

2019

AMERICANS WITH DISABILITIES ACT TRANSITION PLAN PHASE 1: PUBLIC RIGHT-OF-WAY



TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
1.0 INTRODUCTION	2
1.1 Americans with Disabilities Act of 1990 (ADA)	2
1.2 Florida Law	3
1.3 1993 ADA Transition Plan	3
1.4 Public Right-of-Way Accessibility Guidelines (PROWAG)	4
2.0 2018 SELF-EVALUATION	5
2.1 Pedestrian Crossings	5
2.1.1 Curb Ramps	5
2.1.2 Detectable Warning Surfaces	6
2.1.3 Crosswalks	6
2.1.4 Pedestrian Signals and Pushbuttons	7
2.1.5 Pedestrian Signal Timing	7
2.1.6 On-Street Parking in the Public Right-of-Way	8
3.0 ADA TRANSITION PLAN: PUBLIC RIGHT-OF-WAY	10
3.0.1 Funding Opportunities	10
3.0.2 Public Outreach	11
3.0.3 Planning Method	11
3.1 Fiscal Year 2018-2019	14
3.2 Fiscal Year 2019-2020	15
3.3 Fiscal Year 2020-2021	16
3.4 Fiscal Year 2021-2022	16
3.5 Fiscal Year 2022-2023	17
3.6 Fiscal Year 2023-2024	17
3.7 Fiscal Year 2024-2025	18
3.8 Fiscal Year 2025-2026	18
3.9 Fiscal Year 2026-2027	18
3.10 Fiscal Year 2027-2028	19
3.11 Fiscal Year 2028-2029	19
3.12 2019 ADA Transition Plan Summary	20
APPENDIX A	21
APPENDIX B	35
APPENDIX C	39

EXECUTIVE SUMMARY

The Americans with Disabilities Act (ADA) is a civil rights law that mandates equal opportunity for individuals with disabilities. Title II of the ADA requires that all programs, services, and activities of public entities provide equal access for individuals with disabilities.

The City of Naples conducted an initial self-evaluation during the period immediately following the enactment of the ADA, which was a requirement under Title II of the ADA. The self-evaluation led to the 1993 ADA Transition Plan which outlined physical modifications necessary to remove architectural barriers of accessibility from City buildings and parks. The 1993 ADA Transition Plan greatly improved the accessibility of the City of Naples facilities. However, it left out a key element of local government ADA compliance: the accessibility of pedestrian facilities in the public right-of-way.

The United States Access Board (USAB) recognized the lack of guidance with respect to the public right-of-way and created accessibility guidelines for the design, construction, and alteration of pedestrian facilities in the public right-of-way, commonly referred to as the Public Right-of-Way Accessibility Guidelines (PROWAG). Although not enforceable by law, the PROWAG is widely viewed as the best available guidelines where an issue is not addressed by the ADA Standards.

The PROWAG highlighted the need for a new self-evaluation, which began in February of 2018 and is still ongoing. This document outlines the 2018 Self-Evaluation as it pertains to facilities in the public right-of-way (Phase 1). This document also presents the 2019 ADA Transition Plan which will guide the planning and implementation of modifications intended to improve accessibility in the public right-of-way over the next decade. The second installment (Phase 2) of the Transition plan will evaluate administrative policies, the City website, communication practices, and other City facilities such as parks and recreation facilities, administrative buildings, parking lots and garages, and beach accesses.

This transition plan recommends building 49 curb ramps, installing 695 detectable warning surfaces, applying pavement markings at 138 crosswalks, installing audible pedestrian pushbuttons at 10 signalized intersections, converting 43 existing parking spaces to accessible parking, and providing 4 new access aisles at existing accessible parking spaces. The total estimated cost for these improvements is \$1,106,945 over the next 10 fiscal years, which includes a 10% contingency for each project and 3% annual inflation of unit prices.

The ADA Transition Plan is meant to be a working document that remains flexible in terms of execution, and its implementation will be monitored by the ADA Coordinator. The plan will be updated annually as projects are completed and when opportunities arise to remove accessibility barriers due to unplanned alterations.

1.0 INTRODUCTION

The City of Naples has undertaken a comprehensive evaluation of its programs, services, and facilities to determine the extent to which individuals with disabilities may be restricted in their access. Due to a lack of published guidelines, the City of Naples 1993 ADA Transition Plan did not evaluate facilities in the public right-of-way for accessibility barriers. Newly created guidelines highlighted the need for a new self-evaluation and transition plan.

This document outlines the 2018 Self-Evaluation as it pertains to facilities in the public right-of-way. It also presents the 2019 ADA Transition Plan which will guide the planning and implementation of modifications intended to improve accessibility in the public right-of-way. An updated transition plan is also critically important for Local Area Program (LAP) certification and the receipt of federal grant funding.

1.1 Americans with Disabilities Act of 1990 (ADA)

On July 26, 1990, President George H. W. Bush signed into law the Americans with Disabilities Act (ADA) saying: “Let the shameful wall of exclusion finally come tumbling down.” One of the most important civil rights laws to be enacted since the Civil Rights Act of 1964, the ADA prohibits discrimination against people with disabilities. The ADA prohibits discrimination in access to jobs, public accommodations, government services, public transportation, and telecommunications. Title II of the ADA requires that all programs, services, and activities of public entities provide equal access for individuals with disabilities.

The Department of Justice (DOJ) originally published its ADA Title II regulations on July 26, 1991, including the 1991 ADA Accessibility Guidelines (1991 ADA Standards). The 1991 Standards set guidelines for accessibility by individuals with disabilities to be applied during the design, construction, and alteration of public and commercial facilities.

On September 15, 2010 the DOJ published final regulations revising the Department’s ADA regulations, including the adoption of updated ADA Standards for Accessible Design (2010 ADA Standards). The revised final rules went into effect on March 15, 2011.

1.2 Florida Law

The 1993 Florida Legislature enacted Sections 553.501-553.513, Florida Statutes, referred to as the “Florida Americans With Disabilities Accessibility Implementation Act,” with the purpose of incorporating into state law the accessibility requirements of the ADA.

The Florida Accessibility Code for Building Construction is based on the ADA Standards. It includes some modifications to the ADA Standards which make the guidelines more stringent. During the 2018 Self-Evaluation, the 2010 ADA Standards and the 2012 Florida Accessibility Code for Building Construction were used where applicable.

1.3 1993 ADA Transition Plan

The City of Naples conducted an initial self-evaluation during the period immediately following the enactment of the ADA, which was a requirement under Title II of the ADA. The self-evaluation led to the 1993 ADA Transition Plan.

The 1993 ADA Transition Plan outlined physical modifications necessary to remove architectural barriers of accessibility from the following buildings, departments, and parks:

- Fire Station #1
- Fire Station #2
- Police Department
- City Clerk Office
- Community Development Building
- City Council Chamber
- Finance
- Utilities Administration
- Equipment Services
- Utilities Maintenance
- Wastewater Plant
- Water Treatment Plant
- City Hall
- City Dock
- Landings Park
- Anthony Park
- Cambier Park
- Lowdermilk Park
- River Park
- Naples Pier
- Fleischmann Park

The modifications identified by the plan were scheduled to be made between April 1993 and January 1995. The 1993 ADA Transition Plan greatly improved the accessibility of the City of Naples facilities, however it left out a key element of local government ADA compliance, the accessibility of pedestrian facilities in the public right-of-way.

1.4 Public Right-of-Way Accessibility Guidelines (PROWAG)

The ADA Standards, and hence the Florida Accessibility Code for Building Construction, focus mainly on facilities at building sites. While they address certain features common to public sidewalks, such as curb ramps, further guidance is necessary to address conditions and constraints unique to public rights-of-way. The United States Access Board (USAB) proposed accessibility guidelines for the design, construction, and alteration of pedestrian facilities in the public right-of-way. The guidelines ensure that sidewalks, pedestrian street crossings, pedestrian signals, and other facilities for pedestrian circulation which are constructed or altered in the public right-of-way by state and local governments are readily accessible to and usable by pedestrians with disabilities. The USAB's guidelines are formally named the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way. However, they are commonly referred to as the Public Right-of-Way Accessibility Guidelines (PROWAG).

The USAB established a federal advisory committee in 1999 to recommend accessibility guidelines for pedestrian facilities in the public right-of-way. The advisory committee presented its recommendations to the USAB in 2001. The USAB developed a draft PROWAG based on the advisory committee's recommendations and made the draft guidelines available for public review and comment in 2002. The draft guidelines were revised in 2005, and on July 23, 2011, the USAB issued a Notice of Proposed Rulemaking recommending the PROWAG be adopted as enforceable standards. The PROWAG has yet to be adopted as enforceable standards.

Although not enforceable by law, the PROWAG is widely viewed as the best available guidelines for issues not addressed by the ADA Standards. The United States Department of Transportation issued a memorandum dated January 23, 2006 stating "the Draft Guidelines are the currently recommended best practices, and can be considered the state of the practice that could be followed for areas not fully addressed by the present ADAAG standards. Further, the Draft Guidelines are consistent with the ADA's requirement that all new facilities (and altered facilities to the maximum extent feasible) be designed and constructed to be accessible to and useable by people with disabilities."

The PROWAG was used in this self-evaluation to evaluate the City of Naples facilities in the public right-of-way including curb ramps, detectable warning surfaces, crosswalks, pedestrian signals, and on-street parking.

2.0 2018 SELF-EVALUATION

Since the 1993 ADA Transition Plan was implemented, the ADA has been amended and new standards and guidelines have been introduced. The City has also acquired new facilities for public use as well as new programs and services. These changes over the last quarter-century formed the need for a new self-evaluation, which began in February of 2018.

This section outlines the 2018 Self-Evaluation as it pertains to facilities in the public right-of-way (Phase 1). The second installment (Phase 2) of the transition plan will evaluate administrative policies, the City website, communication practices, and other City facilities such as parks and recreation facilities, administrative buildings, parking lots and garages, and beach accesses.

2.1 Pedestrian Crossings

Elements which are critical to the accessibility of pedestrian facilities at pedestrian street crossings include curb ramps, detectable warnings surfaces, accessible pedestrian signals, lengthy pedestrian signal phases, and crosswalks. The City's intersections and other road crossings were evaluated for any missing key elements. Pedestrian facilities maintained by other agencies (state, county, or private) were not included in this self-evaluation. However, where a City-maintained road intersects with a road maintained by another agency, the intersection was included in this self-evaluation.

The Streets and Traffic Division annually inspects pedestrian facilities for defects such as cracks, holes, changes in level, and low-hanging objects, all of which can create an accessibility barrier for a person with a mobility impairment. The Streets and Traffic Division also rely on the public to report hazardous sidewalk conditions to identify repairs needed.

2.1.1 Curb Ramps

A curb ramp is a short ramp cutting through a curb, or built up to it, with the purpose of providing an accessible route connecting a street crossing with a pedestrian sidewalk. Curb ramps are critical elements of pedestrian access routes in the public right-of-way to ensure that an individual with a mobility impairment is provided access to the public sidewalks.

According to the scoping requirements of the PROWAG and the ADA Standards, a curb ramp complying with the technical specifications shall connect the pedestrian access routes at each pedestrian street crossing.

An inventory of the 43 curb ramps that are missing or require replacement throughout the City can be found in Appendix A of this document.

2.1.2 Detectable Warning Surfaces

A detectable warning is a standardized surface feature built-in or applied to a walking surface to warn of hazards in a circulation path. The Florida Accessibility Code requires detectable warnings to be in the form of surfaces providing truncated domes. The surfaces are to extend the full width of the curb ramp, have a minimum depth of 24 inches, and contrast in color to the adjacent walking surface.

The PROWAG addresses scoping requirements for detectable warnings where the ADA Standards do not. The guidelines state that detectable warnings are required at curb ramps and blended transitions at pedestrian street crossings and at pedestrian refuge islands that are less than six feet in length. The PROWAG also states that detectable warning surfaces should also be provided at commercial driveways with stop or yield control, but not at crossings of residential driveways.

An inventory of the 895 detectable warning surfaces that are missing or requiring replacement throughout the City can be found in Appendix A of this document.

2.1.3 Crosswalks

Crosswalk markings at pedestrian street crossings identify the boundary of the crosswalk. Although not required by ADA Standards or PROWAG, crosswalk markings are another critical element of safe and accessible pedestrian street crossings. The crosswalk markings provide guidance to pedestrians crossing the roadways and alert road users of a designated pedestrian crossing point.

An inventory of the 137 crosswalks with markings that are missing or requiring replacement throughout the City can be found in Appendix A of this document.

2.1.4 Pedestrian Signals and Pushbuttons

Standard pedestrian pushbuttons and signals can be problematic for blind pedestrians or those with visual impairments. The PROWAG recommends that where pedestrian signals are provided, they should be accessible pedestrian signals and pushbuttons that comply with the standards outlined in the Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD). An accessible pedestrian signal and 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 visually impaired.

Not only should the accessible pedestrian signals and pushbuttons have audible tones and vibrotactile surfaces, it should also be within reach for the greatest number of pedestrians. The City currently uses the Florida Department of Transportation Standard Plans Index 665-001 to guide its pushbutton installations. It requires the button to be located such that a pedestrian does not have to reach forward greater than 10 inches and is no higher than 48 inches above the ground. This 48-inch maximum height is in line with the reach range specified by the ADA Standards.

Pedestrian signals are provided at all but four City-maintained signalized intersections; accessible pedestrian signals and pushbuttons are only provided at two City-maintained intersections.

An inventory of the 41 City-maintained signalized intersections throughout the City, describing which are missing accessible pedestrian signals and pushbuttons can be found in Appendix B of this document.

2.1.5 Pedestrian Signal Timing

Lengthy pedestrian signal phases are critical to the accessibility of street crossings, ensuring that a pedestrian with a mobility impairment has enough time to safely cross the street before vehicles are released to continue traffic. According to the PROWAG, all pedestrian signal phase timing shall be based on a pedestrian clearance time calculated using a pedestrian walking speed of 3.5 feet per second or less.

The City programs its pedestrian phases to exceed the PROWAG/MUTCD requirement of 3.5 feet per second by providing enough time for a pedestrian walking at a speed of 3 feet per second to cross the intersection safely. Therefore, City staff believes that all signalized pedestrian crossings are compliant with the PROWAG signal timing recommendation.

2.1.6 On-Street Parking in the Public Right-of-Way

Parking facilities are provided throughout the City for residents and visitors to use. Improving and maintaining the accessibility of the City parking facilities ensures that disabled individuals are given the same opportunities to enjoy the City as others. In addition to the City parking lots and garages, the City provides on-street parking within the public right-of-way including:

- Beach end parking
- Gulf Shore Boulevard North (GSBN) right-of-way parking:
 - Seagate beach access
 - Moorings Bay dock/boat access lots
 - GSBN right-of-way parking adjacent to Lowdermilk Park
- On-street right-of-way parking including:
 - 5th Avenue South commercial district
 - 3rd Street South retail district
 - 10th Street downtown district
 - Gordon Drive residential area

The City has 3319 on-street parking spaces in the public right-of-way available for the public to use. Where parallel spaces are not individually delineated, every 20 linear feet of parallel parking space was counted as one space. Sixty-one on-street parking spaces in the public right-of-way are currently marked as accessible parking spaces. Most of them are located near the beach accesses, Naples Pier, Cambier Park.

