



# City of Wilton Manors

2020 Wilton Drive

Wilton Manors, FL 33305

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## ADA Transition Plan

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Wheelchair Ramp to Strip Mall



Lowered Meters



ADA Lift to Dais



Marked Crossings

Audible Crossing Light  
@ Busiest Intersection



July 2018



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## 1.0 Introduction

### 1.1 Legislative Mandate

The Americans with Disabilities Act (ADA) is a civil rights law that mandates equal opportunity for individuals with disabilities. The ADA prohibits discrimination in access to jobs, public accommodations, government services, public transportation, and telecommunications. Title II of the ADA also requires that all programs, services, and activities (PSAs) of public entities provide equal access for individuals with disabilities.

The City of Wilton Manors is undertaking a comprehensive evaluation of its PSAs and facilities to determine the extent to which individuals with disabilities may be restricted in their access.

### 1.2 ADA Self-Evaluation and Transition Plan Development Requirements and Process

The City of Wilton Manors is obligated to observe all requirements of Title I in its employment practices; Title II in its programs, services, and activities; any parts of Titles IV and V that apply to the City and its programs, services, or facilities; and all requirements specified in the 2010 ADA Standards and 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) that apply to facilities and other physical holdings.

Title II has the broadest impact on the City. Included in Title II are administrative requirements for all government entities employing more than 50 people. These administrative requirements are:

- Completion of a Self-Evaluation;
- Development of an ADA complaint procedure;
- Designation of at least one person who is responsible for overseeing Title II compliance; and
- Development of a Transition Plan to schedule the removal of the barriers uncovered by the Self-Evaluation process. The Transition Plan will become a working document until all barriers have been addressed.

This document describes the process developed to complete the evaluation of select Wilton Manors PSAs and facilities, provides recommendations to remove programmatic barriers, and presents a Transition Plan for the modification of facilities within the public rights-of way to improve accessibility, which will guide the planning and implementation of necessary program and facility modifications over the next 10 years.

The evaluation of City programs, services, activities, and facilities not included in this phase of the project and are recommended to be evaluated in a future phase. The ADA Self-Evaluation and Transition Plan is significant in that it establishes the City's ongoing commitment to the development and maintenance of PSAs and facilities that accommodate all of its citizens.

### 1.3 Discrimination and Accessibility

Program accessibility means that, when viewed in its entirety, each program is readily accessible to and usable by individuals with disabilities. Program accessibility is necessary not only for individuals with mobility needs, but also to individuals with sensory and cognitive disabilities.

Accessibility applies to all aspects of a program or service, including but not limited to physical access, advertisement, orientation, eligibility, participation, testing or evaluation, provision of auxiliary aids, transportation, policies, and communication.



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The following are examples of elements that should be evaluated for barriers to accessibility:

### **1.3.1 Physical Barriers:**

- Parking
- Path of travel to, throughout and between buildings and amenities
- Doors
- Service counters
- Restrooms
- Drinking fountains
- Public telephones
- Path of travel along sidewalk corridors within the public rights-of-way
- Access to pedestrian equipment at signalized intersections

### **1.3.2 Programmatic Barriers**

- Building signage
- Customer communication and interaction
- Non-compliant sidewalks or curb ramps
- Emergency notifications, alarms, and visible signals
- Participation opportunities for City sponsored events

## **1.4 Ongoing Accessibility Improvements**

City PSAs and facilities evaluated during the first phase of the Self-Evaluation will continue to be evaluated on an ongoing basis, and the ADA Transition Plan should be revised to account for changes since the initial Self-Evaluation. This Plan will be available for review and consideration by the public. In addition, notice will be provided of the Plan's existence in any official and unofficial City publications.

## **1.5 City of Wilton Manors Approach**

The purpose of the Transition Plan is to provide the framework for achieving equal access to the City of Wilton Manors' programs, services, activities, and facilities within a reasonable timeframe. The City's elected officials and staff believe accommodating people with disabilities is essential to good customer service, the quality of life Wilton Manors residents seek to enjoy, and to provide effective governance. This Plan has been prepared after careful evaluation of select City programs, services, activities, and facilities.

