

**Riverside County Transportation Commission (RCTC)  
ADA Transition Plan – Third Year Update  
June 2025**

**Updated: June 2025**

**Originally Published: July 2022**

## RCTC ADA Transition Plan - Third Year Update June 2025

The Riverside County Transportation Commission (RCTC) reaffirms its commitment to accessibility, equity, and transparency through the ongoing implementation of its Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan. Conducted in June 2022, the self-evaluation reviewed RCTC facilities to ensure they are inclusive and accessible to all members of the public. This effort reflects RCTC's dedication to upholding the principles of equal access and continuous improvement.

This update highlights changes in RCTC personnel and outlines Priority 1 corrective actions completed as of the plan's third anniversary. It is intended to be read alongside the original ADA Transition Plan, available on RCTC's website at [www.rctc.org/about/#adareport](http://www.rctc.org/about/#adareport). Future annual updates will also be posted online as part of our continued transparency and accountability to the communities we serve.



06/20/2025

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David Knudsen

Deputy Executive Director – ADA Coordinator



June 20, 2025

Erik Galloway

Capital Projects Manager

**Riverside County Transportation Commission**  
**ADA Self-Evaluation and Transition Plan**  
**Updated: June 2025**

The Riverside County Transportation Commission has made updates to the ADA Self-Evaluation and Transition Plan as of June 2025. The revisions reflect current compliance actions and improvements. The following sections have been revised or added to ensure continued accessibility and compliance with ADA standards:

- **Attachment 1** – Departments and Programs

Text that has been added or revised from the previous version is shown in **bold** throughout the document.

# Departments and Programs

Public Entity Riverside County Transportation Commission

Date 06/23/2025

Contact Person David Knudsen

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Text that has been added or revised from the previous version is shown in **bold** throughout this document. To begin the self-evaluation, staff liaisons from RCTC's departments and programs who were contacted for the self-evaluation of the general nondiscrimination policies and department specific policies for ADA compliance are listed below:

Departments and Programs	Staff Liaison	Evaluation Date	Comments
Clerk of Board	Lisa Mobley	06-21-2021	
External Affairs – Public Affairs	David Knudsen	06-23-2021	<b>Jeanette Flores is currently in this position.</b>
Multimodal Services - Transit and Rail Management	Lorelle Moe Luna	07-01-2021	RCTC services that have a direct interface with the public include Toll, FSP, and Vanpool.
External Affairs – Commuter and Motor Assistance	Brian Cunanan	06-22-2021	
Planning and Programming	Jillian Guizado	06-08-2021	
Human Resources and Administration	Pamela Velez	06-21-2021	

Departments and Programs	Staff Liaison	Evaluation Date	Comments
Finance and Accounting	Michele Cisneros	06-11-2021	RCTC is a funding agency and provides sales tax and other funding to public & specialized transit operators to provide mobility options to meet senior, persons with disabilities, and persons of limited means to enhance quality of life.
Financial Administration	Matt Wallace	06-17-2021	
Procurement	Jose Mendoza	08-25-2021	
Capital Projects - Design	David Lewis	06-25-2021	
Capital Projects - Construction	Bryce Johnson	06-21-2021	<b>John Tarascio is currently in this position.</b>
Capital Projects – Right of Way	Hector Casillas	09-01-2021	
Capital Projects – Facilities Management	Gary Ratliff	07-22-2021	<b>Ernesto Salinas is currently in this position.</b>
Toll Operations	Jennifer Crosson	06-22-2021	
Regional Conservation Agency – <b>Regional Conservation Director</b>	Aaron Hake	07-19-2021	<b>Aaron Gabbe is currently in this position.</b>
Regional Conservation Agency – Reserve Management/Monitoring Manager	Tricia Campbell	06-22-2021	RCA manages natural lands and any existing trails that are not open to public.

**Riverside County Transportation Commission**  
**ADA Self-Evaluation and Transition Plan**  
**Updated: June 2025**

The Riverside County Transportation Commission has made updates to the ADA Self-Evaluation and Transition Plan as of June 2025. The following sections have been added to reflect current compliance actions and improvements.