The Florida Americans With Disabilities Accessibility Implementation Act requires that there is one accessible parking space for every 150 metered on-street parking spaces. The City exceeds this requirement with 719 metered spaces and 23 accessible spaces in the vicinity of those metered spaces.

The ADA Standards and Florida Accessibility Code provide no guidance on the scoping requirements specific to on-street parking in the public right-of-way. If treated as one large parking facility, the City provides enough accessible parking spaces because only 44 accessible spaces are required for a parking facility with 3,319 total spaces. However, this approach is incorrect because it would not require accessible spaces to be spatially dispersed throughout the City.

The PROWAG addresses scoping requirements for on-street parking in the public right-of-way and states that where on-street parking is provided on the block perimeter and the parking is marked or metered, accessible parking spaces shall be provided in accordance with the table below:

Total Number of Marked or Metered Parking Spaces on the Block Perimeter	Minimum Required Number of Accessible Parking Spaces*
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 or greater	4% of total

*PROWAG recommendation

The PROWAG’s method of delineating separate parking facilities using the perimeter of the block ensures that accessible spaces are distributed throughout the City.

For the existing accessible on-street parking spaces constructed by the City, the Florida Accessibility Code was used to evaluate each parking space for accessibility.

Appendix C of this document contains an inventory of the on-street right-of-way parking throughout the City, delineated using the PROWAG’s method, and an inventory of accessibility barriers identified at the existing accessible parking spaces provided by the City.

3.0 ADA TRANSITION PLAN: PUBLIC RIGHT-OF-WAY

The ADA Transition Plan will guide the planning and implementation of modifications intended to improve accessibility in the public right-of-way. The planned modifications will take place over the next 10 fiscal years, beginning with Fiscal Year 2019-2020. Fiscal Year 2018-2019 is included in the plan because projects scheduled to be completed in the year will remove some of the accessibility barriers found by the self-evaluation.

The City of Naples ADA Coordinator is the official responsible to monitor the implementation of this plan. The ADA Transition Plan is meant to be a working document that remains flexible due to unforeseen circumstances. The plan will be updated at least annually as projects are completed and if opportunities arise to remove accessibility barriers due to unplanned alterations. After each update of the plan, the new version will be posted on the ADA section of the City website.

3.0.1 Funding Opportunities

A variety of funding sources will be used to execute the ADA Transition Plan. Within the Streets Fund, opportunities include:

- Capital Improvement Plan (CIP) projects:
 - Citywide ADA Accessibility Improvements
 - Pedestrian & Bicycle Master Plan Projects
 - Intersection Improvements
 - Other future CIP projects
- Streets Fund operating expenses:
 - Annual Pavement Resurfacing Program
 - Repair and maintenance

Potential opportunities outside of the Streets Fund include:

- Other City departments:
 - Community Services Department (Beach Fund, Facilities Maintenance, etc.)
 - Utilities Department (when work is performed under curb ramps, etc.)
- Community Redevelopment Agency (CRA)
- Community Development Block Grant (CDBG)
- FDOT Local Agency Program (LAP)
- Collier County Metropolitan Planning Organization (MPO)
- FDOT Safe Routes to Schools

3.0.2 Public Outreach

A notice was posted on the ADA section of the City website at the onset of the self-evaluation inviting public comment and participation in the self-evaluation. As the initial draft of this transition plan was completed, the draft was posted on the ADA section of the City website inviting public comment on the transition plan. Once the transition plan was set to appear before City Council, the public meeting requirements generally informed the community in order to increase awareness of the plan and invite further public comment.

3.0.3 Planning Method

Although the new ADA Transition Plan is not mandated for rapid execution, the City will work diligently to accomplish the recommended modifications in a timely manner. This plan considers current available resources within City departments in order to carefully develop an efficient method and schedule for execution. In balancing timely completion and working within the City's anticipated budget, a 10-year plan is recommended.

The modifications recommended by this transition plan are grouped together into projects based on location. Grouping them together with others in proximity will save the City money on mobilization costs. When estimating project costs, a 10% contingency is included in the total estimate for each project, as well as a 3% annual increase in unit prices to account for future inflation. For existing projects, only the cost of the ADA modifications is included in the cost estimate for this plan.

All 43 curb ramps missing or requiring replacement throughout the City that were identified in the self-evaluation are included in the transition plan. The estimated cost of each curb ramp is \$2,200, which allows for up to 100 square feet (SF) of concrete sidewalk, 15 SF of detectable warning surface, and 15 linear feet (LF) of Type D curb or Type F curb and gutter.

The 138 crosswalks identified by the self-evaluation to have no markings, or the markings require replacement, are also included in this transition plan. The estimated cost of applying markings to each crosswalk is \$530, which allows for up to 100 LF of 12-inch thermoplastic solid striping and 100 SF of miscellaneous thermoplastic marking.

Out of the 895 detectable warning surfaces identified as needed by the self-evaluation, 200 of them are at commercial driveways and 695 are at pedestrian street crossings. All 695 located at pedestrian street crossings are included in this transition plan; the 200 located at commercial driveways are not. This plan recommends the City considers adding these detectable warning surfaces at commercial driveways on a case-by-case during sidewalk

repairs. The City should also consider requiring owners of commercial properties who build or alter a driveway that intersects a sidewalk to add detectable warning surfaces.

The preferred detectable warning surface used by the City is brick-red in color and embedded in the sidewalk; this is the most durable alternative. An average of \$710 is used to estimate the cost of adding a detectable warning surface, without reconstructing an entire curb ramp, which allows for 25 SF of concrete sidewalk and 15 SF of detectable warning surface.

The self-evaluation found that 263 audible pushbuttons are needed to make the pedestrian control at all signalized intersections in the City fully accessible. However, not all City-maintained signalized intersections which provide pedestrian pushbuttons are recommended for accessible pushbuttons due to the audible noise created. In residential areas where homes are built very close to the intersection, the noise is incompatible with the surrounding residential land use. The following signalized intersections, requiring a total of 76 audible pushbuttons, which are surrounded by commercial properties and host a high volume of pedestrian traffic are included in the transition plan:

- US 41 and Neapolitan Way (FDOT providing equipment) – 8 audible pushbuttons
- US 41 and Anchor Rode Drive (FDOT providing equipment) – 12 audible pushbuttons
- US 41 and Park Shore Drive (FDOT providing equipment) – 6 audible pushbuttons
- GSBN and Park Shore Drive – 8 audible pushbuttons
- GSBN and Banyan Boulevard – 8 audible pushbuttons
- US 41 and Goodlette-Frank Road – 4 audible pushbuttons
- US 41 and 5th Avenue South – 6 audible pushbuttons
- 5th Avenue South and 8th Street South – 8 audible pushbuttons
- 5th Avenue South and 3rd Street South – 8 audible pushbuttons
- 3rd Street South and Broad Avenue South – 8 audible pushbuttons

To estimate the cost of upgrading to accessible pedestrian pushbuttons at signalized intersections where pushbuttons already exist, the 2014 CDBG Intersection Improvements Project was used. At the Goodlette-Frank Road and 5th Avenue North intersection, the City paid \$17,547 for the contractor to furnish and install the accessible audible pushbuttons and associated equipment for all four crosswalks, which included pushbuttons for travel in both directions. Adjusting for a 3% annual inflation, the estimated cost of upgrading to 8 audible pushbuttons is \$19,750 or approximately \$2,470 per pushbutton.

Costs associated with transforming an on-street parallel parking space into an accessible space includes applying approximately 40 LF of blue pavement markings and installing the “PARKING BY DISABLED PERMIT ONLY” and the “UP TO \$250 FINE” signs. According to 553.5041(5)(d), Florida Statutes, the access aisle is not required for on-street parallel parking. The best candidates for this transformation are parallel parking spaces that have an adjacent sidewalk, so that a van with a wheelchair ramp can lower its ramp onto the

sidewalk. It is also desirable for the accessible space to be at the end of the block, close to the intersection so that the parking space can serve patrons wishing to visit all four blocks adjacent to that intersection. To estimate the cost of creating a parallel accessible parking space, an average of \$400 is used, which allows for the furnishing and installation of the signs with post, the painted symbol of accessibility on the ground, and 40 LF of 6-inch thermoplastic solid striping.

In some cases, such as at the beach ends, the on-street parking in the right-of-way is not parallel and an access aisle will be required, as well as in some cases a curb ramp connecting the access aisle to an accessible route. In these instances, the cost to allow for the parking space transformation including the access aisle and curb ramp is estimated at \$3,000.

Not all beach ends are recommended for accessible parking spaces. The City currently designates seven beach ends where accessibility is greatly improved and provides accessible spaces at those locations. This transition plan includes accessibility improvements identified for the accessible parking spaces of those seven beach ends.

Not all City blocks with on-street parking around the perimeter are recommended for accessible parking. A total of 43 new accessible parking spaces are recommended in the following areas with frequent visitors which currently lack accessible on-street parking:

- 5th Avenue South between 8th and 3rd Street South – 8 spaces
- 3rd Street South between Broad and 14th Avenue South – 7 spaces
- 12th Avenue South between 7th and 8th Street South – 2 spaces
- 7th Avenue South between 8th and 10th Street South – 2 spaces
- 6th Avenue South between 10th and 12th Street South – 3 spaces
- 8th Street South between 5th Avenue South and 5th Avenue North – 3 spaces
- 10th Street from 5th Avenue South to 2nd Avenue North – 7 spaces
- Gulf Shore Blvd North right-of-way parking lots – 5 spaces
- Gulf Shore Blvd North median parking at Banyan Blvd – 2 spaces
- Gordon Drive south of 18th Avenue South – 4 spaces

The table below is an outline of the format used throughout the transition plan:

ID	Project Title	Description/Notes	Issues Addressed	Cost	Status
Project Identifier	Title of Project	Description of work to be done and other important details	ID's from Appendix A, B or C of each ADA barrier removed by the project	Actual cost of barrier removal for completed projects. Estimated Cost for proposed or forecasted projects	C = Completed S = Scheduled for work to begin and funding secured F = Forecasted within the current or anticipated budget P= Proposed by this plan, not yet budgeted

3.1 Fiscal Year 2018-2019

ID	Project Title	Description/Notes	Issues Addressed	Cost	Status
19.1	Crayton & MLD Temporary Improvements	Rebuild 1 curb ramp, install markings for 2 crosswalks. Also, provided pedestrian signals (non-audible). Temporary improvements only. Intersection currently scheduled for redesign in FY 19/20. Construction scheduled for FY 20/21.	A: 185 B: 22	\$9950	S
19.2	4 th St S Intersection Improvements	Rebuild 5 existing curb ramps, create 5 new curb ramps, install crosswalk markings for 6 crosswalks, remove concrete for 3 curb ramps	A: 14,18,30,37	\$26,580	S
TOTAL ESTIMATED COST FOR FY 18-19				\$36,530	

3.2 Fiscal Year 2019-2020

ID	Project Title	Description/Notes	Issues Addressed	Cost	Status
20.1	8 th Street Corridor Improvements	Project includes many improvements along 8 th Street between 5 th Avenue South and 7 th Avenue North. Items from this plan included in the project: build 2 curb ramps, install 54 detectable warning surfaces, install markings at 9 crosswalks, provide 3 accessible parallel parking spaces	A: 109, 120, 128-129, 140, 145, 151, 158, 161, 163, 165-166 C: 69-70, 74-75, 85, 93-94, 102-103, 108, 116, 118	\$55,188	F
20.2	Crayton Rd North Accessibility Improvements	Install 18 detectable warning surfaces	A: 218-226	\$14,480	P
20.3	West Blvd Accessibility Improvements	Install 10 detectable warning surfaces	A: 242-246	\$8,045	P
20.4	Seagate Dr Accessibility Improvements	Install 4 detectable warning surfaces	A: 228-231	\$3,218	P
20.5	Orchid Dr Area Accessibility Improvements	Install 25 detectable warning surfaces	A: 177-178, 180, 182-184	\$20,111	P
20.6	Eagle Oak Ridge Accessibility Improvements	Install 7 detectable warning surfaces	A: 249, 256-257	\$5,631	P
20.7	Oyster Bay Accessibility Improvements	Build 2 curb ramps, install 14 detectable warning surfaces, install markings at 3 crosswalks	A: 278, 281-287	\$18,049	P
TOTAL ESTIMATED COST FOR FY 19-20				\$124,722	

3.3 Fiscal Year 2020-2021

ID	Project Title	Description/Notes	Issues Addressed	Cost	Status
21.1	GSBN Accessibility Improvements 1	Install 17 detectable warning surfaces, provide 2 accessible angled parking spaces	A: 169-176 C: 131	\$21,088	P
21.2	GSBN Accessibility Improvements 2	Install 4 detectable warning surfaces, provide 5 accessible perpendicular parking spaces	A: 193-195 C: 145-146, 148, 150-151	\$20,819	P
21.3	GSBN Audible Pushbuttons	Install 8 audible pushbuttons at GSBN & Park Shore Dr, install 8 audible pushbuttons at GSBN & Banyan Blvd	B: 2, 8	\$46,120	P
21.4	Beach End Parking Improvements 1	Provide 3 access aisles, build 3 curb ramps leading to accessible routes, install markings at 1 crosswalk	C: 140-142	\$9,720	P
TOTAL ESTIMATED COST FOR FY 20-21				\$97,747	

3.4 Fiscal Year 2021-2022

ID	Project Title	Description/Notes	Issues Addressed	Cost	Status
22.1	5 th Ave S Accessibility Improvements	Build 1 curb ramp, install 33 detectable warning surfaces, provide 8 accessible parallel parking spaces	A: 102-108, 110 C: 51, 53-55, 66-69	\$34,654	P
22.2	5 th Ave S Audible Pushbuttons	Install 8 audible pushbuttons at 5 th Ave S & 8 th St S, Install 8 audible pushbuttons at 5 th Ave S & 3 rd St S	B: 32-33	\$47,503	P
22.3	Lake Park Accessibility Improvements	Build 8 curb ramps, install 4 detectable warnings, install markings at 6 crosswalks	A: 261-264	\$28,391	P
TOTAL ESTIMATED COST FOR FY 21-22				\$110,548	