The City of Wilton Manors has set up an ADA Specialist system to better cover the needs of employees and citizens with disabilities. In addition to the City's ADA Specialist, the City has identified an ADA Specialist Liaison within each department who reports to the City's ADA Specialist regarding the needs of their department and the programs that department is responsible for managing. The City's ADA Specialist, or designee, will follow-up with each departmental ADA Liaison to coordinate the implementation of recommendations provided in this Transition Plan.

The City of Wilton Manors shall make reasonable modifications in PSAs when the modifications are necessary to avoid discrimination based on disability, unless the City can demonstrate that making the modifications would fundamentally alter the nature of the program, service, or activity. The City of Wilton Manors will not place surcharges on individuals with disabilities to cover the cost involved in making PSAs accessible.



## 2.0 Public Outreach

### 2.1 Resident Satisfaction Survey

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In January 2018, the City conducted a Resident Satisfaction Survey, a follow up to the survey conducted in 2014 in conjunction with its updated Strategic Plan. This survey measured residents' satisfaction with city services, quality of life, and ADA elements such as access to resources, safety and maintenance—and asked for resident suggestions for improving the quality of life in the City of Wilton Manors and what are seen as the biggest challenges facing the City during the next 5 years. The results of this survey are being used to modify the strategic plan goals and objectives and ADA transition plan as appropriate.

### 2.2 Age-Friendly Community Survey

In 2018, the City applied to and was approved membership in the AARP and WHO networks of Age-Friendly Communities. The City is currently finalizing its 2018 Age-Friendly Community Survey of residents age 50 and older to understand their views and what will be needed as our residents age to make the City of Wilton Manors a great place to live, work, and play as they “age in place”. The responses to this survey will also be used as appropriate to modify the strategic plan goals and objectives and ADA transition plan. This survey concentrates on the AARP 8 domains of livability:

- 1) Outdoor Spaces and Buildings
- 2) Transportation
- 3) Housing
- 4) Social Participation
- 5) Respect and Social Inclusion
- 6) Work & Civic Engagement
- 7) Communication and Information
- 8) Community and Health Services

The City's Community Affairs Advisory Board (CAAB) is spearheading the City's Age-Friendly Action Plan and notes that many elements toward making the City more age-friendly go hand-in-hand with ADA accessibility. One member of the Advisory Board also sits on our County's Advisory Board for Individuals with Disabilities and is keenly aware of and able to assist the City in matters which pertain to the status and welfare of disable persons and focus on matters of discrimination, employment, and vocational training, as well at the present and future needs for public transportation, services, facilities and programs for disabled individuals.



## 3.0 Self-Evaluation and Summary of Findings

### 3.1 Grievance Procedure and Grievance Form

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Local governments with 50 or more employees are required to adopt and publish grievance procedures for Title II complaints. A grievance form is not required by the Department of Justice, but a form can be an effective tool to aid in the collection of information needed to address a complaint. Title II does not specify what must be included in a grievance procedure, but the Department of Justice has developed a model grievance procedure that can be used as a starting point. Per the Department of Justice, the grievance procedure should include the following elements:

- A description of how and where a complaint under Title II may be filed with the government entity;
- If a written complaint is required, a statement notifying potential complainants that alternative means of filing will be available to people with disabilities who require such an alternative;
- A description of the time frames and processes to be followed by the complainant and the government entity;
- Information on how to appeal an adverse decision; and
- A statement of how long complaint files will be retained.

#### Self-Evaluation Findings

The City of Wilton Manors currently has a grievance procedure and grievance form, both of which are available upon request.

#### Recommended Actions

The grievance procedure and form should be made available in alternate formats and information on how to obtain these alternate formats (and the form itself) should be placed on the City's website. The grievance form should be updated to note how long complaint files will be retained and to collect information on Title II complaints.

