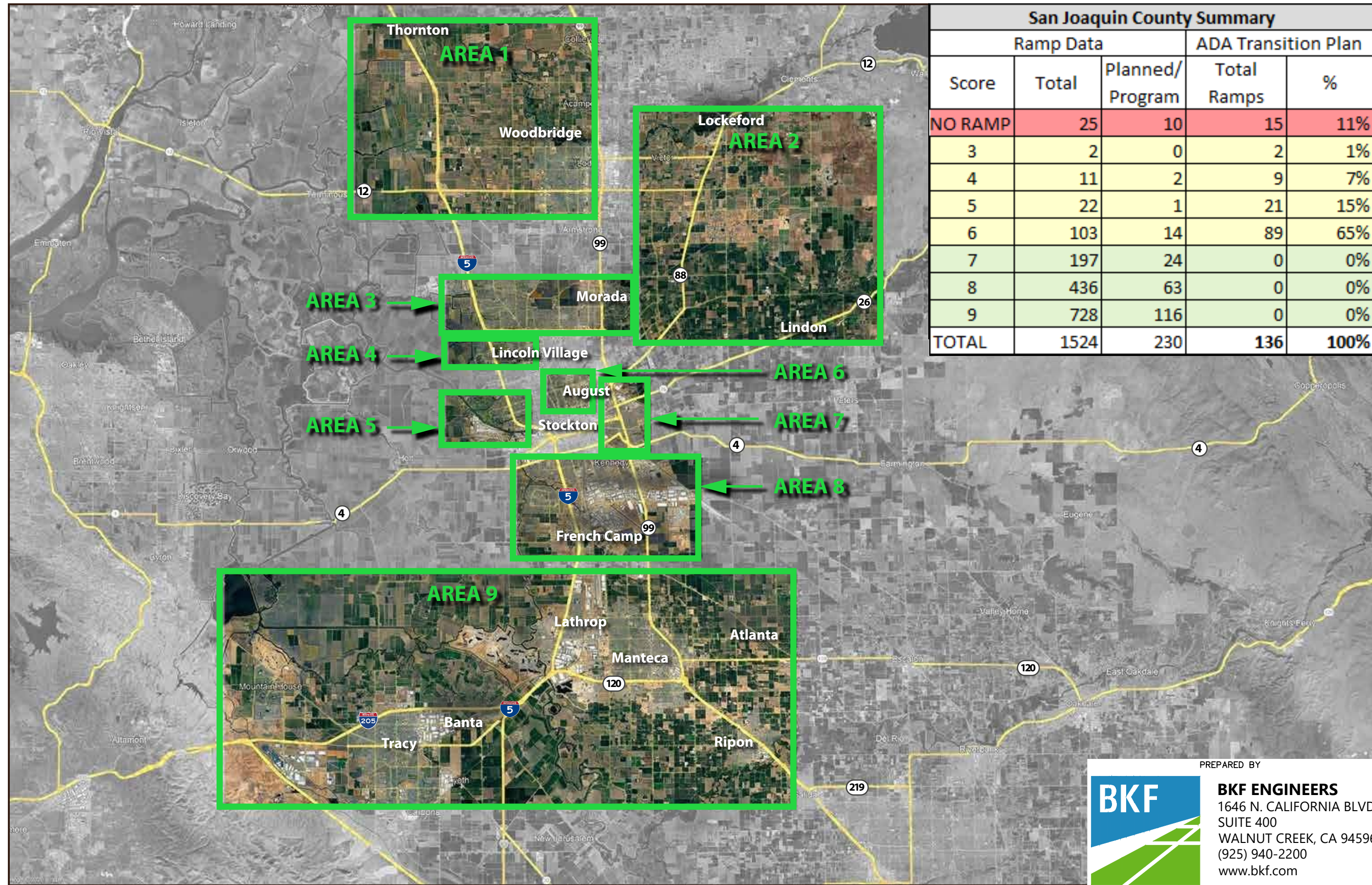
The County will continue to pursue available funding sources, including local, state, and federal programs, to support implementation of the plan. Coordination with other capital projects will be used where possible to improve efficiency and reduce overall costs.

This ADA Transition Plan will be maintained as an active document and updated as improvements are completed and new priorities are identified. Periodic updates will allow the County to adjust project priorities, incorporate new data, and respond to changes in funding or regulatory requirements, ensuring continued progress toward improving accessibility throughout the County's public right-of-way.



ATTACHMENT A
(County's Mapping Exhibit)





San Joaquin County Summary				
Ramp Data			ADA Transition Plan	
Score	Total	Planned/ Program	Total Ramps	%
NO RAMP	25	10	15	11%
3	2	0	2	1%
4	11	2	9	7%
5	22	1	21	15%
6	103	14	89	65%
7	197	24	0	0%
8	436	63	0	0%
9	728	116	0	0%
TOTAL	1524	230	136	100%

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Area 1 - Summary			
Thornton, North Woodbridge & Woodbridge, Flag City			
Ramp Data			ADA Transition Plan Total Ramps
Score	Total	Planned/Programmed Projects	
NO RAMP	4	0	4
3-6	18	7	11
7-9	194	26	0
TOTAL	216	33	15