3.5 Fiscal Year 2022-2023

ID	Project Title	Description/Notes	Issues Addressed	Cost	Status
23.1	3 rd St S Area Accessibility Improvements	Build 3 curb ramps, install 23 detectable warning surfaces, install markings at 2 crosswalks, provide 7 parallel accessible parking spaces	A: 5-7, 10-13, 16-17 C: 13-14, 17-19	\$33,167	P
23.2	Broad Ave S Accessibility Improvements	Build 4 curb ramps, install 30 detectable warning surfaces, install markings at 4 crosswalks	A: 27-29, 31-36, 38-43	\$39,890	P
23.3	3 rd & Broad Audible Pushbuttons	Install 8 audible pushbuttons at 3 rd At S & Broad Ave S	B: 20	\$24,464	P
23.4	Beach End Parking Improvements 2	Build 3 curb ramps, provide 1 access aisle, provide 1 accessible route, install 1 accessible parking sign	C: 23, 59, 79, 125	\$21,590	P
TOTAL ESTIMATED COST FOR FY 22-23				\$119,111	

3.6 Fiscal Year 2023-2024

ID	Project Title	Description/Notes	Issues Addressed	Cost	Status
24.1	US 41 Accessibility Improvements	Install 48 detectable warning surfaces, install markings at 9 crosswalks.	A: 97-98, 111-112, 121, 141, 146, 152, 155, 160, 162, 164, 167-168	\$49,541	P
24.2	US 41 Audible Pushbuttons	Install 8 audible pushbuttons at US 41 & Neapolitan Way, install 12 audible pushbuttons at US 41 & Anchor Rode Dr, install 6 audible pushbuttons at US 41 & Park Shore Dr, install 4 audible pushbuttons at US 41 & Goodlette-Frank Rd, install 6 audible pushbuttons at US 41 & 5 th Ave S (FDOT has already agreed to provide the audible pushbuttons and associated equipment for the first three intersections)	B: 1, 11, 13, 31, 41	\$31,498	P
24.3	Harbour Dr Area Accessibility Improvements	Build 1 curb ramp, install 20 detectable warning surfaces, install markings at 9 crosswalks	A: 186-189, 191-192, 200-201, 203-204, 213	\$26,996	P
TOTAL ESTIMATED COST FOR FY 23-24				\$108,035	

3.7 Fiscal Year 2024-2025

ID	Project Title	Description/Notes	Issues Addressed	Cost	Status
25.1	Olde Naples Accessibility Improvements 1	Build 2 curb ramps, install 85 detectable warning surfaces, install markings at 28 crosswalks	A: 113-116, 122-125, 130-133, 135-136	\$104,538	P
25.2	10 th St S Accessible Parking	Provide 7 accessible parallel parking spaces	C: 71-73, 88-89, 91, 104-107	\$3,678	P
TOTAL ESTIMATED COST FOR FY 24-25				\$108,216	

3.8 Fiscal Year 2025-2026

ID	Project Title	Description/Notes	Issues Addressed	Cost	Status
26.1	Olde Naples Accessibility Improvements 2	Build 2 curb ramps, install 68 detectable warning surfaces, install markings at 28 crosswalks	A: 45-59, 61-66	\$91,345	P
26.2	East of Goodlette Accessibility Improvements	Build 1 curb ramp, install 14 detectable warning surfaces, install markings at 1 crosswalk	A: 258, 271-272, 274-275, 277	\$17,141	P
TOTAL ESTIMATED COST FOR FY 25-26				\$108,486	

3.9 Fiscal Year 2026-2027

ID	Project Title	Description/Notes	Issues Addressed	Cost	Status
27.1	Olde Naples Accessibility Improvements 3	Build 3 curb ramps, install 56 detectable warning surfaces, install markings at 8 crosswalks	A: 117, 119, 126-127, 134, 137-139, 142, 147, 149, 154, 156-157	\$70,509	P
27.2	AS/PR Accessibility Improvements	Install 11 detectable warning surfaces, install markings at 2 crosswalks, provide 4 accessible parallel parking spaces	A: 1-4 C: 1-3	\$14,590	P
27.3	Lake Park Accessibility Improvements	Build 1 curb ramp, install 13 detectable warning surfaces	A: 267-268, 270	\$15,927	P
TOTAL ESTIMATED COST FOR FY 26-27				\$101,026	

3.10 Fiscal Year 2027-2028

ID	Project Title	Description/Notes	Issues Addressed	Cost	Status
28.1	Olde Naples Accessibility Improvements 4	Build 2 curb ramps, install 44 detectable warning surfaces, install markings at 9 crosswalks	A: 68-74, 76, 80-83, 86-89, 99-101	\$57,999	P
28.2	12 th Ave S Accessibility Improvements	Build 4 curb ramps, install 23 detectable warning surfaces, install markings at 6 crosswalks, provide 2 accessible parallel parking spaces	A: 19-24 C: 20,22	\$41,780	P
28.3	Airport Area Accessibility Improvements	Install 4 detectable warning surfaces	A: 289, 292	\$4,076	P
TOTAL ESTIMATED COST FOR FY 27-28				\$103,855	

3.11 Fiscal Year 2028-2029

ID	Project Title	Description/Notes	Issues Addressed	Cost	Status
29.1	Olde Naples Accessibility Improvements 5	Install 36 detectable warning surfaces, install markings at 2 crosswalks, provide 2 accessible parallel parking spaces, provide 3 accessible perpendicular parking spaces	A: 78-79, 84-85, 90-93, 95 C: 42-45, 47-50	\$53,840	P
29.2	Neapolitan Way Accessibility Improvements	Install 16 detectable warning surfaces, install markings at 2 crosswalks	A: 234-237, 240	\$18,361	P
29.3	Park Shore Area Accessibility Improvements	Build 2 curb ramps, install 8 detectable warning surfaces, install markings at 2 crosswalks	A: 210, 214-216, 232-233	\$16,468	P
TOTAL ESTIMATED COST FOR FY 28-29				\$88,669	

3.12 2019 ADA Transition Plan Summary

FISCAL YEAR	ESTIMATED COST
2018-2019	\$36,530
2019-2020	\$124,722
2020-2021	\$97,747
2021-2022	\$110,548
2022-2023	\$119,111
2023-2024	\$108,035
2024-2025	\$108,216
2025-2026	\$108,486
2026-2027	\$101,026
2027-2028	\$103,855
2028-2029	\$88,669
TOTAL ESTIMATED COST	\$1,106,945

The 2019 ADA Transition Plan recommends building 49 curb ramps, installing 695 detectable warning surfaces, applying pavement markings at 138 crosswalks, installing audible pushbuttons at 10 signalized intersections, converting 43 existing parking spaces to accessible parking and providing 4 new access aisles at existing accessible parking spaces.

The total estimated cost for these improvements is \$1,106,945 over the next 10 fiscal years, which includes a 10% contingency for each project and 3% annual inflation of unit prices. City Staff will work within the approved budget as well as attempt to secure grant funding and help from other agencies to help offset the cost of executing this transition plan.

APPENDIX A

Pedestrian Crossings: Curb Ramps, Detectable Warnings & Crosswalks

This appendix contains of an inventory of curb ramps, detectable warnings and crosswalk markings at pedestrian crossings throughout the City that are missing or require replacement. Figures A.1 through A.6 are maps depicting the location of the pedestrian crossings with missing elements. The red dots represent pedestrian street crossings and the green dots represent non-residential driveways with stop or yield control. At each location, an identification number is provided which can be used to reference Table A.1 where details can be found indicating which elements are missing or require replacement at each location.

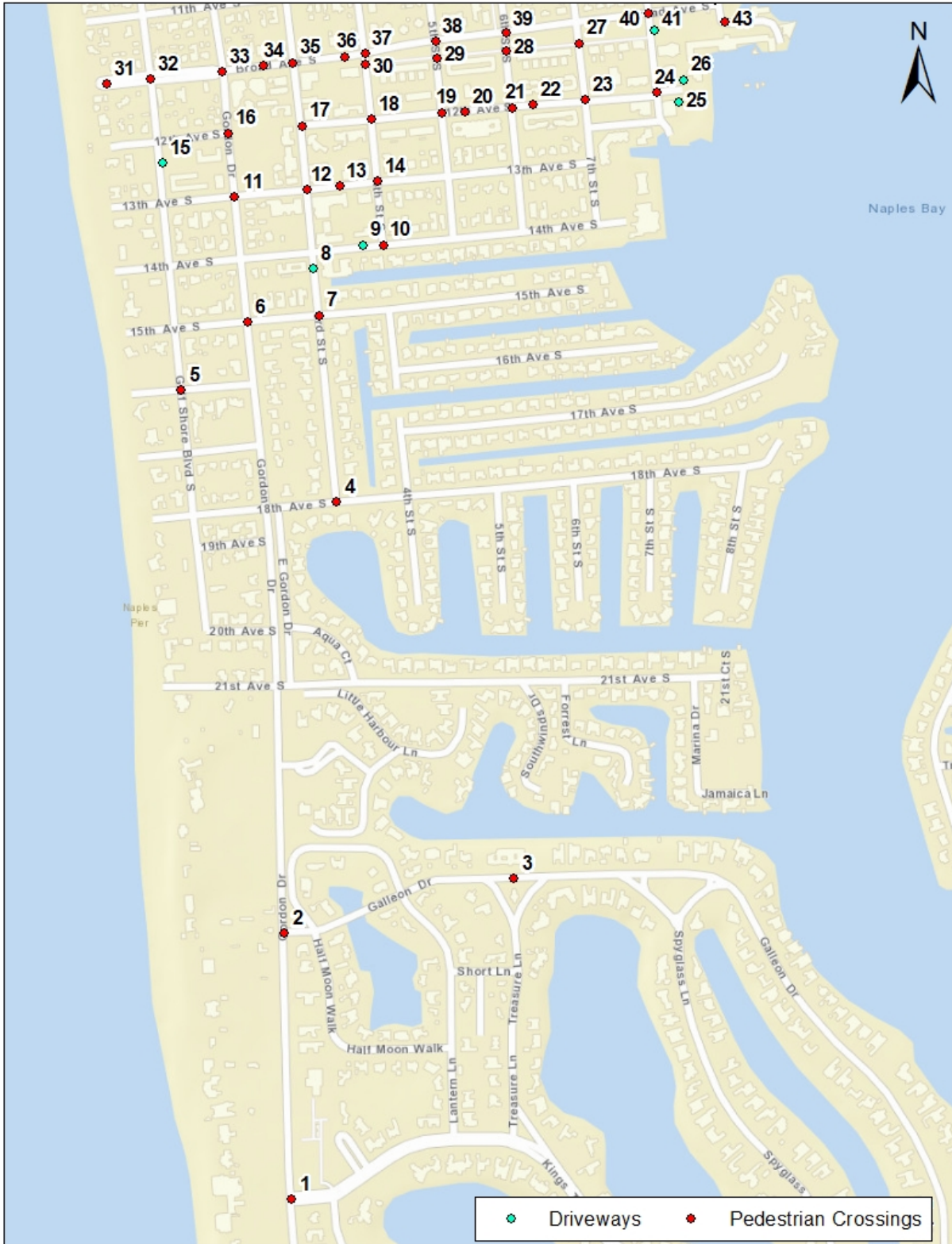


Figure A.1: Pedestrian Crossings with Accessibility Barriers (1)

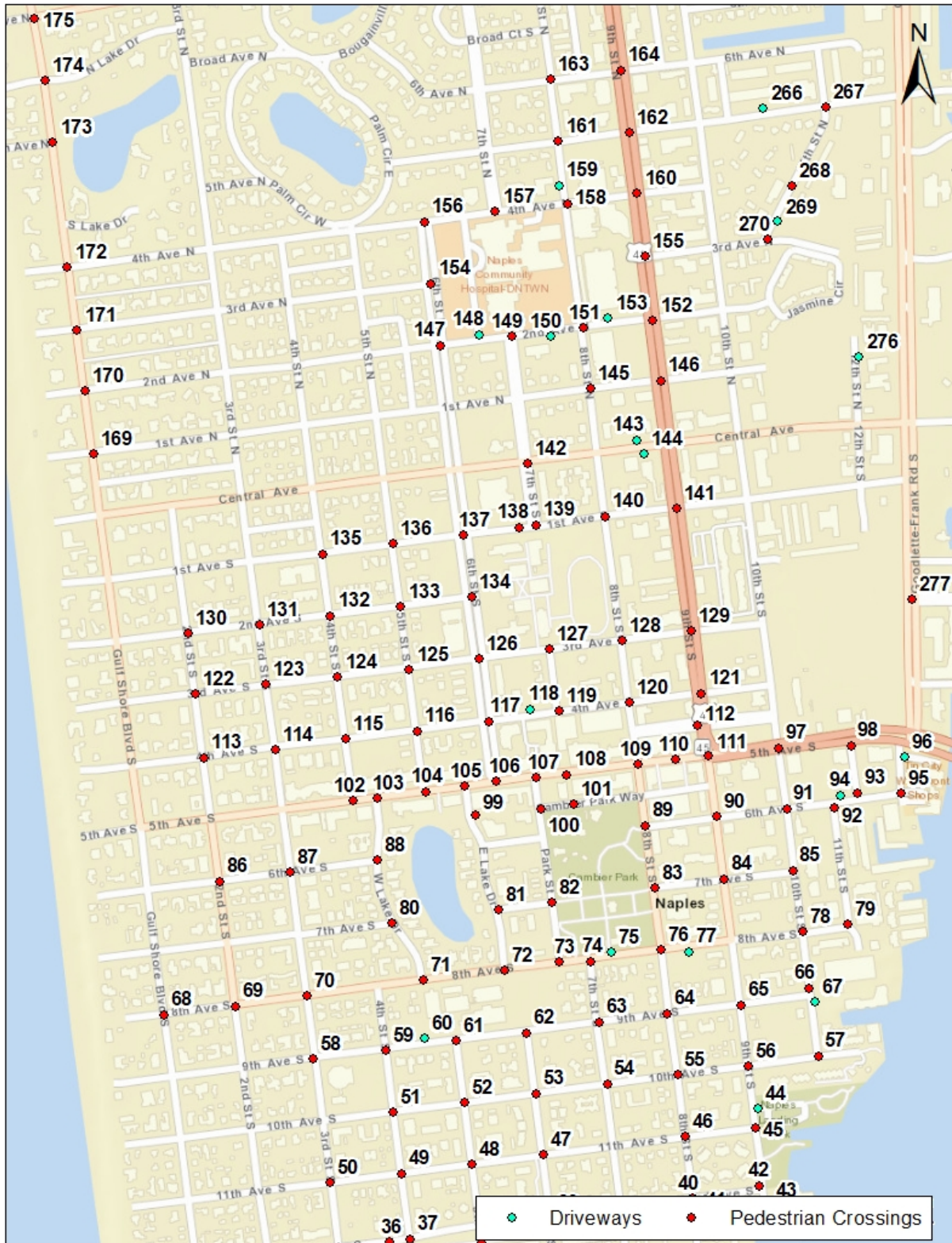


Figure A.2: Pedestrian Crossings with Accessibility Barriers (2)