Following, on pages 6 and 7 is the City's current ADA Grievance Procedure document.



## ADA Grievance Procedures

### **The Americans with Disabilities Act (ADA) Grievance Procedure for City Services, Programs, Activities or Facilities**

The City of Wilton Manors established the following internal procedure to ensure the prompt and equitable resolution of complaints alleging discrimination on the basis of disability in the provision of programs, services, activities or benefits by the City. This grievance procedure is adopted pursuant to the regulations implementing Title II of the Americans with Disabilities Act (ADA). 28 C.F.R. Section 35.107.

Complaints related to City programs, services, activities or facilities should be addressed to:

City of Wilton Manors - ADA Coordinator  
Office of Disability Affairs  
2020 Wilton Drive  
Wilton Manors, FL 33305  
954-390-2120  
954-390-2199 (fax)

Complaints related to the City's Employment practices should be directed to both the Office of Disability Affairs as named above and the Human Resources Department at the contact named below:

Dio Sanchez – Human Resources Manager  
2020 Wilton Drive  
Wilton Manors, FL 33305  
954-390-2126  
954-390-2118 (fax)

### Grievance Procedure

1. All complaints shall include:

- a) The name, address and telephone number of the person making the complaint;
- b) The names, addresses and telephone numbers of witnesses;
- c) A narrative and/or statement describing the alleged violation of the ADA, including date and time of the alleged violation and county program where the alleged violation occurred;
- d) A narrative and/or statement identifying the recommended corrective actions to solve the alleged violation(s); and
- e) Any other documentation to more fully explain or identify the alleged violation.

Note: Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint will be made available for persons with disabilities upon request.

2. All complaints shall be filed no later than 30 days after the complainant becomes aware of an alleged violation.

3. Within 15 calendar days after receipt of the complaint, the ADA Coordinator or designee will meet with the complainant to discuss the complaint and the possible resolutions.

4. Within 30 calendar days of the meeting, the ADA Coordinator or designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City and offer options for substantive resolution of the complaint.

5. If the response does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the City Manager. The request must be submitted in writing.

6. Within 15 calendar days after receipt of the appeal, the Director or the City Manager or designee will meet with the complainant to discuss the complaint and possible resolutions.

7. Within 15 calendar days after the meeting, the Director or the City Manager or designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

This Grievance Procedure shall be construed to protect the substantive rights of interested persons and to assure that the City meets the spirit and guidelines of the ADA.



## 3.2 City Ordinance Review

The City of Wilton Manors is currently conducting a review of its Code of Ordinances, with special attention to accessibility to pedestrian facilities in the public right-of-way.

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## 3.3 Facilities Review

The City has conducted an evaluation of select intersections and sidewalk corridors (including all adjacent cross streets and driveways) to provide the City an overview of the physical barriers that prevent people with disabilities from using its facilities. Many improvements have been made in the city, while others are pending and part of this transition plan.

## 3.4 Self-Evaluation Findings

The City of Wilton Manors is currently conducting a self-evaluation to determine additional improvements needed in various elements as part of this project. All signalized intersections will be evaluated as to conditions and measurements along pedestrian path of travel, which includes street crossings, curb ramps, sidewalk adjacent to curb ramps, and pedestrian signal equipment and adjacent clear space. All push buttons at signalized intersections will be inspected and issues scheduled. All sidewalk corridors will be inspected and issues noted regarding the sidewalk, curb ramps, pedestrian crossings at driveway opening, and crossings at un-signalized intersections.

Table of signalized intersections to follow.

Table of Curb Ramp Issues at Signalized Intersections to follow.

Table of Push Button Issues to follow.

Table of Sidewalk Corridor Issues to follow.

## 3.5 Maintenance versus Alterations

The United States Department of Justice (DOJ) has issued a briefing memorandum on clarification of maintenance versus projects. Information contained in the briefing memorandum is below. We recommend this clarification be disseminated to the appropriate Wilton Manors staff for when a curb ramp installation is required as part of a project.