Area 2 - Summary			
Lockeford & Linden			
Ramp Data			ADA Transition Plan Total Ramps
Score	Total	Planned/Programmed Projects	
NO RAMP	3	0	3
3-6	11	0	11
7-9	93	0	0
TOTAL	107	0	14

Area 3 - Summary			
Colonial Heights, Sopanos Park, Morada			
Ramp Data			ADA Transition Plan Total Ramps
Score	Total	Planned/Programmed Projects	
NO RAMP	0	0	0
3-6	15	0	15
7-9	100	15	0
TOTAL	115	15	15

Area 4 - Summary			
Lincoln Village			
Ramp Data			ADA Transition Plan Total Ramps
Score	Total	Planned/Programmed Projects	
NO RAMP	1	0	1
3-6	64	8	56
7-9	168	24	0
TOTAL	233	32	57

Area 5 - Summary			
Country Club			
Ramp Data			ADA Transition Plan Total Ramps
Score	Total	Planned/Programmed Projects	
NO RAMP	6	6	0
3-6	10	0	10
7-9	433	79	0
TOTAL	449	85	10

Area 6 - Summary			
West Lane Heights, Parkview & College Park, Jackson Area			
Ramp Data			ADA Transition Plan Total Ramps
Score	Total	Planned/Programmed Projects	
NO RAMP	7	0	7
3-6	15	0	15
7-9	192	0	0
TOTAL	214	0	22

Area 7 - Summary			
Eaglecrest Orchard Homesites, Meadowood			
Ramp Data			ADA Transition Plan Total Ramps
Score	Total	Planned/Programmed Projects	
NO RAMP	0	0	0
3-6	0	0	0
7-9	61	18	0
TOTAL	61	18	0

Area 8 - Summary			
Taft Park, South Stockton, Mathews Road			
Ramp Data			ADA Transition Plan Total Ramps
Score	Total	Planned/Programmed Projects	
NO RAMP	3	3	0
3-6	3	2	1
7-9	62	28	0
TOTAL	68	33	1

Area 9 - Summary			
Stanford Road, Raymus Village, Spring Creek Estates			
Ramp Data			ADA Transition Plan Total Ramps
Score	Total	Planned/Programmed Projects	
NO RAMP	1	1	0
3-6	2	0	2
7-9	58	13	0
TOTAL	61	14	2