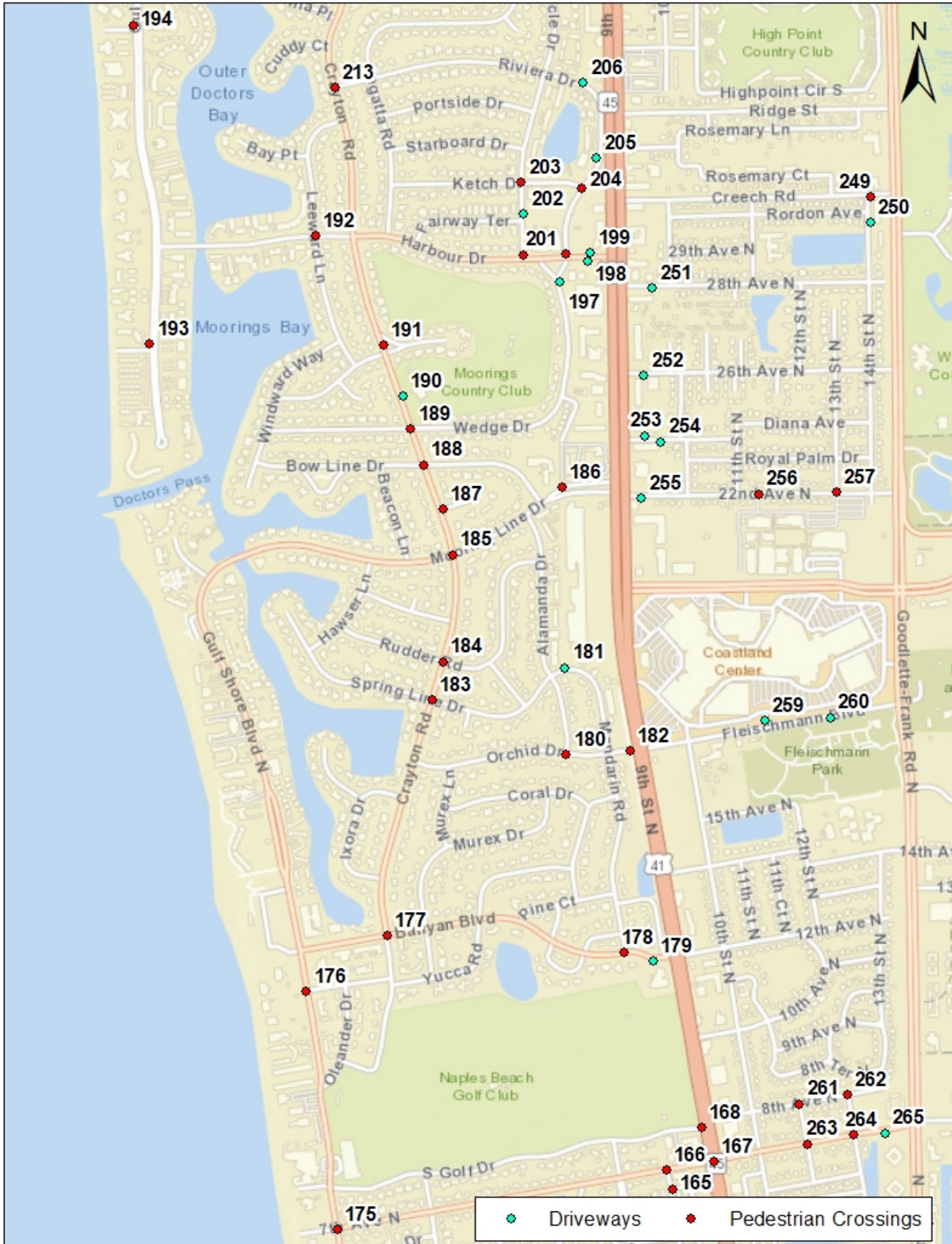


Figure A.3: Pedestrian Crossings with Accessibility Barriers (3)

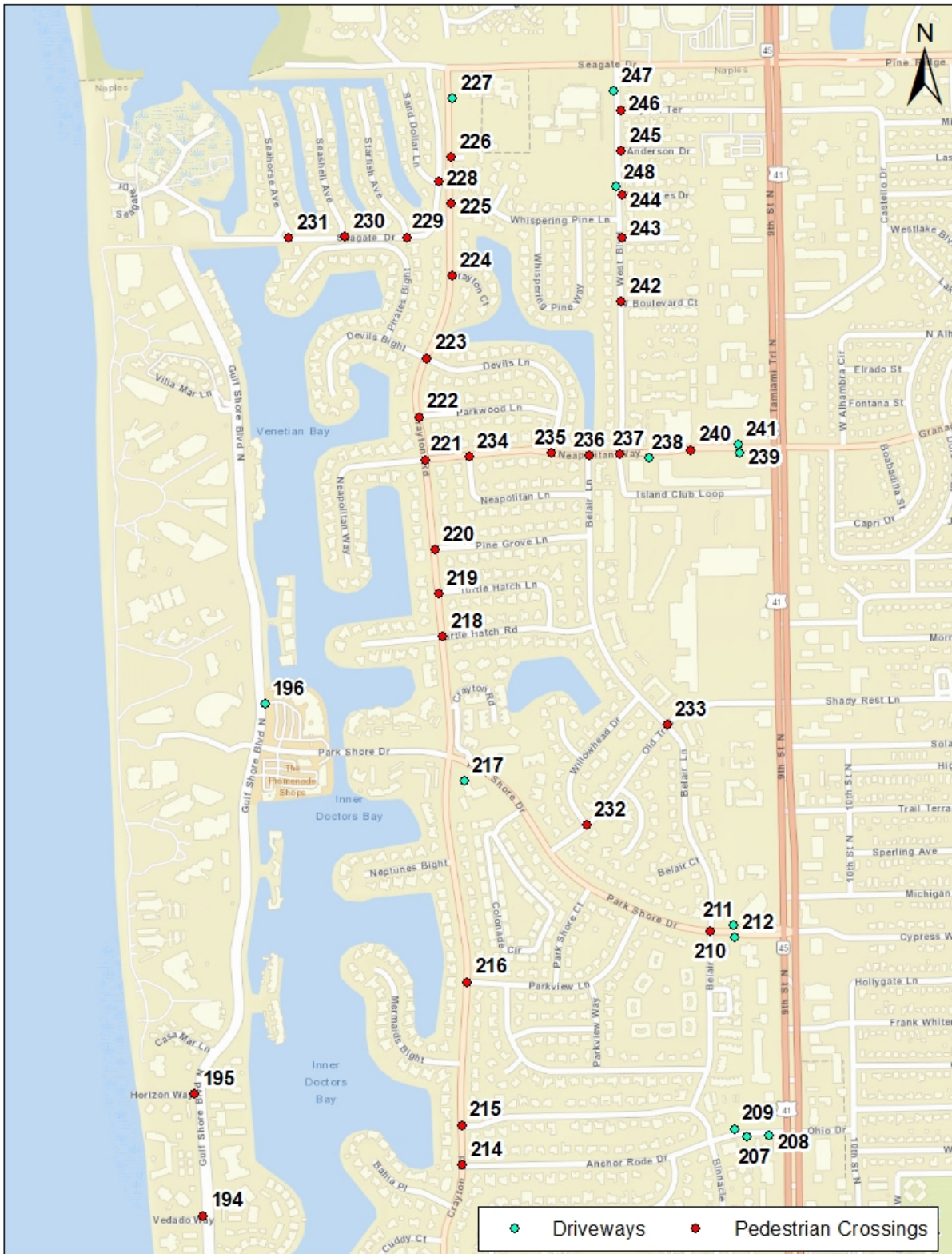


Figure A.4: Pedestrian Crossings with Accessibility Barriers (4)



Figure A.5: Pedestrian Crossings with Accessibility Barriers (5)

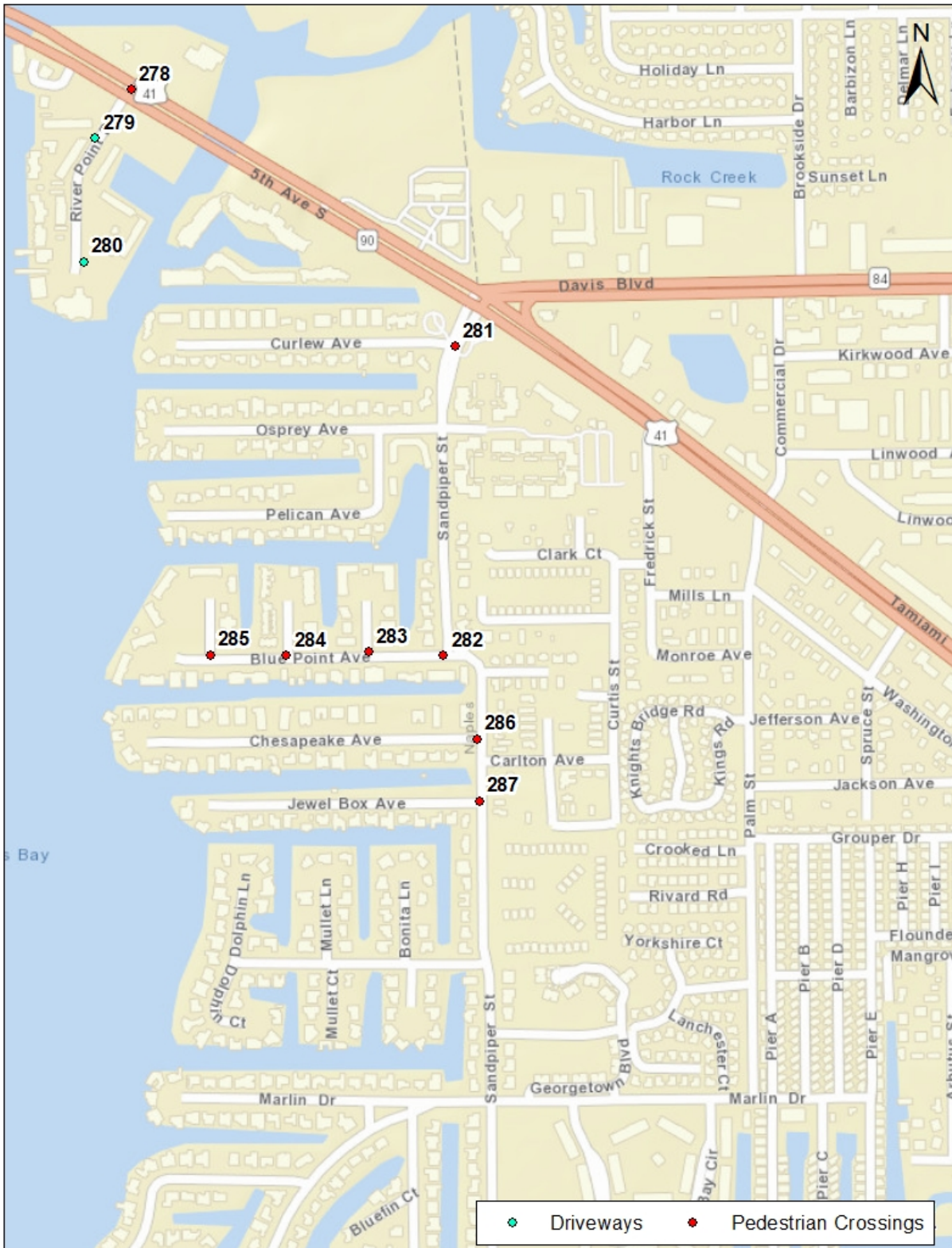


Figure A.6: Pedestrian Crossings with Accessibility Barriers (6)

Table A.1: Pedestrian Crossings with Accessibility Barriers

ID	Location of Crossing	Number of Each Element Missing or Requiring Replacement		
		Curb Ramps	Detectable Warnings	Crosswalks
A.1	Gordon Dr & Kingstown Dr		4	1
A.2	Gordon Dr & Galleon Dr		4	1
A.3	Galleon Dr & Treasure Ln		2	
A.4	18 th Ave S & 3 rd St S		1	
A.5	16 th Ave S & GSBS		1	
A.6	15 th Ave S & Gordon Dr		1	
A.7	15 th Ave S & 3 rd St S		8	
A.8	1400 3 rd St S (driveway)		2	
A.9	385 14 th Ave S (2 driveways)		4	
A.10	14 th Ave S & 4 th St S		1	
A.11	13 th Ave S & Gordon Dr	1	4	1
A.12	13 th Ave S & 3 rd St S		2	
A.13	334 13 th Ave S (mid-block crossing)	2		1
A.14	13 th Ave S & 4 th St S	1	1	1
A.15	Pier Parking Lot (4 driveways)		7	
A.16	12 th Ave S & Gordon Dr		4	
A.17	12 th Ave S & 3 rd St S		2	
A.18	12 th Ave S & 4 th St S	1	2	2
A.19	12 th Ave S & 5 th St S		4	2
A.20	507 12 th Ave S (2 mid-block crossings)		4	
A.21	12 th Ave S & 6 th St S		8	1
A.22	687 12 th Ave S (2 mid-block crossings)	4		2
A.23	12 th Ave S & 7 th St S		1	1
A.24	12 th Ave S & 8 th St S		6	
A.25	800 12 th Ave S (driveway)		2	
A.26	845 12 th Ave S (driveway)		2	
A.27	7 th St S, south of Broad Ave S		2	1
A.28	6 th St S, South of Broad Ave S		2	1
A.29	5 th St S, south of Broad Ave S		2	1
A.30	4 th St S, South of Broad Ave S		2	1
A.31	50 Broad Ave S (median)		2	
A.32	Broad Ave S & GSBN		2	
A.33	Broad Ave S & Gordon Dr		3	
A.34	275 Broad Ave S (mid-block crossing)	2		
A.35	Broad Ave S & 3 rd St S		6	
A.36	375 Broad Ave S (mid-block crossing)		2	
A.37	Broad Ave S & 4 th St S	2	3	
A.38	Broad Ave S & 5 th St S	2		1
A.39	Broad Ave S & 6 th St S		2	
A.40	Broad Ave S & 8 th St S		3	
A.41	City Dock Parking Lot (west driveway)		2	
A.42	Broad Ave S & 9 th St S		1	
A.43	9 th Street S, south of Broad Ave S		1	
A.44	Landings Park (2 driveways)		3	
A.45	11 th Ave S & 9 th St S		8	