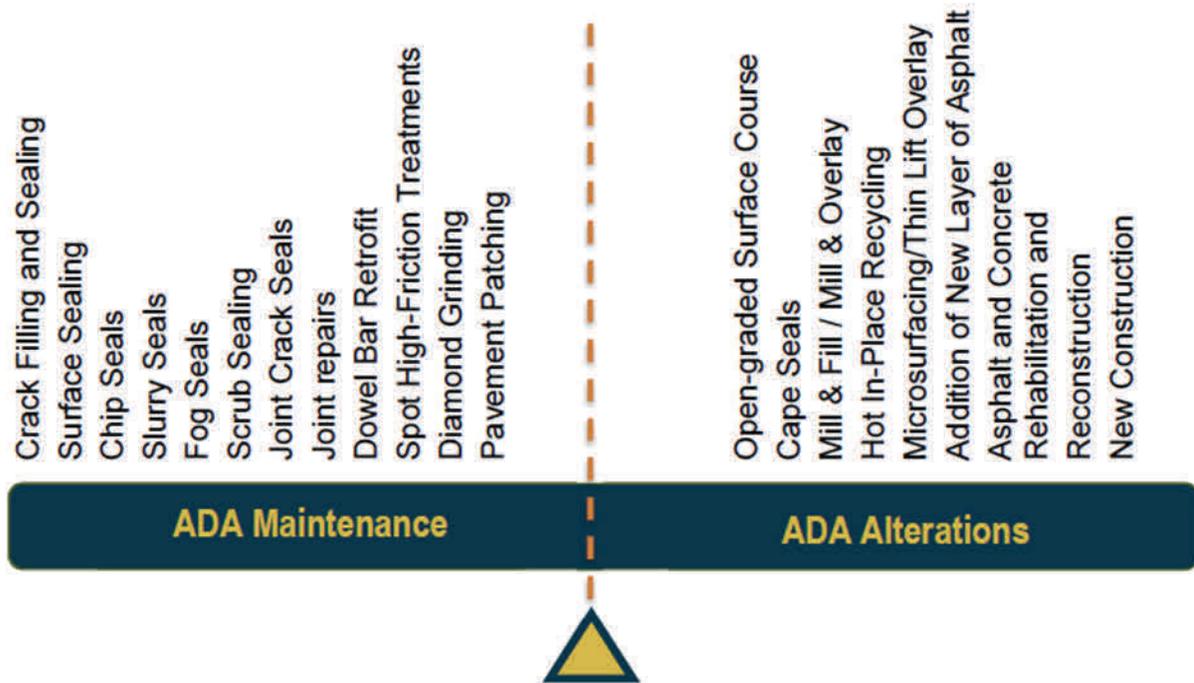
*The Americans with Disabilities Act of 1990 (ADA) is a civil rights statute prohibiting discrimination against persons with disabilities in all aspects of life, including transportation, based on regulations promulgated by the United States Department of Justice (DOJ). DOJ's regulations require accessible planning, design, and construction to integrate people with disabilities into mainstream society. Further, these laws require that public entities responsible for operating and maintaining the public rights-of-way do not discriminate in their programs and activities against persons with disabilities. FHWA's ADA program implements the DOJ regulations through delegated authority to ensure that pedestrians with disabilities have the opportunity to use the transportation system's pedestrian facilities in an accessible and safe manner.*



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FHWA and DOJ met in March 2012 and March 2013 to clarify guidance on the ADA’s requirements for constructing curb ramps on resurfacing projects. Projects deemed to be alterations must include curb ramps within the scope of the project. This clarification provides a single Federal policy that identifies specific asphalt and concrete-pavement repair treatments that are considered to be alterations – requiring installation of curb ramps within the scope of the project – and those that are considered to be maintenance, which do not require curb ramps at the time of the improvement. Figure 1 provides a summary of the types of projects that fall within maintenance versus alterations. This approach clearly identifies the types of structural treatments that both DOJ and FHWA agree require curb ramps (when there is a pedestrian walkway with a prepared surface for pedestrian use and a curb, elevation, or other barrier between the street and the walkway) and furthers the goal of the ADA to provide increased accessibility to the public right-of-way for persons with disabilities. This single Federal policy will provide for increased consistency and improved enforcement.