SUMMARY TABLE



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LEGEND

 SCORE 3-6

 NO RAMP

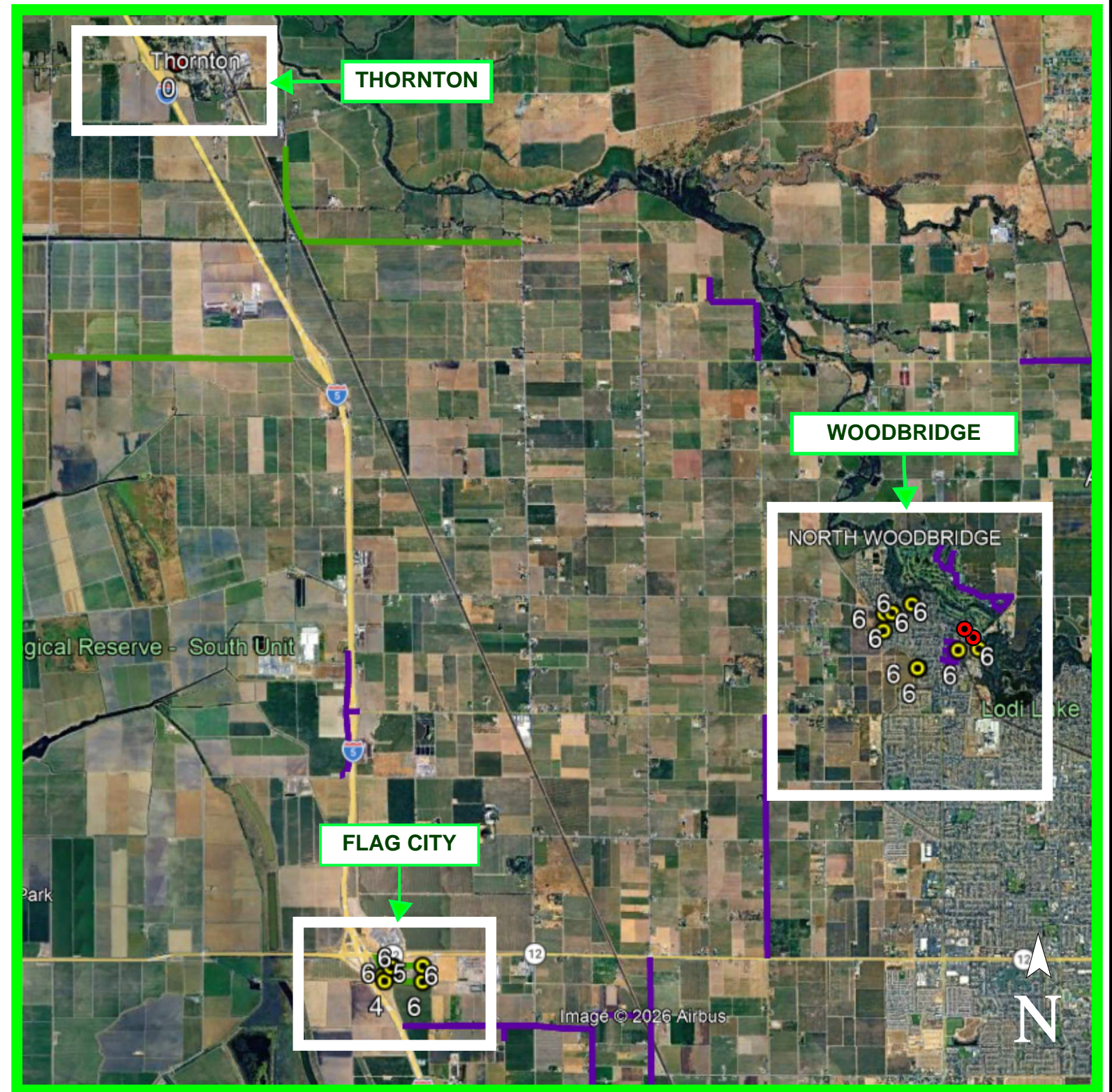
 PLANNED PROJECTS

 PROGRAMMED PROJECTS

NOTES:

- SCORE IS A CALCULATED SUM OF 10 REQUIRED ASPECTS OF ADA COMPLIANCE FOR EACH RAMP.
- PLANNED/PROGRAMMED PROJECTS INCLUDE ADA RAMP UPGRADES AND ARE EXCLUDED FROM THE ADA TRANSITION PLAN.

Area 1 - Summary			
Thornton, Woodbridge, Flag City			
Ramp Data			ADA Transition Plan Total Ramps
Score	Total	Planned/Programmed Projects	
NO RAMP	4	0	4
3	0	0	0
4	1	1	0
5	2	1	1
6	15	5	10
TOTAL	22	7	15



AREA 1
THORNTON, NORTH WOODBRIDGE &
WOODBIDGE, FLAG CITY



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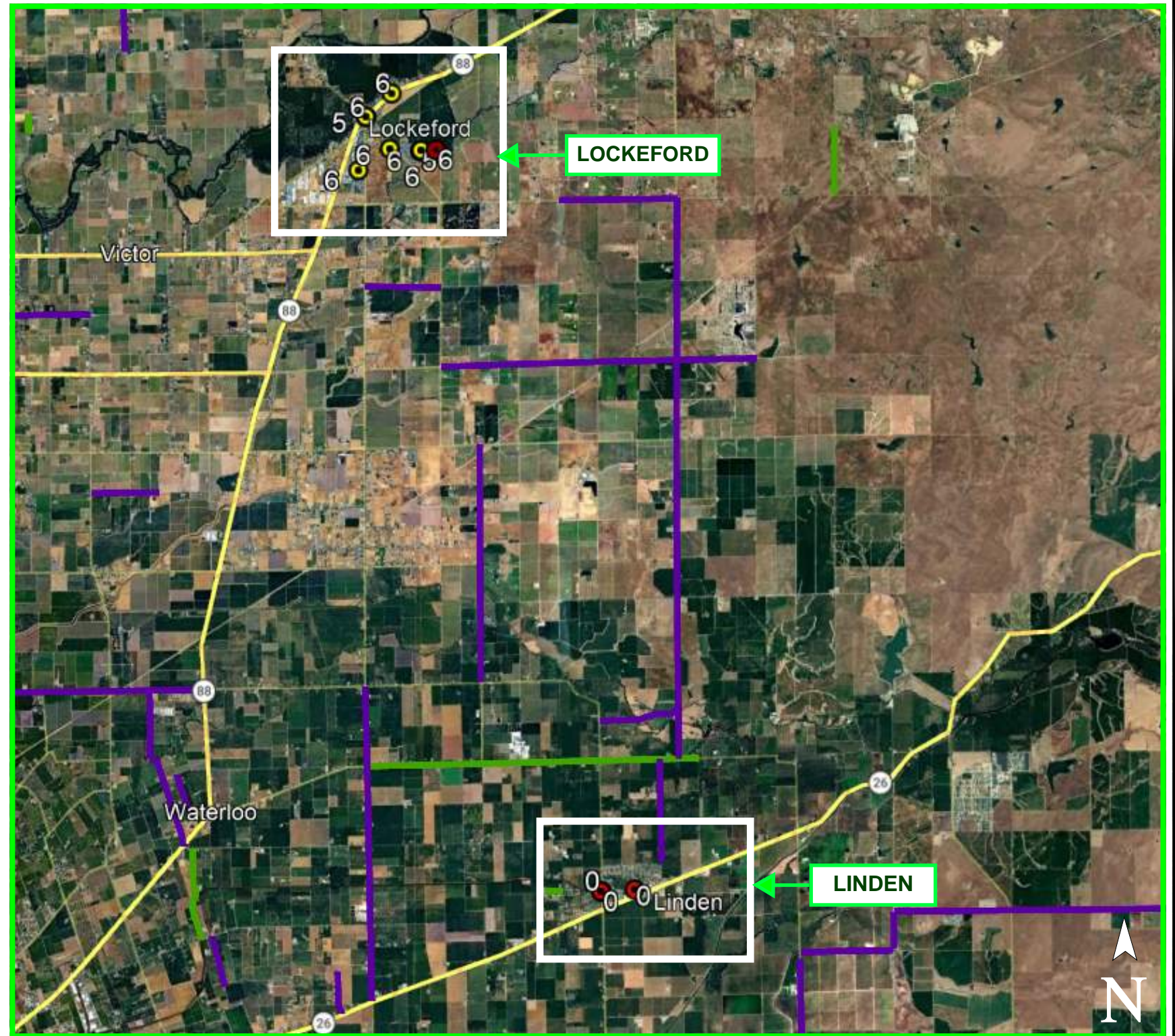
LEGEND