2019 ADA TRANSITION PLAN PHASE 1: PUBLIC RIGHT-OF-WAY

ID	Location of Crossing	Number of Each Element Missing or Requiring Replacement		
		Curb Ramps	Detectable Warnings	Crosswalks
A.46	11 th Ave S & 8 th St S			1
A.47	11 th Ave S & 6 th St S		3	1
A.48	11 th Ave S & 5 th St S		6	1
A.49	11 th Ave S & 4 th St S		5	3
A.50	11 th Ave S & 3 th St S		4	
A.51	10 th Ave S & 4 th St S			2
A.52	10 th Ave S & 5 th St S		8	2
A.53	10 th Ave S & 6 th St S		5	2
A.54	10 th Ave S & 7 th St S		6	2
A.55	10 th Ave S & 8 th St S		8	2
A.56	10 th Ave S & 9 th St S		6	
A.57	10 th Ave S & 10 th St S	1	6	
A.58	9 th Ave S & 3 rd St S		2	
A.59	9 th Ave S & 4 th St S			1
A.60	475 9 th Ave S (2 driveways)		3	
A.61	9 th Ave S & 5 th St S			1
A.62	9 th Ave S & 6 th St S			1
A.63	9 th Ave S & 7 th St S			4
A.64	9 th Ave S & 8 th St S			2
A.65	9 th Ave S & 9 th St S			2
A.66	9 th Ave S & 10 th St S	1	1	1
A.67	909 10 th St S (west driveway)		2	
A.68	8 th Ave S & GSBS		1	1
A.69	8 th Ave S & 2 nd St S			1
A.70	8 th Ave S & 3 rd St S		2	
A.71	8 th Ave S & W Lake Dr			1
A.72	8 th Ave S & E Lake Dr		2	
A.73	8 th Ave S & Park St		4	
A.74	8 th Ave S & 7 th St S		2	1
A.75	Norris Community Center (1 driveway, 1 passenger loading zone)		4	1
A.76	8 th Ave S & 8 th St S		6	
A.77	810 8 th Ave S (3 driveways)		6	
A.78	8 th Ave S & 10 th St S		5	2
A.79	8 th Ave S & 11 th St S		2	
A.80	7 th Ave S & W Lake Dr		4	1
A.81	7 th Ave S & E Lake Dr	1	1	1
A.82	7 th Ave S & Park St	1	1	1
A.83	7 th Ave S & 8 th St S		4	
A.84	7 th Ave S & 9 th St S		6	
A.85	7 th Ave S & 10 th St S		2	
A.86	6 th Ave S & 2 nd St S		2	1
A.87	6 th Ave S & 3 rd St S		4	
A.88	6 th Ave S & W Lake Dr		2	1
A.89	6 th Ave S & 8 th St S		4	
A.90	6 th Ave S & 9 th St S		4	
A.91	6 th Ave S & 10 th St S		8	

2019 ADA TRANSITION PLAN PHASE 1: PUBLIC RIGHT-OF-WAY

ID	Location of Crossing	Number of Each Element Missing or Requiring Replacement		
		Curb Ramps	Detectable Warnings	Crosswalks
A.92	6 th Ave S & 11 th St S (west)		2	
A.93	6 th Ave S & 11 th St S (east)		2	
A.94	590 11 th St S (driveway)		2	
A.95	6 th Ave S & 12 th St S		5	
A.96	1200 5 th Ave S (driveway)		2	
A.97	US 41 & 10 th St S		4	
A.98	US 41 & 11 th St S		2	
A.99	E Lake Dr, south of 5 th Ave S		2	
A.100	Cambier Park Way & Park St		1	
A.101	Cambier Park Way, east of Park St (mid-block crossing)		2	
A.102	5 th Ave S & 4 th St S		6	
A.103	5 th Ave S & W Lake Dr		6	
A.104	5 th Ave S & 5 th St S		3	
A.105	5 th Ave S & E Lake Dr		3	
A.106	5 th Ave S & 6 th St S		4	
A.107	5 th Ave S & Park St	1	5	
A.108	700 5 th Ave S (mid-block crossing)		4	
A.109	5 th Ave S & 8 th St S		6	
A.110	862 5 th Ave S (mid-block crossing)		2	
A.111	5 th Ave S & 9 th St S		5	
A.112	5 th Ave Pkwy & US 41		2	1
A.113	4 th Ave S & 2 nd St S	2	6	4
A.114	4 th Ave S & 3 rd St S		8	4
A.115	4 th Ave S & 4 th St S		5	3
A.116	4 th Ave S & 5 th St S		4	4
A.117	4 th Ave S & 6 th St S		4	2
A.118	675 4 th Ave S (driveway)		2	
A.119	4 th Ave S & 7 th St S	3	5	1
A.120	4 th Ave S & 8 th St S		8	
A.121	4 th Ave S & US 41		2	1
A.122	3 rd Ave S & 2 nd St S		6	
A.123	3 rd Ave S & 3 rd St S		8	
A.124	3 rd Ave S & 4 th St S		8	
A.125	3 rd Ave S & 5 th St S		8	
A.126	3 rd Ave S & 6 th St S		14	
A.127	3 rd Ave S & 7 th St S		6	
A.128	3 rd Ave S & 8 th St S		8	
A.129	3 rd Ave S & US 41		4	
A.130	2 nd Ave S & 2 nd St S		6	2
A.131	2 nd Ave S & 3 rd St S		5	1
A.132	2 nd Ave S & 4 th St S		7	3
A.133	2 nd Ave S & 5 th St S		4	2
A.134	2 nd Ave S & 6 th St S		4	2
A.135	1 st Ave S & 4 th St S		4	2
A.136	1 st Ave S & 5 th St S		6	3
A.137	1 st Ave S & 6 th St S		3	

2019 ADA TRANSITION PLAN PHASE 1: PUBLIC RIGHT-OF-WAY

ID	Location of Crossing	Number of Each Element Missing or Requiring Replacement		
		Curb Ramps	Detectable Warnings	Crosswalks
A.138	255 6 th St S (mid-block crossing north of Gulfview Middle School)		2	
A.139	1 st Ave S & 7 th St S		2	
A.140	1 st Ave S & 8 th St S		2	2
A.141	1 st Ave S & US 41		1	
A.142	Central Ave & 7 th St			1
A.143	31 9 th St N (driveway)		2	
A.144	855 Central Ave (driveway)		2	
A.145	1 st Ave N & 8 th St N		5	2
A.146	1 st Ave N & US 41		2	2
A.147	2 nd Ave N & 6 th St N		2	
A.148	350 7 th St N (3 driveways)		6	
A.149	2 nd Ave N & 7 th St N		6	1
A.150	700 2 nd Ave N (2 driveways)		4	
A.151	2 nd Ave N & 8 th St N		6	2
A.152	2 nd Ave N & US 41		4	1
A.153	350 8 th St N (driveway)		2	
A.154	3 rd Ave N & 6 th St N		2	1
A.155	3 rd Ave N & US 41		4	
A.156	4 th Ave N & 6 th St N		2	
A.157	4 th Ave N & 7 th St N		4	
A.158	4 th Ave N & 8 th St N		7	
A.159	773 4 th Ave N (2 driveways)		4	
A.160	4 th Ave N & US 41		8	
A.161	5 th Ave N & 8 th St N		2	1
A.162	5 th Ave N & US 41		4	1
A.163	6 th Ave N & 8 th St N		3	1
A.164	6 th Ave N & US 41		2	2
A.165	682 8 th St N (alley entrance)	2		1
A.166	7 th Ave N & 8 th St N		3	
A.167	7 th Ave N & US 41		6	
A.168	S Golf Dr & US 41		2	1
A.169	GSBN & 1 st Ave N		2	
A.170	GSBN & 2 nd Ave N		2	
A.171	GSBN & 3 rd Ave N		2	
A.172	GSBN & 4 th Ave N		2	
A.173	GSBN & 6 th Ave N		2	
A.174	GSBN & N Lake Dr		2	
A.175	GSBN & 7 th Ave N		2	
A.176	GSBN & Yucca Rd		3	
A.177	Banyan Blvd & Crayton Rd		16	
A.178	Banyan Blvd & Mandarin Rd		1	
A.179	860 Banyan Blvd (driveway)		1	
A.180	Orchid Dr & Alamanda Dr		2	
A.181	1901 Tamiami Trail N (driveway)		2	
A.182	Orchid Dr, west of US 41 (mid-block crossing)		2	
A.183	Crayton Rd & Spring Line Dr		2	

2019 ADA TRANSITION PLAN PHASE 1: PUBLIC RIGHT-OF-WAY

ID	Location of Crossing	Number of Each Element Missing or Requiring Replacement		
		Curb Ramps	Detectable Warnings	Crosswalks
A.184	Crayton Rd & Rudder Rd		2	
A.185	Crayton Rd & Mooring Line Dr	1		2
A.186	Mooring Line Dr & unnamed road immediately west of US 41			1
A.187	Crayton Rd & Bollard Pl		2	1
A.188	Crayton Rd & Bow Line Dr		2	1
A.189	Crayton Rd & Wedge Dr		2	1
A.190	2500 Crayton Rd (2 driveways)		4	
A.191	Crayton Rd & Putter Point Pl		4	2
A.192	Harbour Dr & Leeward Ln			1
A.193	GSBN & Via Miramar		1	
A.194	GSBN & Vedado Way		1	
A.195	GSBN & Horizon Way		2	
A.196	4300 GSBN (2 driveways)		3	
A.197	790 Harbour Dr (driveway)		1	
A.198	2777 9 th St S (Harbour Dr driveway)		2	
A.199	3003 9 th St N (3 driveways)		6	
A.200	Harbour Dr & Riviera Dr		2	1
A.201	Harbour Dr & Binnacle Dr		1	
A.202	791 Harbour Dr (western 2 driveways)		4	
A.203	Binnacle Dr & Ketch Dr		3	1
A.204	Ketch Dr & Riviera Dr	1	2	
A.205	3033 Riviera Dr (2 driveways)		4	
A.206	3021 Tamiami Trail N (driveway)		1	
A.207	824 Anchor Rode Dr (2 driveways)		4	
A.208	3391 Tamiami Trail N (driveway)		2	
A.209	801 Anchor Rode Dr (driveway)		2	
A.210	Belair Ln & Park Shore Dr	2	2	
A.211	4001 Tamiami Trail N (driveway)		2	
A.212	820 Park Shore Dr (2 driveways)		4	
A.213	Crayton Rd & Riviera Dr		2	
A.214	Crayton Rd & Anchor Rode Dr		2	
A.215	Crayton Rd & Binnacle Dr		2	
A.216	Crayton Rd & Parkview Ln		2	
A.217	500 Park Shore Dr (4 driveways)		8	
A.218	Crayton Rd & Turtle Hatch Rd		2	
A.219	Crayton Rd & Turtle Hatch Ln		2	
A.220	Crayton Rd & Pine Grove Ln		2	
A.221	Crayton Rd & Neapolitan Way		2	
A.222	Crayton Rd & Parkwood Ln		2	
A.223	Crayton Rd & Devils Ln		2	
A.224	Crayton Rd & Crayton Ct		2	
A.225	Crayton Rd & Whispering Pine Ln		2	
A.226	Crayton Rd & Crayton Pl S		2	
A.227	5200 Crayton Rd (2 driveways)		4	
A.228	Seagate Dr & Sand Dollar Ln		1	
A.229	Seagate Dr & Starfish Ave		1	

2019 ADA TRANSITION PLAN PHASE 1: PUBLIC RIGHT-OF-WAY

ID	Location of Crossing	Number of Each Element Missing or Requiring Replacement		
		Curb Ramps	Detectable Warnings	Crosswalks
A.230	Seagate Dr & Seashell Ave		1	
A.231	Seagate Dr & Seahorse Ave		1	
A.232	Old Trail Dr & Willow head Dr			1
A.233	Old Trail Dr & Belair Ln			1
A.234	Neapolitan Way & Neapolitan Ln		2	1
A.235	Neapolitan Way & Devils Ln		2	
A.236	Neapolitan Way & Belair Ln		2	
A.237	Neapolitan Way & West Blvd		8	1
A.238	700 Neapolitan Way (driveway)		2	
A.239	798 Neapolitan Way (3 driveways)		6	
A.240	798 Neapolitan Way (mid-block crossing)		2	
A.241	4601 9 th St N (2 driveways)		4	
A.242	West Blvd & West Blvd Ct		2	
A.243	West Blvd & Southern Pines Dr		2	
A.244	West Blvd & High Pines Dr		2	
A.245	West Blvd & Anderson Dr		2	
A.246	West Blvd & Myrtle Terr		2	
A.247	Seagate Elementary School (2 driveways)		4	
A.248	Seagate Park (driveway)		2	
A.249	14 th St N & Creech Rd		1	
A.250	2900 14 th St N (2 driveways)		4	
A.251	2630 Tamiami Trail N (driveway)		1	
A.252	2500 Tamiami Trail N (driveway)		2	
A.253	2400 Tamiami Trail N (driveway)		2	
A.254	2390 Tamiami Trail N (driveway)		2	
A.255	2190 Tamiami Trail N (driveway)		2	
A.256	1153 22 nd Ave N (intersection)		4	
A.257	22 nd Ave N & 13 th St N		2	
A.258	Golden Gate Pkwy & Lucky Lane		2	1
A.259	Coastland Mall (Fleischmann Blvd driveways)		8	
A.260	Fleischmann Park (Fleischmann Blvd driveways)		4	
A.261	8 th Ave N & 11 th St N	2		1
A.262	8 th Ave N & 12 th St N	2		1
A.263	7 th Ave N & 11 th St N	2	2	2
A.264	7 th Ave N & 12 th St N	2	2	2
A.265	681 Goodlette-Frank Rd (driveway)		2	
A.266	1039 5 th Ave N (3 driveways)		6	
A.267	5 th Ave N & 11 th St N		8	
A.268	335 11 th St N (mid-block crossing)	1	1	
A.269	River Park Community Center Parking Lot (2 driveways)		4	
A.270	3 rd Ave N & 11 th St N		4	
A.271	1500 5 th Ave N (mid-block crossing)		1	
A.272	4 th Ave N & Riverside Cir		2	
A.273	355 Riverside Circle (4 driveways)		8	
A.274	355 Riverside Circle (mid-block crossing)		2	
A.275	3 rd Ave N & Riverside Cir	1	4	

2019 ADA TRANSITION PLAN PHASE 1: PUBLIC RIGHT-OF-WAY

ID	Location of Crossing	Number of Each Element Missing or Requiring Replacement		
		Curb Ramps	Detectable Warnings	Crosswalks
A.276	100 Goodlette-Frank Rd (12 th St S driveway)		2	
A.277	3 rd Ave S & Goodlette-Frank Rd		3	
A.278	River Point Dr & US 41		2	
A.279	750 River Point Dr (driveway)		2	
A.280	896 River Point Dr (2 driveways)		4	
A.281	Sandpiper St & Curlew Ave		3	
A.282	Sandpiper St & Blue Point Ave		1	
A.283	Blue Point Ave & Cherrystone Ct	1	1	1
A.284	Blue Point Ave & Clam Ct		2	
A.285	Blue Point Ave & Little Neck Ct	1	2	1
A.286	Sandpiper St & Chesapeake Ave			1
A.287	Sandpiper St & Jewel Box Ave		3	
A.288	2159 North Rd (driveway)		2	
A.289	590 North Rd (mid-block crossing)		2	
A.290	3170 Horseshoe Dr S (driveway)		2	
A.291	3030 Horseshoe Dr S (driveway)		2	
A.292	Corporate Flight Dr & S Horseshoe Ct		2	
A.293	2805 Horseshoe Dr S (driveway)		4	
A.294	2670 Horseshoe Dr N (driveway)		2	
TOTAL*		43	895	137

*Does not include accessibility improvements needed at existing accessible parking spaces. See Appendix C.