**Figure 1. Maintenance versus Alteration Projects**



Source: DOJ Briefing Memorandum on Maintenance versus Alteration Projects



## 3.6 FHWA Guidance on Closing Pedestrian Crossings

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The FHWA has provided guidance on closing pedestrian crossings. If an engineering study (performed by the City and not included in the scope of this Transition Plan) determines the crossing is not safe for any user, the crossing should be closed by doing the following:

- A physical barrier is required to close a crossing at an intersection. FHWA has determined that a strip of grass between the sidewalk and the curb IS acceptable as a physical barrier.
- A sign should be used to communicate the closure.

The agency wishing to close certain intersection crossings should have a reasonable and consistent policy on when to do so written in their Transition Plan or as a standalone document. If safety concerns are established by an engineering study, a pedestrian crossing should not be accommodated for any user. The City of Wilton Manors should develop and implement a policy on how to close pedestrian crossings that are currently accommodated based on the existing conditions at the crossing location (e.g. existing sidewalk leading up to the curb in the direction of the crossing or existing curb ramp or crosswalk currently serving the crossing), but should not be accommodated due to safety concerns.

## 3.7 Prioritization

The following sections outline the prioritization factors and results of the prioritization for signalized intersections, sidewalks, and un-signalized intersections. Each facility type has a different set of parameters to establish the prioritization for improvements. These prioritization factors were taken into consideration when developing the implementation plan for the proposed improvements.

### 3.7.1 Prioritization Factors for Facilities

Intersections were prioritized on a 13-point scale. The 13-point scale, which is used to prioritize both signalized and un-signalized intersections, is defined in Table 4, and is based on the severity of non-compliance with ADA. Sidewalk corridors were prioritized on a 3-point scale and were given a priority of either “High”, “Medium”, “Low” based on the severity of non-compliance, which is defined in Table 5. Compliant segments of the sidewalk corridor were given a priority label of “Compliant”.

Table 6, Table 7, and Table 8 provide summaries of the prioritization classifications for signalized intersections, sidewalks, and un-signalized intersections, respectively.



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**Table 4. Prioritization Factors for Signalized and Unsignalized Intersections**

Priority	Criteria
1 (high)	Complaint filed on curb ramp or intersection or known accident/injury at site
2 (high)	<p>Existing curb ramp with any of the following conditions:</p> <ul style="list-style-type: none"> <li>• Running slope &gt; 12%</li> <li>• Cross slope &gt; 7%</li> <li>• Obstruction to or in the ramp or landing</li> <li>• Level change &gt; ¼ inch at the bottom of the curb ramp</li> <li>• No detectable warnings</li> </ul> <p>AND within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.</p>
3 (high)	<ul style="list-style-type: none"> <li>• No curb ramp where sidewalk or pedestrian path exists</li> </ul> <p>AND within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.</p>
4 (high)	No curb ramps but striped crosswalk exists
5 (medium)	<p>Existing curb ramp with any of the following conditions:</p> <ul style="list-style-type: none"> <li>• Running slope &gt; 12%</li> <li>• Cross slope &gt; 7%</li> <li>• Obstruction to or in the ramp or landing</li> <li>• Level change &gt; ¼ inch at the bottom of the curb ramp</li> <li>• No detectable warnings</li> </ul> <p>AND NOT within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.</p>
6 (medium)	<ul style="list-style-type: none"> <li>• No curb ramp where sidewalk or pedestrian path exists</li> </ul> <p>AND NOT within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.</p>
7 (medium)	One curb ramp per corner and another is needed to serve the other crossing direction
8 (medium)	<p>Existing curb ramp with any of the following conditions:</p> <ul style="list-style-type: none"> <li>• Cross slope &gt; 5%</li> <li>• Width &lt; 36 inches</li> <li>• Median/island crossings that are inaccessible</li> </ul>
9 (low)	Existing curb ramp with either running slope between 8.3% and 11.9% or insufficient landing
10 (low)	Existing diagonal curb ramp without a 48-inch extension in the crosswalk
11 (low)	Existing pedestrian push button is not accessible from the sidewalk and/or ramp
12 (low)	Existing curb ramp with returned curbs where pedestrian travel across the curb is not protected
13 (low)	All other intersections not prioritized above