- SCORE 3-6
- NO RAMP
- █ PLANNED PROJECTS
- █ PROGRAMMED PROJECTS

NOTES:

1. SCORE IS A CALCULATED SUM OF 10 REQUIRED ASPECTS OF ADA COMPLIANCE FOR EACH RAMP.
2. PLANNED/PROGRAMMED PROJECTS INCLUDE ADA RAMP UPGRADES AND ARE EXCLUDED FROM THE ADA TRANSITION PLAN.

Area 2 - Summary			
Lockeford & Linden			
Ramp Data			ADA Transition Plan Total Ramps
Score	Total	Planned/Programmed Projects	
NO RAMP	3	0	3
3	0	0	0
4	0	0	0
5	3	0	3
6	8	0	8
TOTAL	14	0	14



**AREA 2
LOCKEFORD, LINDEN**



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LEGEND

- SCORE 3-6
- NO RAMP
- █ PLANNED PROJECTS
- █ PROGRAMMED PROJECTS

NOTES:

1. SCORE IS A CALCULATED SUM OF 10 REQUIRED ASPECTS OF ADA COMPLIANCE FOR EACH RAMP.
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Area 3 - Summary			
Colonial Heights			
Ramp Data			ADA Transition Plan Total Ramps
Score	Total	Planned/Programmed Projects	
NO RAMP	0	0	0
3	0	0	0
4	0	0	0
5	5	0	5
6	10	0	10
TOTAL	15	0	15



**AREA 3
COLONIAL HEIGHTS, SOPANOS PARK, MORADA**



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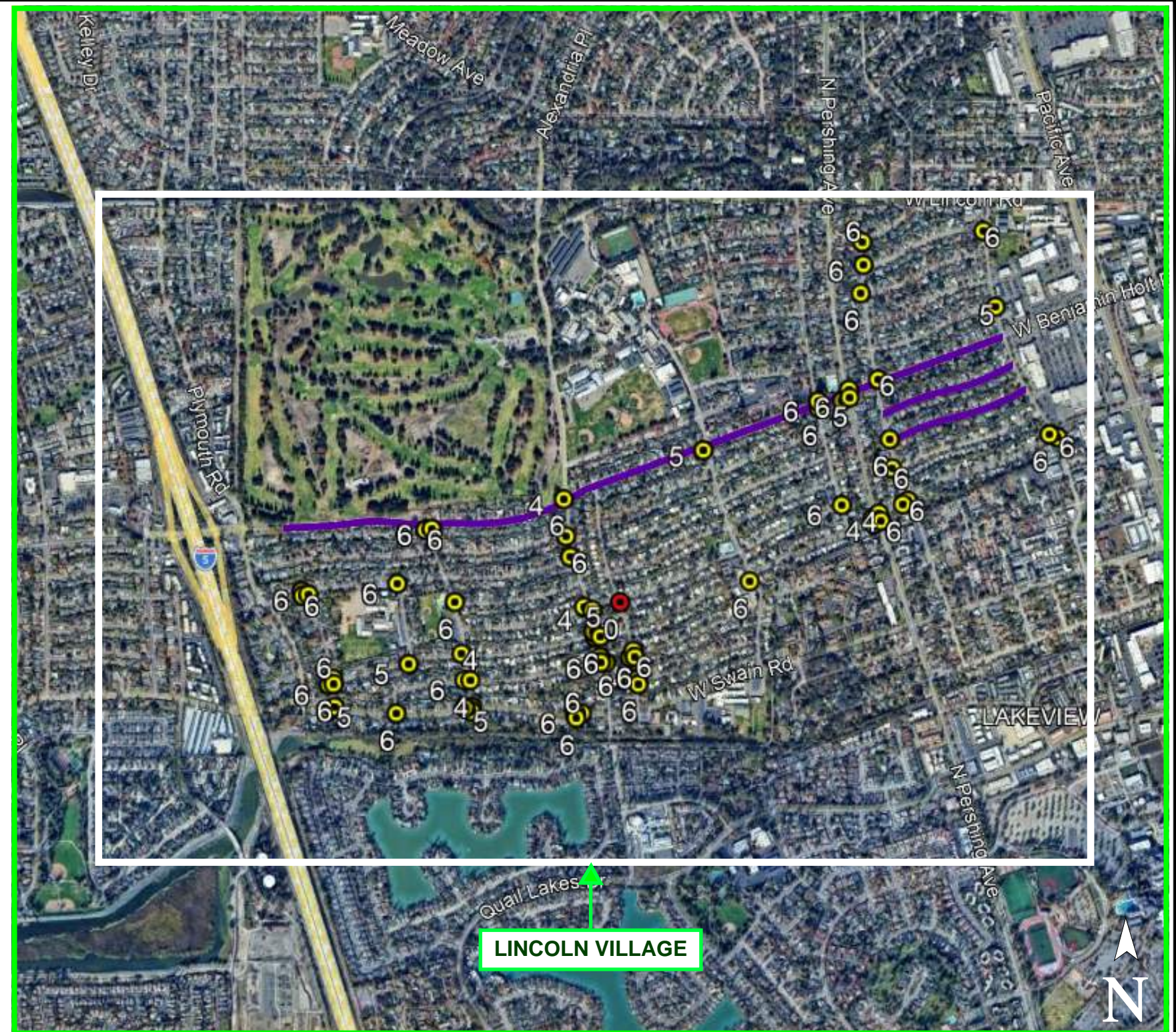
LEGEND