# ADA Transition Plan –Updates - June 2025

Facility	All RCTC Facilities	Date	June 2025
Contact Person	ADA Coordinator, David Knudsen, RCTC	Address	4080 Lemon Street, Third Floor, P. O. Box 12008, Riverside, CA 92502-2208
Email	dknudsen@rctc.org	Phone	(951) 787-7141

In compliance with the ADA Transition Plan, listed below are the new Priority 1 updates as of June 2025.

Station	Area	Priority Status
West Corona Station	1. Pedestrian Entry 2. Curb Ramp 1b 3. Curb Ramp 2a 4. Curb Ramp 2b 5. Curb Ramp 3b 6. Curb Ramp 4a 7. Pedestrian Road Crossing 3a-3b 8. General Accessible Paths 9. Manhole Covers w	1
North Main Corona Station	21. Pedestrian Entry 22. Curb ramp 4a 23. Curb ramp 4b 25. Pedestrian road crossing 1a-1b and 1a-5c 26. Sidewalk from garage to elevators 27. Sidewalk/Path from garage to the station 28. General Accessible Paths	1
La Sierra Station	37. Curb ramp 2a  38. Curb ramp 4b 39. Curb ramp 6a 40. Curb ramp 7A 41. General Access Paths	1
Riverside Downtown Station	49. Curb ramp 2c 50. Curb ramp 5a 51. General Accessible Paths	1
Pedley Station	67. Pedestrian Entry 68. Curb ramp 2b 69. Curb ramps 6a, 6b, 7a, 7b 70. General Accessible Paths	1
Downtown Perris Station	81. General Accessible Paths	1
Hunter Park Station	87. Pedestrian Crossings 2a-2b 88. General Accessible Paths 89. Parking aisles	1
Moreno Valley/ March Field Station	95. Curb ramp 1a,2a,3a	1
South Perris Station	100. Pedestrian Entry  101. Curb ramp 2b	1



## Acronyms and Abbreviations

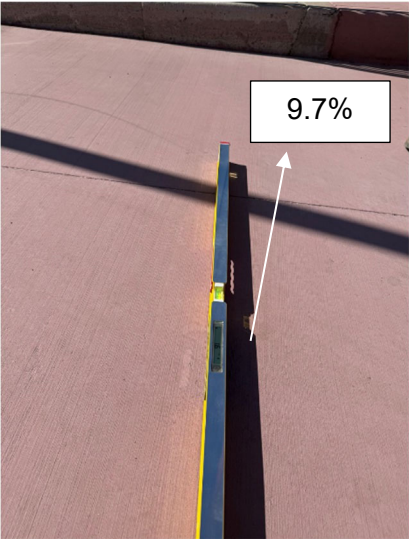


ADA – American with Disabilities Act



DOT – Department of Transportation




DWS – Detectable Warning Surfaces


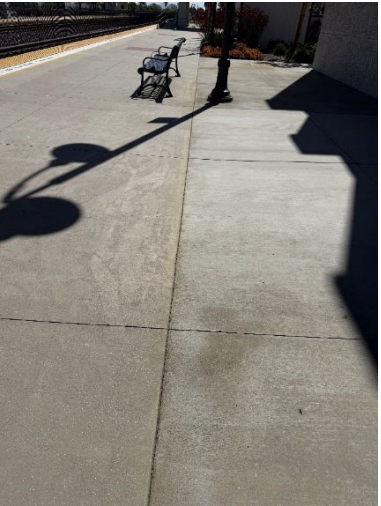
RCTC – Riverside County Transportation Commission