APPENDIX B

Accessible Pedestrian Signals

This appendix contains of an inventory of the City-maintained signalized intersections throughout the City. Figures B.1 and B.2 are maps depicting the location of the signalized intersections. The red stars represent intersections where pedestrian signals are provided but are not accessible due to the lack of audible pushbuttons. The green stars represent intersections where accessible pedestrian signals and pushbuttons are provided. The blue stars represent intersections where pedestrian signals are not provided. At each intersection, an identification number is provided which can be used to reference Table B.1 where details can be found indicating how many audible pushbuttons are needed at each intersection in order to make the pedestrian control fully accessible.

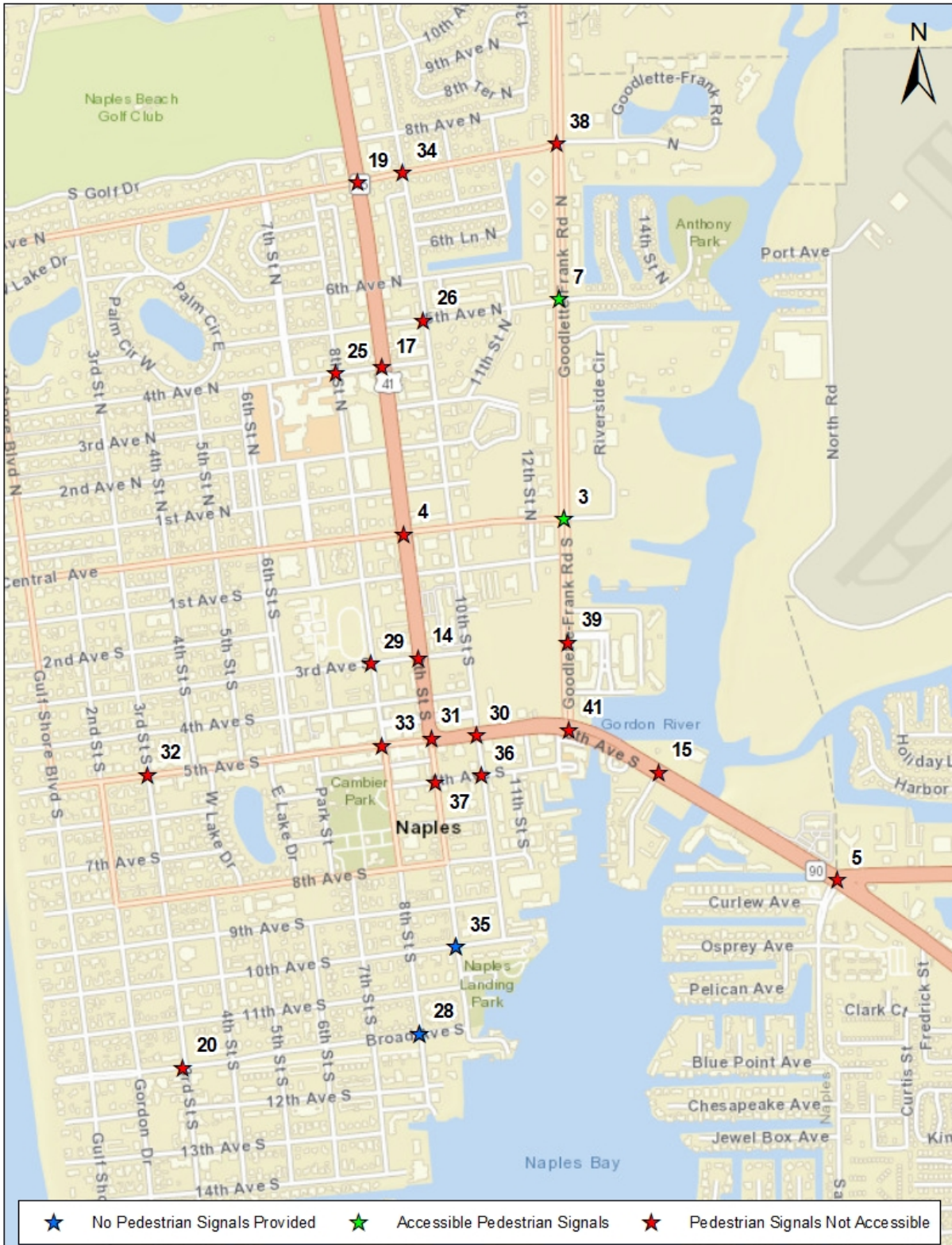


Figure B.1: Pedestrian Control at Signalized Intersections (1)

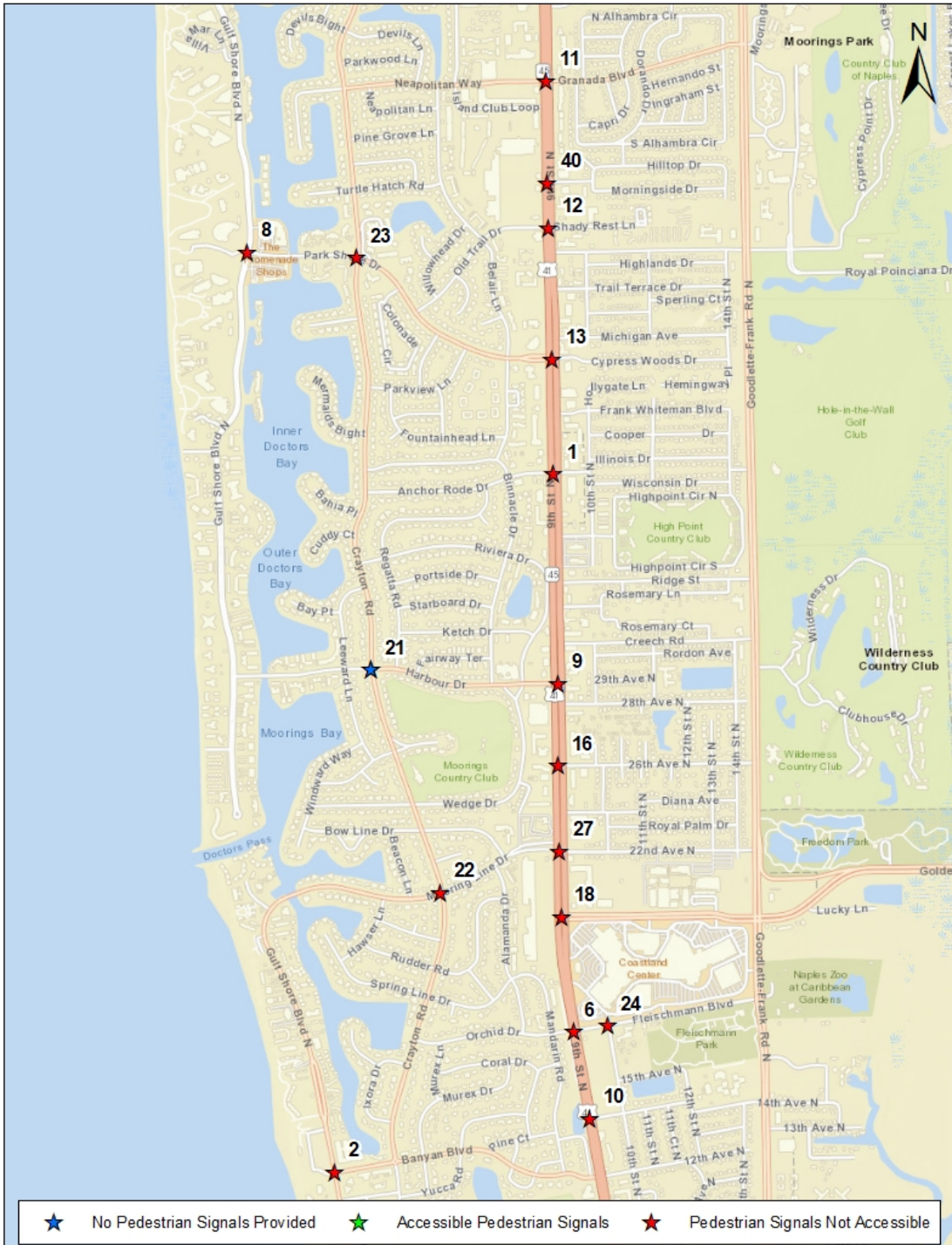


Figure B.2: Pedestrian Control at Signalized Intersections (2)

Table B.1: Pedestrian Control at Signalized Intersections

ID	Traffic Signal Location	Owner	Pedestrian Signals	Missing to be Fully Accessible
B.1	Anchor Rode Dr & US 41	FDOT	Not accessible	12 audible pushbuttons
B.2	Banyan Blvd & Gulf Shore Blvd	City of Naples	Not accessible	8 audible pushbuttons
B.3	Central Ave & Goodlette-Frank Rd	Collier County	Accessible	
B.4	Central Ave & US 41	FDOT	Not accessible	8 audible pushbuttons
B.5	Davis Blvd & US 41	FDOT	Not accessible	8 audible pushbuttons
B.6	Fleischmann Blvd & US 41	FDOT	Not accessible	8 audible pushbuttons.
B.7	Goodlette-Frank Rd & 5th Ave N	Collier County	Accessible	
B.8	Park Shore Dr & Gulf Shore Blvd	City of Naples	Not accessible	8 audible pushbuttons.
B.9	Harbour Dr & US 41	FDOT	Not accessible	8 audible pushbuttons
B.10	14th Ave N & US 41	FDOT	Not accessible	2 audible pushbuttons.
B.11	Neapolitan Way & US 41	FDOT	Not accessible	8 audible pushbuttons
B.12	Old Trail Dr & US 41	FDOT	Not accessible	8 audible pushbuttons
B.13	Park Shore Dr & US 41	FDOT	Not accessible	6 audible pushbuttons
B.14	3rd Ave S & US 41	FDOT	Not accessible	8 audible pushbuttons
B.15	River Point Dr & US 41	FDOT	Not accessible	8 audible pushbuttons
B.16	26th Ave N & US 41	FDOT	Not accessible	2 audible pushbuttons
B.17	4th Ave N & US 41	FDOT	Not accessible	8 audible pushbuttons
B.18	Golden Gate Pkwy & US 41	FDOT	Not accessible	11 audible pushbuttons
B.19	7th Ave N & US 41	FDOT	Not accessible	6 audible pushbuttons
B.20	Broad Ave S & 3rd St S	City of Naples	Not accessible	8 audible pushbuttons
B.21	Crayton Rd & Harbour Dr	City of Naples	None provided	
B.22	Crayton Rd & Mooring Line Dr	City of Naples	None provided	
B.23	Crayton Rd & Park Shore Dr	City of Naples	Not accessible	8 audible pushbuttons.
B.24	Fleischmann Blvd & 10th St S	City of Naples	Not accessible	6 audible pushbuttons
B.25	4th Ave N & 8th St S	City of Naples	Not accessible	8 audible pushbuttons
B.26	5th Ave N & 10th St S	City of Naples	Not accessible	8 audible pushbuttons
B.27	22nd Ave N & US 41	FDOT	Not accessible	6 audible pushbuttons
B.28	Broad Ave S & 8th St S	City of Naples	None provided	.
B.29	3rd Ave S & 8th St S	City of Naples	Not accessible	8 audible pushbuttons
B.30	10th St S & US 41	FDOT	Not accessible	8 audible pushbuttons
B.31	5th Ave S & US 41	FDOT	Not accessible	6 audible pushbuttons
B.32	5th Ave S & 3rd St S	City of Naples	Not accessible	8 audible pushbuttons
B.33	5th Ave S & 8th St S	City of Naples	Not accessible	8 audible pushbuttons
B.34	7th Ave N & 10th St S	City of Naples	Not accessible	8 audible pushbuttons
B.35	10th Ave S & 9th St S	City of Naples	None provided	
B.36	6th Ave S & 10th St S	City of Naples	Not accessible	8 audible pushbuttons
B.37	6th Ave S & 9th St S	City of Naples	Not accessible	8 audible pushbuttons
B.38	Goodlette-Frank Rd & 7th Ave N	Collier County	Not accessible	8 audible pushbuttons
B.39	Goodlette-Frank Rd & 3rd Ave S	Collier County	Not accessible	6 audible pushbuttons
B.40	Morningside Dr & US 41	FDOT	Not accessible	8 audible pushbuttons
B.41	Goodlette-Frank Rd & US 41	FDOT	Not accessible	4 audible pushbuttons.
TOTAL AUDIBLE PUSHBUTTONS MISSING				263

APPENDIX C

On-Street Parking in the Public Right-of-Way

This appendix contains of an inventory of on-street parking in the public right-of-way throughout the City that is available for public use. Figures C.1 through C.5 are maps depicting which City blocks with on-street parking around the perimeter of block have adequate accessible parking spaces according to the PROWAG. The red blocks represent parking areas which do not have enough accessible spaces and the blue blocks represent parking areas which currently have enough accessible spaces. At each location, an identification number is provided which can be used to reference Table C.1 where details can be found regarding the amount of parking spaces provided versus the amount that are recommended by the PROWAG. Table C.2 outlines accessibility barriers identified at the existing accessible on-street spaces in the public right-of-way.