- SCORE 3-6
- NO RAMP
- █ PLANNED PROJECTS
- █ PROGRAMMED PROJECTS

NOTES:

1. SCORE IS A CALCULATED SUM OF 10 REQUIRED ASPECTS OF ADA COMPLIANCE FOR EACH RAMP.
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Area 4 - Summary			
Lincoln Village			
Ramp Data			ADA Transition Plan Total Ramps
Score	Total	Planned/Programmed Projects	
NO RAMP	1	0	1
3	2	0	2
4	7	1	6
5	9	0	9
6	46	7	39
TOTAL	65	8	57



**AREA 4
LINCOLN VILLAGE**



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LEGEND

● SCORE 3-6

● NO RAMP

■ PLANNED PROJECTS

■ PROGRAMMED PROJECTS

NOTES:

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Area 5 - Summary			
Country Club			
Ramp Data			ADA Transition Plan Total Ramps
Score	Total	Planned/Programmed Projects	
NO RAMP	6	6	0
3	0	0	0
4	0	0	0
5	0	0	0
6	10	0	10
TOTAL	16	6	10



**AREA 5
COUNTRY CLUB**



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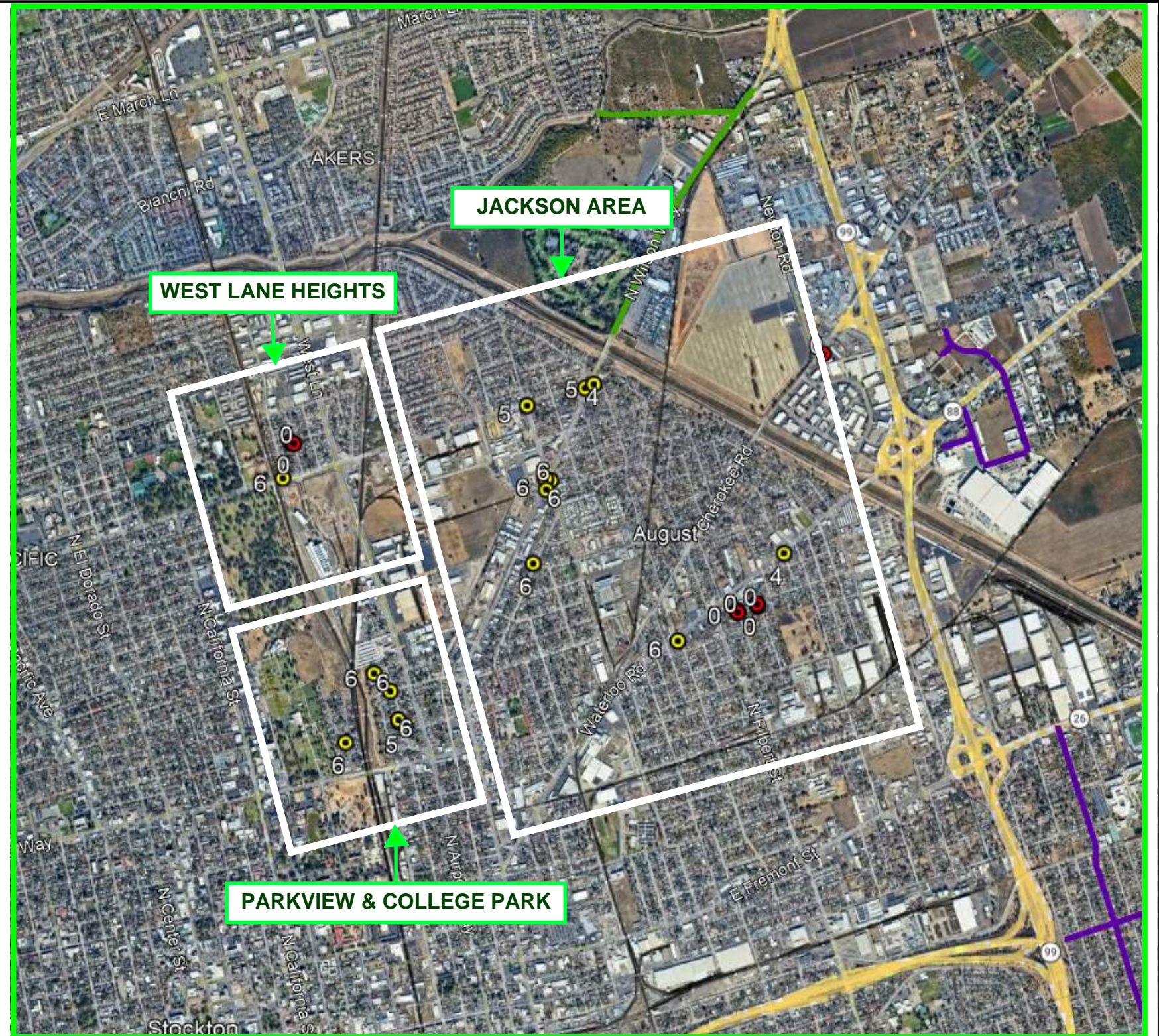
LEGEND