Facility/Area	Access Issue	Solution	Comments	Resolution Status
West Corona Station			See Attachment 6A for curb ramp locations, images of barriers, recommendations, and ADA requirements.	
1. Pedestrian Entry	The slope of the sidewalk at the pedestrian entry is measured at 9.6% which makes it an inaccessible route.	<div>a. Provide an alternate accessible pedestrian entry route including five feet wide concrete sidewalk and marked road crossings</div> <div>b. Provide signage for the designated accessible route.</div>	An alternate route through the parking area is possible and should be considered.	<div>A. Complete</div> <div>An accessible path was constructed from the street to the parking lot. Measurements were taken and were compliant to ADA standards.</div> <div></div> <div>B. In Progress</div>
2. Curb ramp 1b	Flared side exceeds 1:10 slope (11.6%)	Repair flared sides of curb ramps to comply with 1:10 slope requirement or replace entire curb ramp. This will include placement of DWS.	<div>When repairs begin, use proper and precise instruments (4-foot smart level and 2-foot smart level) to fit within the curb ramp width, and the adjacent gutter to measure ramp slopes, cross slopes, and counter slopes.</div> <div>Use smart level instruments, calibrated in accordance with manufacturer's instructions before taking measurements.</div>	<div>Complete</div> <div>The curb ramp was reconstructed to be ADA standard.</div>



Facility/Area	Access Issue	Solution	Comments	Resolution Status
West Corona Station			See Attachment 6A for curb ramp locations, images of barriers, recommendations, and ADA requirements.	
				<div></div>
3. Curb ramp 2a	Sloped portion of ramp takes up the entire sidewalk in front of the main entrance.	Provide signage for the accessible route along the sidewalk leading to level walking route under the canopy	The landing for the curb ramp is under the station canopy is compliant. So, no structural changes are needed to this curb ramp or landing.	<div><p>Complete</p><p>This slope portion of the ramp was reconstructed to meet ADA standards. Signage is no longer required.</p></div>
4. Curb ramp 2b	Gutter slope exceeds 1:20 (9.1%). Flared side exceeds 1:10	Remove and replace flared sides of the curb ramp, portions of the	See comment for item 2.	<div><p>In Progress</p></div>

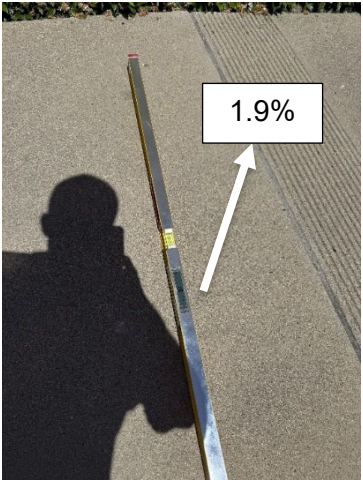

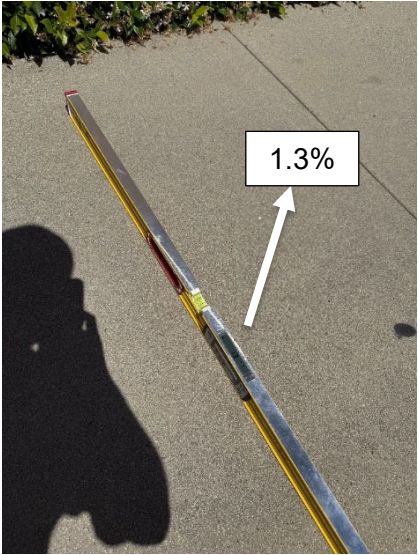
Facility/Area	Access Issue	Solution	Comments	Resolution Status
West Corona Station			See Attachment 6A for curb ramp locations, images of barriers, recommendations, and ADA requirements.	
	slope (12.2%). uneven level changes and trip hazard.	gutter to make slopes compliant Replace entire curb ramp. Repair uneven level changes and trip hazards. This will include placement of DWS.		 
5. Curb ramp 3b	Gutter slope exceeds 1:20 (9.1%). There are uneven level changes and trip hazards.	Remove and replace portions of the gutter to make slopes compliant Replace entire curb ramp. Repair uneven level changes and trip hazards. This will include placement of DWS.	See comment for item 2.	Complete  The area has been reconstructed to meet ADA standard.