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**Table 5. Prioritization Factors for Sidewalk Corridors**

Criteria	Priority		
	1 (high)	2 (medium)	3 (low)
Cross slope of sidewalk is greater than 2%	Value > 3.5	$3.5 \geq \text{Value} > 2.0$	
Width of sidewalk is less than 48 inches	Value $\leq 36.0$	$36.0 < \text{Value} < 42.0$	$42.0 < \text{Value} < 48.0$
Obstruction present along sidewalk	Obstruction - Permanent	Obstruction - Temporary	
Heaving, Sinking, or Cracking present on sidewalk	Heaving Sinking Cracking		
Ponding on sidewalk		Ponding	
Missing Sidewalk			Missing Sidewalk
Signalized cross street cross slope is greater than 5%	Value > 9.0	$9.0 \geq \text{Value} \geq 7.0$	$7.0 > \text{Value} > 5.0$
Unsignalized cross street cross slope is greater than 2%	Value > 6.0	$6.0 \geq \text{Value} \geq 4.0$	$4.0 > \text{Value} > 2.0$
Cross street running slope is greater than 5%	Value > 7.0	$7.0 \geq \text{Value} \geq 6.0$	$6.0 > \text{Value} > 5.0$
Driveway sidewalk width is less than 48 inches	Value $\leq 36.0$	$36.0 < \text{Value} < 42.0$	$42.0 < \text{Value} < 48.0$
Driveway (or sidewalk if applicable) cross slope is greater than 2%	Value > 6.0	$6.0 \geq \text{Value} \geq 4.0$	$4.0 > \text{Value} > 2.0$
Driveway (or sidewalk if applicable) condition is poor or poor dangerous	Poor-Dangerous (elevation change greater than ½ inch or gaps greater than 1 inch)	Poor (elevation change between ¼ inch and ½ inch or gaps between ½ inch and 1 inch)	



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**Table 6. Prioritization Summary for Signalized Intersections**

Priority	Number of Intersections
1 (high)	
2 (high)	
3 (high)	
4 (high)	
5 (medium)	
6 (medium)	
7 (medium)	
8 (medium)	
9 (low)	
10 (low)	
11 (low)	
12 (low)	
13 (low)	
Total	

**Table 7. Prioritization Summary for Sidewalk Corridors**

Line Type	Length (miles) by Priority					
	1 (High)	2 (Medium)	3 (Low)	Compliant	Not Prioritized	Total
Sidewalk Line						
Sidewalk Issues						
Driveways						
Cross Streets						
Total						

**Table 8. Prioritization Summary for Un-Signalized Intersections**

Priority	Number of Intersections
1 (high)	
2 (high)	
3 (high)	
4 (high)	
5 (medium)	
6 (medium)	
7 (medium)	
8 (medium)	
9 (low)	
10 (low)	
11 (low)	
12 (low)	
13 (low)	
Total	



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### **3.8 Conclusion/Action Log**

The City is taking the actions referenced below and will continue to look for and remedy barriers to access to ensure that citizens with disabilities in the City of Wilton Manors are given access to the City's programs, services, and activities.