- SCORE 3-6
- NO RAMP
- █ PLANNED PROJECTS
- █ PROGRAMMED PROJECTS

NOTES:

1. SCORE IS A CALCULATED SUM OF 10 REQUIRED ASPECTS OF ADA COMPLIANCE FOR EACH RAMP.
2. PLANNED/PROGRAMMED PROJECTS INCLUDE ADA RAMP UPGRADES AND ARE EXCLUDED FROM THE ADA TRANSITION PLAN.

Area 6 - Summary			
West Lane Heights, Parkview & College Park, Jackson Area			
Ramp Data			ADA Transition Plan Total Ramps
Score	Total	Planned/Programmed Projects	
NO RAMP	7	0	7
3	0	0	0
4	2	0	2
5	3	0	3
6	10	0	10
TOTAL	22	0	22







AREA 6
WEST LANE HEIGHTS, PARKVIEW & COLLEGE
PARK, JACKSON AREA



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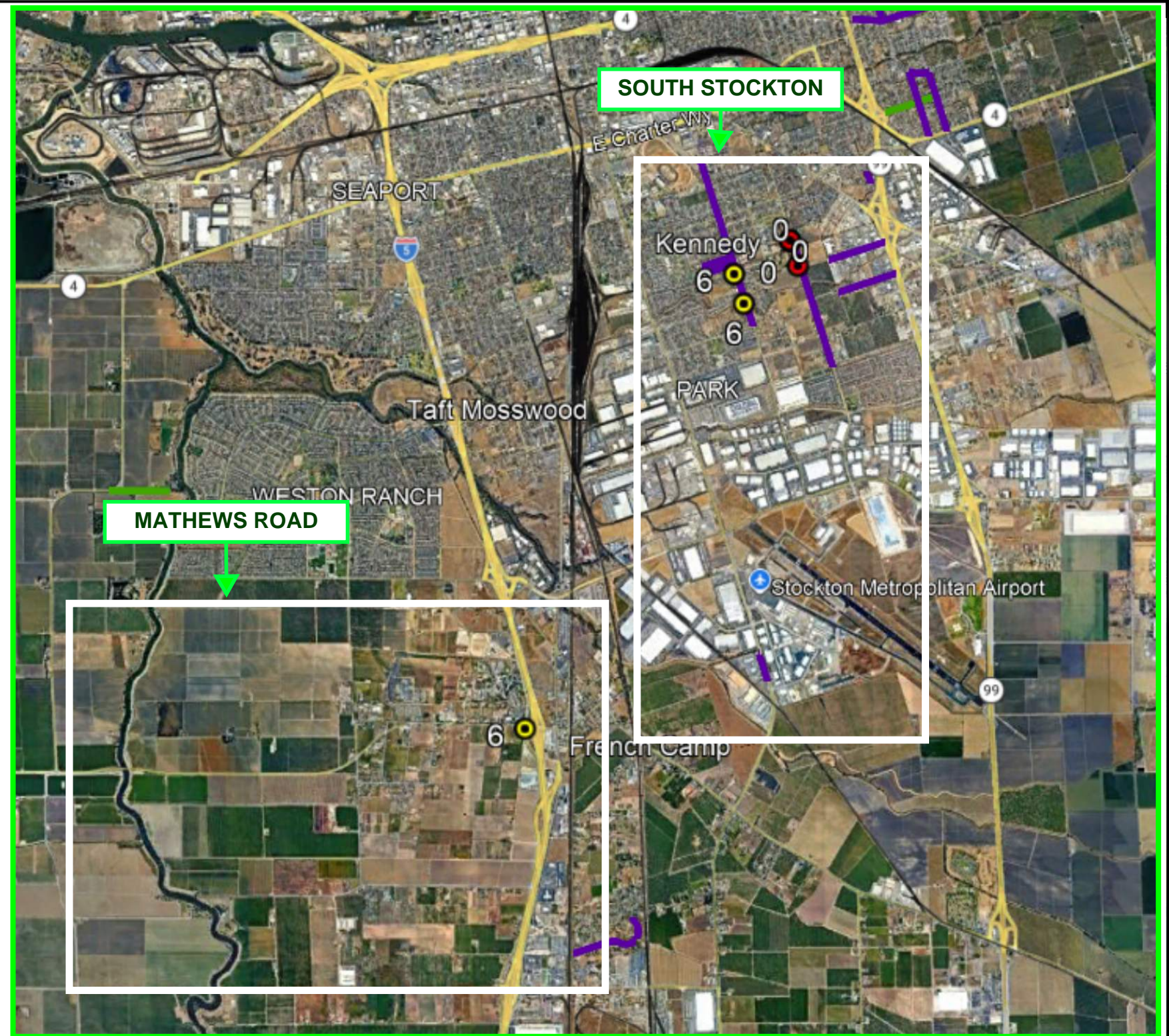
LEGEND