Facility/Area	Access Issue	Solution	Comments	Resolution Status
West Corona Station			See Attachment 6A for curb ramp locations, images of barriers, recommendations, and ADA requirements.	
				<div></div>
6. Curb ramp 4a	Trip hazard at DWS	Repair uneven level changes and trip hazards. Remove and reapply DWS. Provide beveled transition at DWS and adjacent concrete as required		<div><p>Complete</p><p>The curb ramp has been reconstructed with DWS to ADA standards.</p></div>


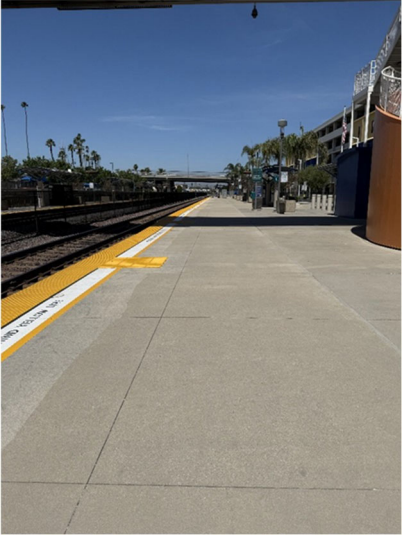
Facility/Area	Access Issue	Solution	Comments	Resolution Status
West Corona Station			See Attachment 6A for curb ramp locations, images of barriers, recommendations, and ADA requirements.	
7. Pedestrian road crossing 3a-3b	Multiple cracks and gaps in excess of ½” wide and ¼” deep.	Repair cracks, gaps, uneven level changes and trip hazards within the marked pedestrian crossing. Every joint deeper than ¼” and wider than ½” shall be filled with concrete and crack fillers as required.		<div>Complete</div> <div>The walkway has been reconstructed to meet ADA standards.</div> <div></div>
8. General Accessible Paths	There are uneven joints and cracks observed in the concrete on the platforms and along accessible route. Sealant/filler in some deep joints is missing.	<div>Repair cracks, gaps, uneven level changes and trip hazards within the accessible route.</div> <div>Every joint deeper than ¼” and wider than ½” shall be filled with concrete and crack fillers as required.</div> <div>Every level change along the accessible route greater than ¼” and less than ½” height needs to be beveled (1:2 slope) or repaired using</div>	Create a maintenance plan for ongoing routine inspections and repairs of all components of the accessible route.	<div>Complete</div> <div>Repairs were conducted on the general access path to meet ADA standards.</div> <div></div>

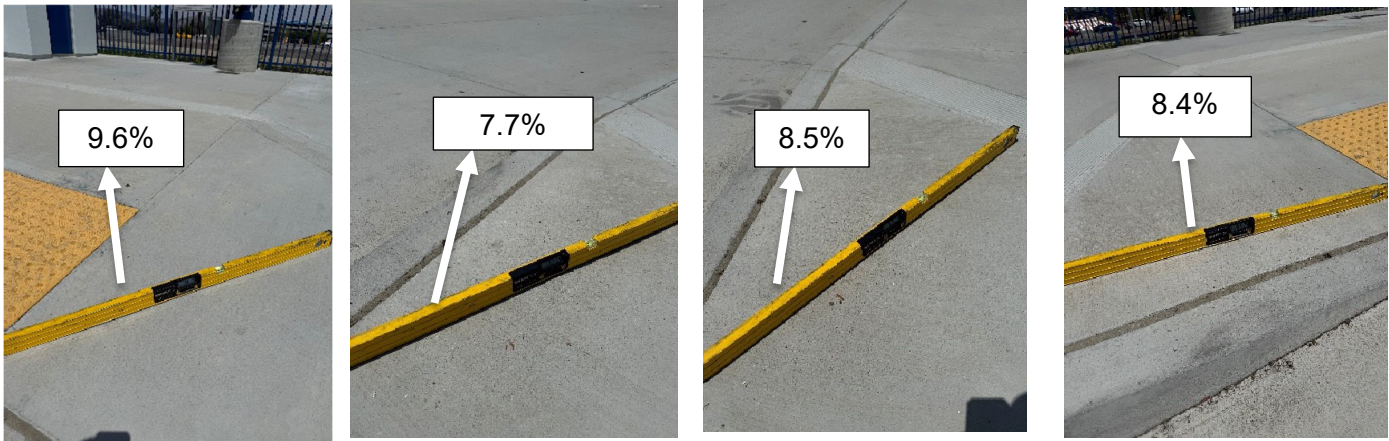
Facility/Area	Access Issue	Solution	Comments	Resolution Status
West Corona Station			See Attachment 6A for curb ramp locations, images of barriers, recommendations, and ADA requirements.	
		grinding tools and/or levelling compounds.  Every level change greater than ½” needs to have a ramped surface (1:12) slope.		
9. Manhole covers	Holes in the manhole covers create trip hazards and have gaps/openings wider than ½ inch.	Close gaps and openings wider than ½” and deeper than ¼”. Plug all open holes on manhole covers in the accessible path.		In Progress