To confirm follow-up on corrective actions required under the Transition Plan, the City will institute an ADA Action Log, documenting its efforts to comply with the ADA. At a minimum, the Action Log will identify items that are not ADA compliant and will include anticipated completion dates. After the adoption of the Transition Plan by the governing body of the City, the ADA Action Log will be updated on an annual basis. The ADA Action Log shall be available upon request.



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## 4.0 Facility Costs

### 4.1 Facilities Cost Projection Overview

To identify funding sources and develop a reasonable implementation schedule, cost projection summaries for the initial study were developed for each facility type. To develop these summaries, recent bid tabulations from Florida Department of Transportation (FDOT) construction projects, along with the Consultant's experience with similar types of projects, were the basis for the unit prices used to calculate the improvement costs. A contingency percentage (20%) was added to the subtotal to account for increases in unit prices in the future in addition to an Engineering design percentage (15%). Table 9 provides a summary of the estimated costs to bring each facility into compliance.

Table 9. Summary of Facility Costs

Facility Type	Priority			Total
	High	Medium	Low	
Signaled Intersections				
Sidewalk Corridors				
Un-Signaled Intersec-				
City Totals				

### 4.2 Implementation Schedule

Table 10 details the barrier removal costs and proposed implementation schedule by facility type for all facilities evaluated as part of this project. This 10-year plan will serve as the implementation schedule for the Transition Plan. The City of Wilson Manors reserves the right to change the barrier removal priorities on an ongoing basis to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, and changes in City programs.

It is the intent of the City to have its ADA Specialist work together with department heads and budget staff to determine the funding sources for barrier removal projects. Once funding is identified, the ADA Specialist will coordinate the placement of the projects in the Capital Improvement Program to be addressed on a fiscal year basis.

Table 10. Implementation Schedule

Facility Type	Estimated Cost	Implementation Years	Est. Annual Budget
Signaled Intersections			
Sidewalk Corridors			
Un-Signaled Intersections			
City Totals			
Total Estimated Annual Budget:			



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## 4.3 Recent Projects

The City has either completed or is currently working on several projects to help improve accessibility throughout the City. Several of these are highlight in photos on the cover page of this document.

Recent/Current Projects:

- Installation of ADA lift to Commission Chambers Dais—recent inspection completed.
- Wheelchair ramp installed (by property owner) at Shoppes of Wilton Manors—the most popular strip mall in the City - 2200 Wilton Drive.
- Audible crossing light at Wilton Drive and NE 6th Avenue—one of the most used intersections in the City.
- Adding closed captioning to video recording of City Commission Meetings (in progress).
- ADA improvements to City website navigation.
- Lowering of City parking meter height for accessibility (designated ADA spots have no meters).
- Installation of bumper pads to mark many intersection crosswalks.
- Complete Streets projects on Wilton Drive, NE 26th Street, Dixie Highway and NE 16th Avenue.

## 4.4 Funding Opportunities

Several alternative funding sources are available to the City to address the issues identified in this Transition Plan, including federal and state funding, local funding, and private funding. Most government funding programs are competitive type grants, therefore the City of Wilton Manors is not guaranteed to receive funding, but it is important for the City to track these programs to apply for available funds. The City employs a full time Grants and Projects Manager for just this purpose.

## 4.5 Next Steps

This document serves as the Americans with Disabilities Act (ADA) Transition Plan within the City of Wilton Manors. In the development of this Plan, program, policies and procedures were reviewed for compliance with ADA guidelines and a Self-Evaluation was conducted of our signalized intersections, sidewalks, and un-signalized intersections and driveways along sidewalk corridors. Self-evaluation was also conducted of City properties, including City Hall, City Park properties, the Richard C. Sullivan Library.

Recommended improvements were prioritized and an implementation plan was developed to provide guidance for the City's improvement projects in the coming years. Public outreach was conducted via three resident surveys and public forum on specific street construction projects to aid in the development of the plan.

As future projects and necessary improvements to City properties, facilities, programs, services and activities are identified they will be added to this Transition Plan.