-  SCORE 3-6
-  NO RAMP
-  PLANNED PROJECTS
-  PROGRAMMED PROJECTS

NOTES:

1. SCORE IS A CALCULATED SUM OF 10 REQUIRED ASPECTS OF ADA COMPLIANCE FOR EACH RAMP.
2. PLANNED/PROGRAMMED PROJECTS INCLUDE ADA RAMP UPGRADES AND ARE EXCLUDED FROM THE ADA TRANSITION PLAN.

Area 8 - Summary			
Taft Park, South Stockton, Mathews Road			
Ramp Data			ADA Transition Plan Total Ramps
Score	Total	Planned/Programmed Projects	
NO RAMP	3	3	0
3	0	0	0
4	0	0	0
5	0	0	0
6	3	2	1
TOTAL	6	5	1



**AREA 8
TAFT PARK, SOUTH STOCKTON, MATHEWS ROAD**



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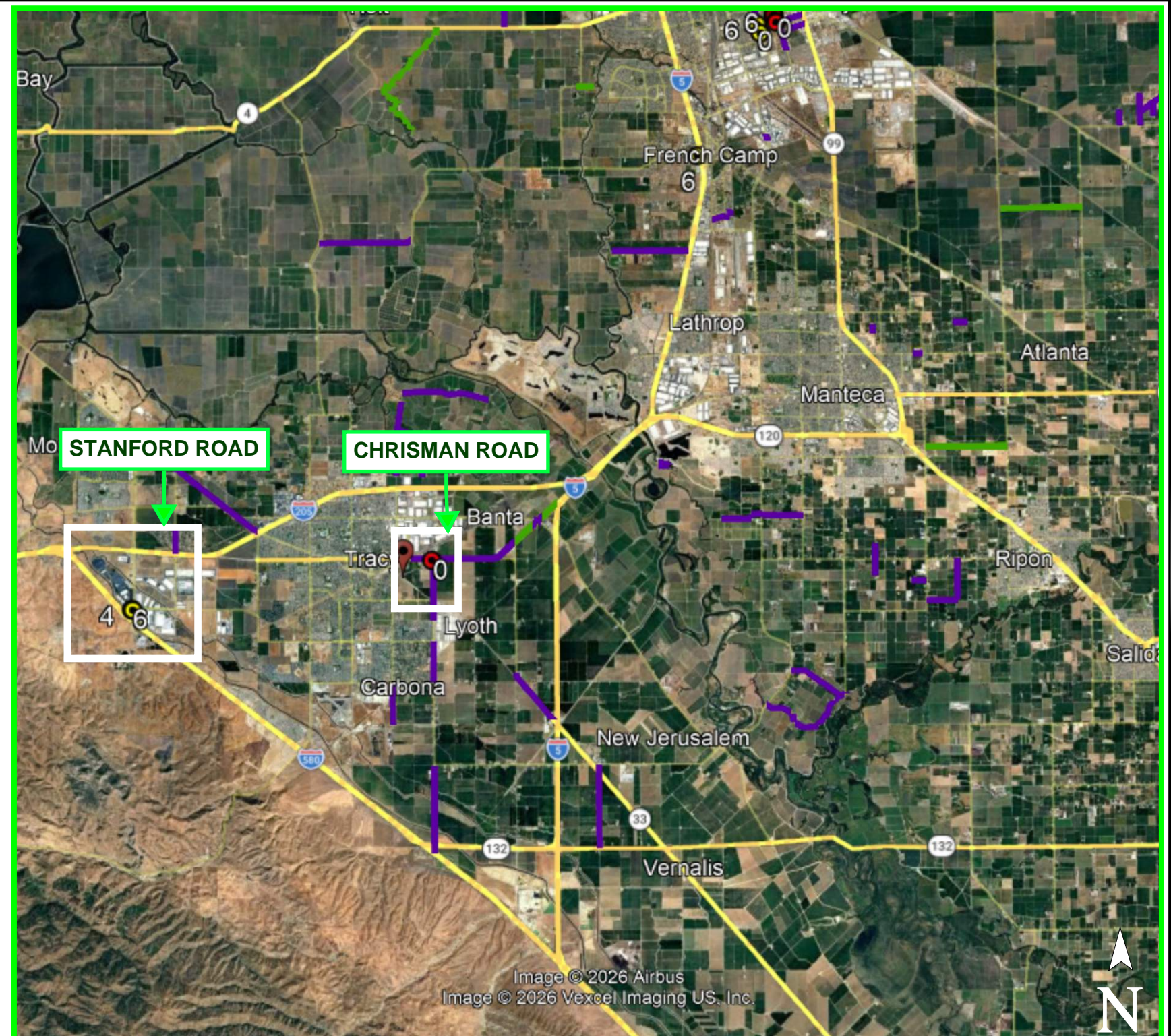
LEGEND

- SCORE 3-6
- NO RAMP
- █ PLANNED PROJECTS
- █ PROGRAMMED PROJECTS

NOTES:

1. SCORE IS A CALCULATED SUM OF 10 REQUIRED ASPECTS OF ADA COMPLIANCE FOR EACH RAMP.
2. PLANNED/PROGRAMMED PROJECTS INCLUDE ADA RAMP UPGRADES AND ARE EXCLUDED FROM THE ADA TRANSITION PLAN.