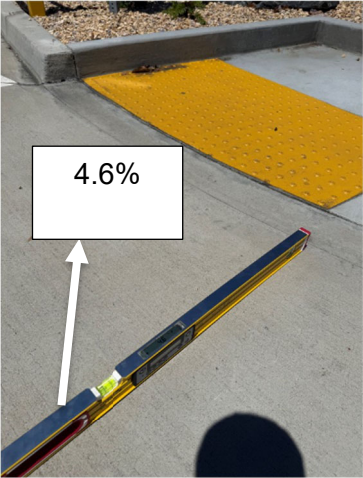

Facility/Area	Access Issue	Solution	Comments	Resolution Status
North Main Corona Station			See Attachment 6B for curb ramp locations, images of barriers, recommendations, and ADA requirements.	
21. Pedestrian Entry	Marked crossing 6A-6B is not accessible and is also blocked by the arm barrier gate in the closed position.	<p>Remove the crosswalk markings if the pedestrian route is now closed to public and other pedestrians.</p> <p>Provide signage for the alternate accessible route if this route is closed to the public.</p>		<p>Complete</p> <p>Cross walk pavement markings have been removed and signage has been placed directing to the alternate accessible route.</p> <div></div>
22. Curb ramp 4a	Cross slope of the ramp exceeds 2 %	Repair cross slope or replace entire curb ramp. This will include placement of DWS.	<p>When repairs begin, use proper and precise instruments (4-foot smart level and 2-foot smart level) to fit within the curb ramp width, and the adjacent gutters to measure ramp slopes, cross slopes, and counter slopes.</p> <p>Use smart level instruments, calibrated in</p>	Complete

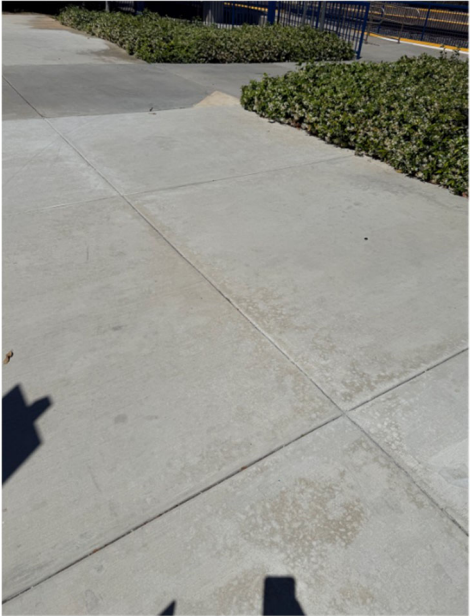
Facility/Area	Access Issue	Solution	Comments	Resolution Status
North Main Corona Station			See Attachment 6B for curb ramp locations, images of barriers, recommendations, and ADA requirements.	
			accordance with manufacturer's instructions before taking measurements.	<p>Cross slopes were re-examined and were found to meet ADA standards. Measurements were at 1.9%, which is less than the 2% maximum standard.</p> <div></div>
23.Curb ramp 4b	Cross slope of the ramp exceeds 2 %	Repair cross slope or replace entire curb ramp. This will include placement of DWS.	Same as above	<p>Complete</p> <p>Cross slopes were re-examined and were found to meet ADA standards. Measurements were at 1.3%, which is less than the 2% maximum standard.</p> <div></div>
25.Pedestrian road crossing 1a-1b and 1a-5c	Signage identifying 1a-1b as the accessible route is missing.	Provide sign identifying 1a, 1b as the accessible route.		In Progress