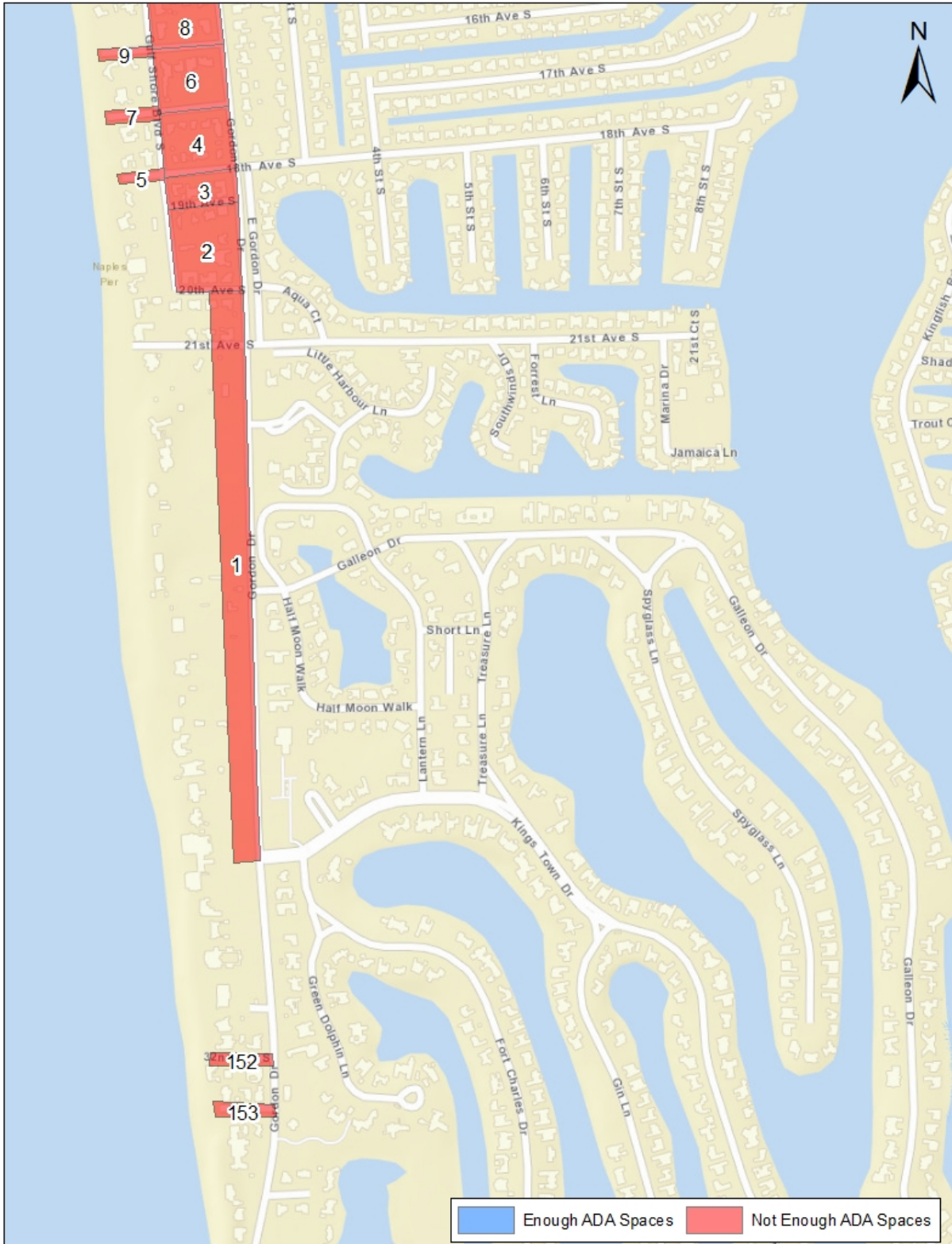


Figure C.1: On-Street Parking in the Public Right-of-Way (1)

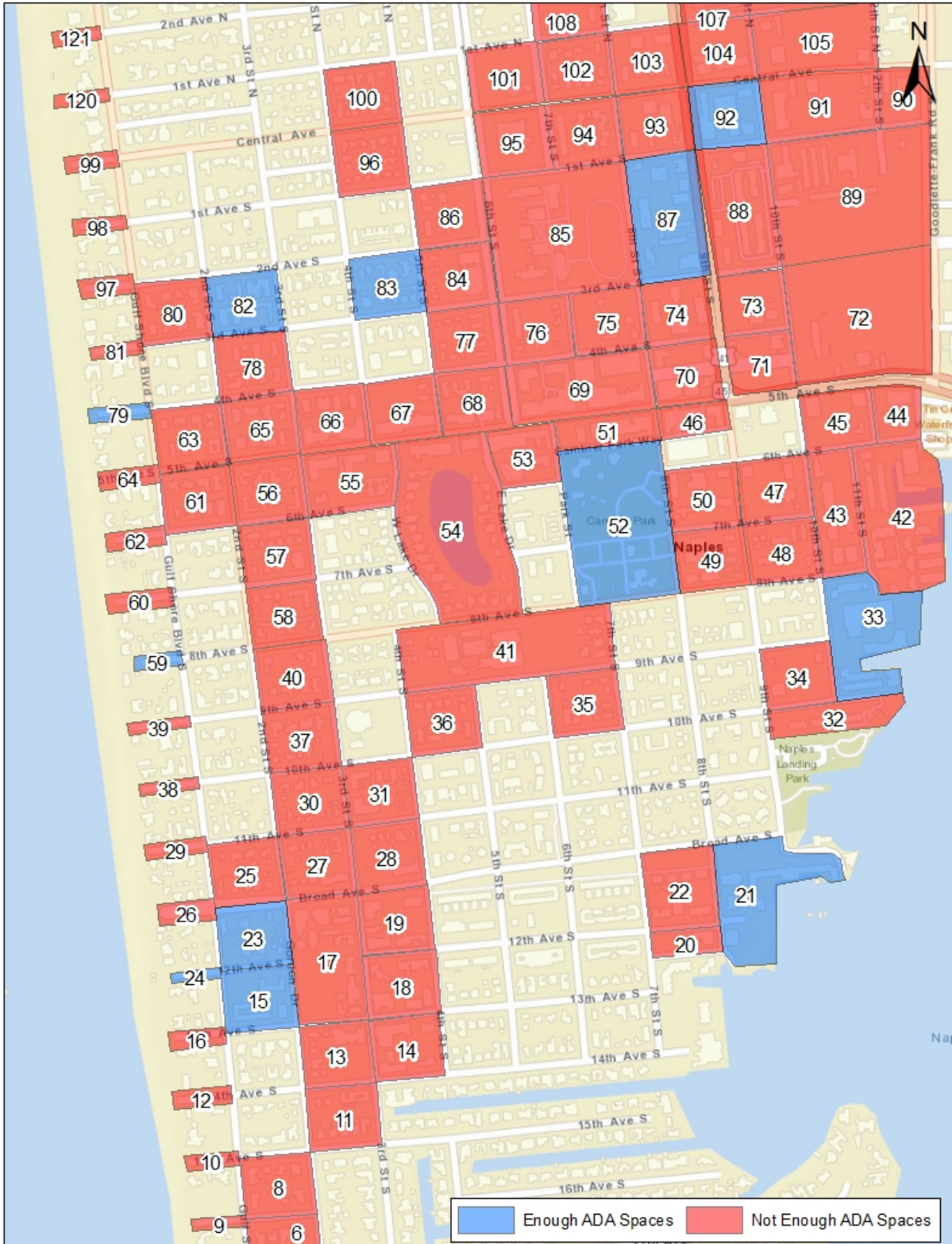


Figure C.2: On-Street Parking in the Public Right-of-Way (2)

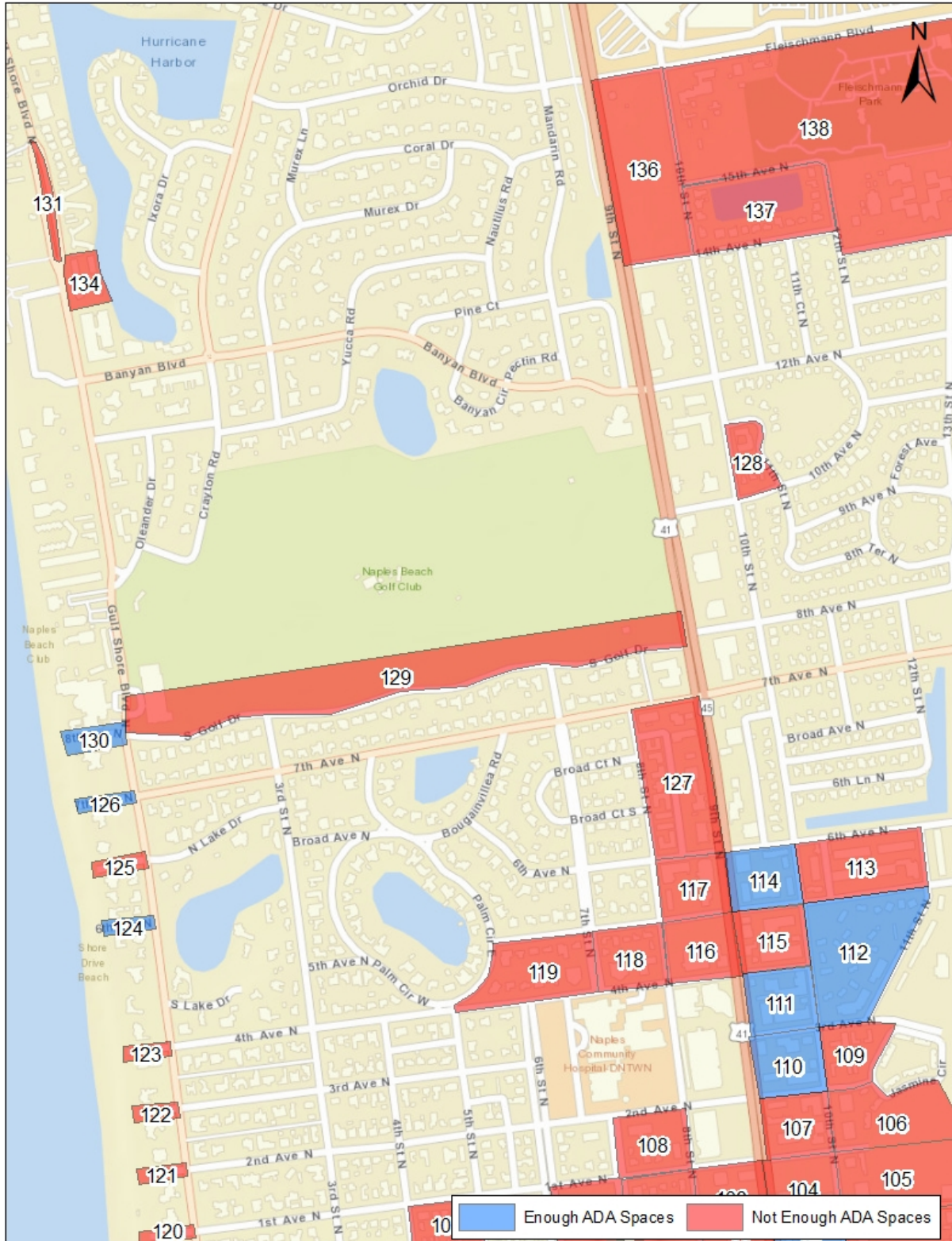


Figure C.3: On-Street Parking in the Public Right-of-Way (3)



Figure C.4: On-Street Parking in the Public Right-of-Way (4)

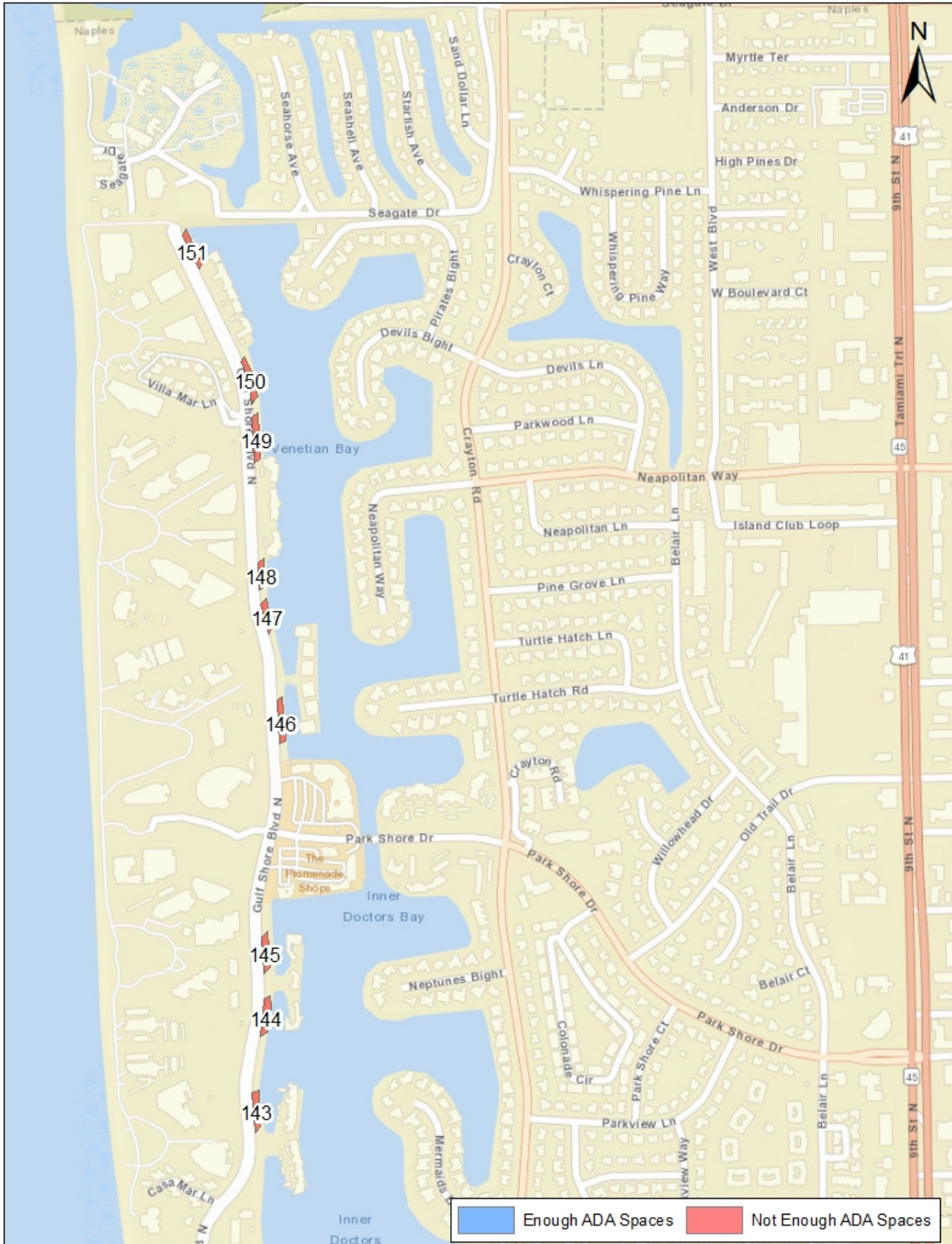


Figure C.5: On-Street Parking in the Public Right-of-Way (5)