Area 9 - Summary			
Eleventh Street, Stanford Road, Raymus Village, Spring Creek Estates			
Ramp Data			ADA Transition Plan Total Ramps
Score	Total	Planned/Programmed Projects	
NO RAMP	1	1	0
3	0	0	0
4	1	0	1
5	0	0	0
6	1	0	1
TOTAL	3	1	2



AREA 9
STANFORD ROAD & CHRISMAN ROAD



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ATTACHMENT B
(Public Outreach Survey Responses)





The following table shows all responses gathered during the comment period.

Submitted	Q1 Barriers to Accessibility Issues	Q2 Sidewalk Accessibility Issues	Q2 Details	Q3 Curb Ramps Accessibility Issues	Q3 Details	Q4 Pedestrian Signals Accessibility Issues	Q4 Detail	Q5 Programs / Services Accessibility Issues	Q5 Detail	Q6 Any additional comments	Name	Contact Phone or Email	Response
04/15/26 5:37 PM	No	No		No		No		No			M***** E***	m*****@emigsonline.com	No accessibility barriers noted.
04/15/26 11:35 PM	Yes	Yes	No safe walkway for public from Fairington Memorial Park. North to intersection at Highway 4	Yes	Same as above	Yes		Yes	Walk to fire station safely	Though we are small, it is very unsafe walking at town to get food gas and kids get on school buses	G**** C****	S*****@mtaonline.net	Outside the scope of this ADA Transition Plan, comment will be redirected to the Countywide Sidewalk Connectivity Plan.
04/16/26 10:30 AM	Yes	Yes	3902 Five Mile Drive at Fort Donelson. The sidewalk was fixed by the city about 30 years ago due to homeowners' trees that up lifted the sidewalk. At the time the city was to fix the sidewalks. The city tried to fix the sidewalk and just pave up over the roots of the tree and caused cracking in the gutter the street with the asphalt. The gutter constantly has pools of water that mosquito abatement complains about. The postal worker says he complained about the water sometime in front of the community mailbox, and my older neighbors complain about tripping hazards. Over the years the city has tried to grind down the sidewalk and put areas of cement type substance to help but these are all temporary fixes. Please help.	Yes	3902 Drive at Fort Donelson. The developer put in a handicapped ramp that people use all the time to get to the pool. It is very dangerous as the visual of the street on the north side has a curve and pedestrians cannot see approaching traffic.	No		Yes	I have kept a running account of this issue for the last 25 years that has not been addressed as of yet.	Please be attentive to the publics concerns.	M**** K*****	Z*****m*****@aol.com	Not within unincorporated County.
04/17/26 12:39 PM	Yes	Yes	No sidewalks in 1500 to 1900 block of So. Union. From the RTD Station on down to the 1900 block.	Yes	Fulton Cross street. Storage unit on the corner.	Yes		No		A dismantling company was approved in the 1700 block of So. Union St. it was approved stating that all of the work would be done inside the yard. Work and storage of old cars and parts are on the outside preventing persons from walking. It looks like an outside junkyard.	G**** J*****	Z*****g*****@aol.com	Not within unincorporated County.
04/21/26 12:32 PM	Yes	Yes	The Woodbridge Street improvements completed several years ago did not meet ADA and California building code requirements. I complained to the Director at the time but no corrective action was taken. Disabled parking spaces and access aisles do not comply. Sidewalks exceed the 2% cross slope at driveways. The project was located on Lower Sacramento Road from Carolina to Mokelumne st	Yes	There are no ramps from the access aisles to the sidewalks at the above noted location.	No		No		I have pictures. Just let me where to send them.	J**** H*****	Z*****	This location has been evaluated as part of the ADA Transition Plan.
04/21/26 12:33 PM	Yes	Yes	The Woodbridge Street improvements completed several years ago did not meet ADA and California building code requirements. I complained to the Director at the time but no corrective action was taken. Disabled parking spaces and access aisles do not comply. Sidewalks exceed the 2% cross slope at driveways. The project was located on Lower Sacramento Road from Carolina to Mokelumne st	Yes	There are no ramps from the access aisles to the sidewalks at the above noted location.	No		No		I have pictures. Just let me where to send them.	J**** H*****	Z*****	duplicate) This has been evaluated as part of the ADA Transition Plan.
04/23/26 9:18 AM	Yes	Yes	Kirk and Alpine, there are sections of Alpine without sidewalk	Yes	3415 Clement Ave	No		No			S**** H*****	S****@communitycenterfortheblind.org	Outside the scope of this ADA Transition Plan, comment will be redirected to the Countywide Sidewalk Connectivity Plan.
05/07/26 12:40 PM	No	No		No		No		No			A***** L	S*****	No accessibility barriers noted.
05/07/26 1:02 PM	Yes	Yes	Kettleman lane	No		No		No					Location not specified.