Table C.1: On-Street Parking in the Public Right of Way

ID	Description of Location	Total Spaces	ADA Accessible Spaces	ADA Spaces Required
C.1	West of Gordon Dr, between Kingstown Dr & 20 th Ave S	89	0	4
C.2	Between Gordon Dr & Gulf Shore Blvd S, between 19 th & 20 th Ave S	12	0	1
C.3	Between Gordon Dr & Gulf Shore Blvd S, between 18 th & 19 th Ave S	6	0	1
C.4	Between Gordon Dr & Gulf Shore Blvd S, between 17 th & 18 th Ave S	13	0	1
C.5	18 th Ave S beach end	25	0	1
C.6	Between Gordon Dr & Gulf Shore Blvd S, between 16 th & 17 th Ave S	12	0	1
C.7	17 th Ave S beach end	10	0	1
C.8	Between Gordon Dr & Gulf Shore Blvd S, between 15 th & 16 th Ave S	6	0	1
C.9	16 th Ave S beach end	29	0	2
C.10	15 th Ave S beach end	17	0	1
C.11	Between Gordon Dr & 3 rd St S, between 14 th & 15 th Ave S	13	0	1
C.12	14 th Ave S beach end	30	0	2
C.13	Between Gordon Dr & 3 rd St S, between 13 th & 14 th Ave S	25	0	1
C.14	Between 3 rd & 4 th St S, between 13 th & 14 th Ave S	30	0	2
C.15	Between Gordon Dr & Gulf Shore Blvd S, between 12 th & 13 th Ave S	15	3	1
C.16	13 th Ave S beach end	21	0	1
C.17	Between Gordon Dr & 3 rd St S, between 13 th & Broad Ave S	46	0	2
C.18	Between 3 rd & 4 th St S, between 12 th & 13 th Ave S	55	0	3
C.19	Between 3 rd & 4 th St S, between 12 th & Broad Ave S	49	1	2
C.20	South of 12 th Ave S, between 7 th & 8 th St S	51	0	3
C.21	East of 8 th St S, South of Broad Ave S	43	2	2
C.22	Between 12 th & Broad Ave S, between 7 th & 8 th St S	12	0	1
C.23	Between Gordon Dr & Gulf Shore Blvd S, between 12 th & Broad Ave S	38	2	2
C.24	12 th Ave S beach end	4	4	1
C.25	Between Gordon Dr & Gulf Shore Blvd S, between 11 th & Broad Ave S	15	0	1
C.26	Broad Ave S beach end	20	0	1
C.27	Between 2 nd & 3 rd St S, between 11 th & Broad Ave S	22	0	1
C.28	Between 3 rd & 4 th St S, between 11 th & Broad Ave S	19	0	1
C.29	11 th Ave S beach end	13	0	1
C.30	Between 2 nd & 3 rd St S, between 10 th & 11 th Ave S	12	0	1
C.31	Between 3 rd & 4 th St S, between 10 th & 11 th Ave S	7	0	1
C.32	South of 10 th Ave S, east of 9 th St S	20	0	1
C.33	South of 8 th Ave S, east of 10 th St S	3	3	1
C.34	Between 9 th & 10 th St S, between 9 th & 10 th Ave S	20	0	1
C.35	Between 6 th & 7 th St S, between 9 th & 10 th Ave S	3	0	1
C.36	Between 4 th & 5 th St S, between 9 th & 10 th Ave S	7	0	1
C.37	Between 2 nd & 3 rd St S, between 9 th & 10 th Ave S	8	0	1
C.38	10 th Ave S beach end	15	0	1
C.39	9 th Ave S beach end	15	0	1
C.40	Between 2 nd & 3 rd St S, between 8 th & 9 th Ave S	12	0	1
C.41	Between 4 th & 7 th St S, between 8 th & 9 th Ave S	28	0	2
C.42	East of 11 th St S, south of 6 th Ave S	38	0	2
C.43	Between 10 th & 11 th St S, between 6 th & 8 th Ave S	17	0	1
C.44	Between 11 th & 12 th St S, between US 41 & 6 th Ave S	16	0	1

2019 ADA TRANSITION PLAN PHASE 1: PUBLIC RIGHT-OF-WAY

ID	Description of Location	Total Spaces	ADA Accessible Spaces	ADA Spaces Required
C.45	Between 10 th & 11 th St S, between US 41 & 6 th Ave S	5	0	1
C.46	Between 8 th & 9 th St S, between 5 th & 6 th Ave S	12	0	1
C.47	Between 9 th & 10 th St S, between 6 th & 7 th Ave S	10	0	1
C.48	Between 9 th & 10 th St S, between 7 th & 8 th Ave S	9	0	1
C.49	Between 8 th & 9 th St S, between 7 th & 8 th Ave S	27	0	2
C.50	Between 8 th & 9 th St S, between 6 th & 7 th Ave S	34	0	2
C.51	Between Park St & 8 th St S, between 5 th Ave S & Cambier Park Way	23	0	1
C.52	Between Park St & 8 th St S, between Cambier Park Way & 8 th Ave S	131	9	5
C.53	Between E Lake Dr & Park St, between 5 th & 6 th Ave S	19	0	1
C.54	Between W Lake Dr & E Lake Dr, between 5 th & 8 th Ave S	31	0	2
C.55	Between 3 rd St S & W Lake Dr, between 5 th & 6 th Ave S	26	0	2
C.56	Between 2 nd & 3 rd St S, between 5 th & 6 th Ave S	20	0	1
C.57	Between 2 nd & 3 rd St S, between 6 th & 7 th Ave S	7	0	1
C.58	Between 2 nd & 3 rd St S, between 7 th & 8 th Ave S	30	0	2
C.59	8 th Ave S beach end	12	1	1
C.60	7 th Ave S beach end	16	0	1
C.61	Between Gulf Shore Blvd & 2 nd St S, between 5 th & 6 th Ave S	6	0	1
C.62	6 th Ave S beach end	12	0	1
C.63	Between Gulf Shore Blvd & 2 nd St S, between 4 th & 5 th Ave S	5	0	1
C.64	5 th Ave S beach end	20	0	1
C.65	Between 2 nd & 3 rd St S, between 4 th & 5 th Ave S	11	0	1
C.66	Between 3 rd & 4 th St S, between 4 th & 5 th Ave S	18	0	1
C.67	Between 4 th & 5 th St S, between 4 th & 5 th Ave S	26	0	2
C.68	Between 5 th & 6 th St S, between 4 th & 5 th Ave S	34	0	2
C.69	Between 6 th & 8 th St S, between 4 th & 5 th Ave S	49	0	2
C.70	Between 8 th St S & US 41, between 4 th & 5 th Ave S	56	2	3
C.71	Between US 41 & 10 th St S, between 4 th Ave S & US 41	49	0	2
C.72	Between 10 th St S & Goodlette-Frank Rd, between 4 th Ave S & US 41	22	0	1
C.73	Between US 41 & 10 th St S, between 3 rd & 4 th Ave S	24	0	1
C.74	Between 8 th St S & US 41, between 3 rd & 4 th Ave S	14	0	1
C.75	Between 7 th & 8 th St S, between 3 rd & 4 th Ave S	27	0	2
C.76	Between 6 th & 7 th St S, between 3 rd & 4 th Ave S	19	0	1
C.77	Between 5 th & 6 th St S, between 3 rd & 4 th Ave S	10	0	1
C.78	Between 2 nd & 3 rd St S, between 3 rd & 4 th Ave S	7	0	1
C.79	4 th Ave S beach end	15	3	1
C.80	Between Gulf Shore Blvd & 2 nd St S, between 2 nd & 3 rd Ave S	3	0	1
C.81	3 rd Ave S beach end	14	0	1
C.82	Between 2 nd & 3 rd St S, between 2 nd & 3 rd Ave S	16	1	1
C.83	Between 4 th & 5 th St S, between 2 nd & 3 rd Ave S	4	1	1
C.84	Between 5 th & 6 th St S, between 2 nd & 3 rd Ave S	10	0	1
C.85	Between 6 th & 8 th St S, between 1 st & 3 rd Ave S	56	0	3
C.86	Between 5 th & 6 th St S, between 1 st & 2 nd Ave S	7	0	1
C.87	Between 8 th St S & US 41, between 1 st & 3 rd Ave S	18	1	1
C.88	Between US 41 & 10 th St S, between 1 st & 3 rd Ave S	22	0	1
C.89	Between 10 th St S & Goodlette-Frank Rd, between 1 st & 3 rd Ave S	21	0	1
C.90	Between 12 th St S & Goodlette-Frank Rd, between Central Ave & 1 st Ave S	7	0	1

2019 ADA TRANSITION PLAN PHASE 1: PUBLIC RIGHT-OF-WAY






ID	Description of Location	Total Spaces	ADA Accessible Spaces	ADA Spaces Required
C.91	Between 10 th & 12 th St S, between Central Ave & 1 st Ave S	3	0	1
C.92	Between US 41 & 10 th St S, between Central Ave & 1 st Ave S	30	3	2
C.93	Between 8 th St S & US 41, between Central Ave & 1 st Ave S	9	0	1
C.94	Between 7 th & 8 th St S, between Central Ave & 1 st Ave S	8	0	1
C.95	Between 6 th & 7 th St S, between Central Ave & 1 st Ave S	34	0	2
C.96	Between 4 th & 5 th St S, between Central Ave & 1 st Ave S	6	0	1
C.97	2 nd Ave S beach end	11	0	1
C.98	1 st Ave S beach end	15	0	1
C.99	Central Ave beach end	12	0	1
C.100	Between 4 th & 5 th St N, between Central Ave & 1 st Ave N	5	0	1
C.101	Between 6 th & 7 th St N, between Central Ave & 1 st Ave N	15	0	1
C.102	Between 7 th & 8 th St N, between Central Ave & 1 st Ave N	9	0	1
C.103	Between 8 th St N & US 41, between Central Ave & 1 st Ave N	11	0	1
C.104	Between US 41 & 10 th St N, between Central Ave & 1 st Ave N	33	0	2
C.105	Between 10 th & 12 th St N, between Central Ave & 1 st Ave N	32	0	2
C.106	Between 10 th & 12 th St N, between 1 st & 2 nd Ave N	10	0	1
C.107	Between US 41 & 10 th St N, between 1 st & 2 nd Ave N	61	1	3
C.108	Between 7 th & 8 th St N, between 1 st & 2 nd Ave N	8	0	1
C.109	Between 10 th St N & Jasmine Cir, between 2 nd & 3 rd Ave N	6	0	1
C.110	Between US 41 & 10 th St N, between 2 nd & 3 rd Ave N	67	3	3
C.111	Between US 41 & 10 th St N, between 3 rd & 4 th Ave N	75	3	3
C.112	Between 10 th & 11 th St N, between 3 rd & 5 th Ave N	25	4	1
C.113	Between 10 th & 11 th St N, between 5 th & 6 th Ave N	23	0	1
C.114	Between US 41 & 10 th St N, between 5 th & 6 th Ave N	62	4	3
C.115	Between US 41 & 10 th St N, between 4 th & 5 th Ave N	57	0	3
C.116	Between 8 th St N & US 41, between 4 th & 5 th Ave N	12	0	1
C.117	Between 8 th St N & US 41, between 5 th & 6 th Ave N	53	0	3
C.118	Between 7 th & 8 th St N, between 4 th & 5 th Ave N	6	0	1
C.119	Between Palm Cir E & 7 th St N, between 4 th & 5 th Ave N	16	0	1
C.120	1 st Ave N beach end	17	0	1
C.121	2 nd Ave N beach end	16	0	1
C.122	3 rd Ave N beach end	14	0	1
C.123	4 th Ave N beach end	15	0	1
C.124	6 th Ave N beach end	10	1	1
C.125	N Lake Dr beach end	39	1	2
C.126	7 th Ave N beach end	13	1	1
C.127	Between 8 th St N & US 41, between 6 th & 7 th Ave N	21	0	1
C.128	Between 10 th & 11 th St N, north of 10 th Ave N	7	0	1
C.129	Between Gulf Shore Blvd & US 41, north of S Golf Dr	29	0	2
C.130	8 th Ave N beach end	21	1	1
C.131	Median parking on Gulf Shore Blvd N outside Lowdermilk Park	36	0	2
C.132	ROW fronting 2121 Gulf Shore Blvd N	3	0	1
C.133	ROW fronting 1950-2100 Gulf Shore Blvd N	14	0	1
C.134	ROW fronting 1500-1550 Gulf Shore Blvd N	10	0	1
C.135	ROW fronting 2064-2102 Alamanda Dr	10	0	1
C.136	Between US 41 & 10 th St N, between Fleischmann Blvd & 14 th Ave	3	0	1
C.137	Between 10 th & 12 th St N, between 14 th & 15 th Ave N	22	0	1

2019 ADA TRANSITION PLAN PHASE 1: PUBLIC RIGHT-OF-WAY




ID	Description of Location	Total Spaces	ADA Accessible Spaces	ADA Spaces Required
C.138	Between 10 th St N & Goodlette-Frank Rd, between Fleischmann Blvd & 14 th /15 th Ave N	27	0	2
C.139	Between US 41 & 10 th St N, between 28 th Ave N & Creech Rd	7	0	1
C.140	Via Miramar beach end	41	2	2
C.141	Vedado Way beach end	39	2	2
C.142	Horizon Way beach end	38	2	2
C.143	ROW parking north of 4000 Gulf Shore Blvd N	10	0	1
C.144	ROW parking south of 4100 Gulf Shore Blvd N	10	0	1
C.145	ROW parking north of 4100 Gulf Shore Blvd N	13	0	1
C.146	ROW parking south of 4400 Gulf Shore Blvd N	23	0	1
C.147	ROW parking north of 4400 Gulf Shore Blvd N	17	0	1
C.148	ROW parking south of 4500 Gulf Shore Blvd N	14	0	1
C.149	ROW parking north of 4500 Gulf Shore Blvd N	12	0	1
C.150	ROW parking south of 4700 Gulf Shore Blvd N	21	0	1
C.151	ROW parking north of 4900 Gulf Shore Blvd N	26	0	2
C.152	32 nd Ave S beach end	15	0	1
C.153	33 rd Ave S beach end	17	0	1
TOTAL		3319	61	211*

*Not all City blocks or parking areas recommended for accessible parking spaces.

Table C.2: Discrepancies at Existing Accessible On-Street Parking Spaces

Location	Description	Photo
C23: Naples Pier ROW Parking	Access aisle at angled parking does not join an accessible route that is out of vehicular travel lanes [Florida Accessibility Code 502.3]. Also, one parallel parking space is not identified by "PARKING BY DISABLED PERMIT ONLY" sign. [FAC 502.6]	
C59: 8 th Ave S Beach Access	No accessible route adjacent to parallel accessible parking space [FAC 502.3] Also markings required along the road side of the accessible space [FDOT Design Standard Index 17346]	
C79: 4 th Ave S Beach Access	Access Aisle does not lead to accessible route. Curb ramp needed. [FAC 502.3]	
C125: N Lake Dr Beach Access	Accessible space has no available access aisle [FAC 502.3]	
C140: Via Miramar Beach Access	One accessible space has no access aisle [FAC 502.3]	

2019 ADA TRANSITION PLAN PHASE 1: PUBLIC RIGHT-OF-WAY

Location	Description	Photo
C140: Via Miramar Beach Access	The existing access aisle is not diagonally striped and is less than 5' wide [FAC 502.3]	
C140: Via Miramar Beach Access	The accessible route to the facility entrance leads into the vehicular travel lane without any crosswalk markings [FAC 502.3]	
C141: Vedado Way Beach Access	Accessible spaces have no access aisle [FAC 502.3]	
C142: Horizon Way Beach Access	Access aisle does not join an accessible route that is out of vehicular travel lanes [FAC 502.3]	