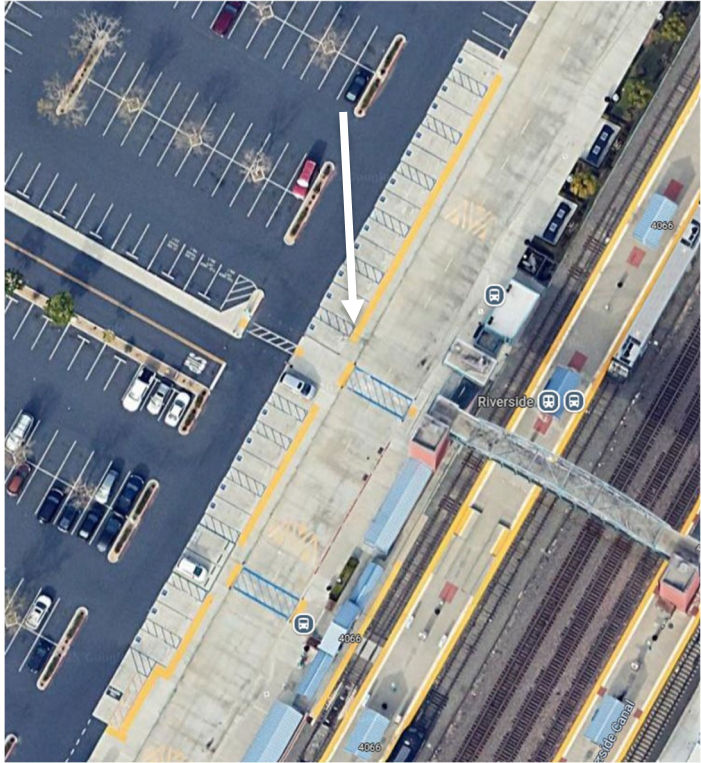
Facility/Area	Access Issue	Solution	Comments	Resolution Status
North Main Corona Station			See Attachment 6B for curb ramp locations, images of barriers, recommendations, and ADA requirements.	
	Crossing from 1a to 5c is not on the accessible route and is marked.	Remove markings from inaccessible route		
26.Sidewalk from garage to elevators	Width of accessible route on the ground level (sidewalk) from the garage exit gate going towards the elevators/pedestrian crossing narrows down to 28 inches along the structural columns and bollards. This sidewalk does not meet accessibility requirements for minimum width of 48 inches.	Provide signage at the exit gate identifying the alternate accessible route.		In Progress
27.Sidewalk/Path from garage to the station	Curved ramps leading to the garage at 2b are not accessible due to the cross slope exceeding ADA requirements of minimum 2%	Provide signage pointing to the accessible route.  Remove signage identifying the curved ramps as accessible routes.	Circular or curved ramps continually change direction. Curvilinear ramps with small radii also can create compound cross slopes and cannot, by their nature, meet the requirements for accessible routes.	In Progress
28.General Accessible Paths	Cross slope exceeds 2% on the sidewalks adjacent to the garage entry/exit	Repair cross slopes on the accessible route.	Update and create a maintenance plan for ongoing routine inspections and repairs of all components of the accessible route.	Complete  Cross slopes have been reconstructed to meet ADA standards.

Facility/Area	Access Issue	Solution	Comments	Resolution Status
North Main Corona Station			See Attachment 6B for curb ramp locations, images of barriers, recommendations, and ADA requirements.	
				<div></div>

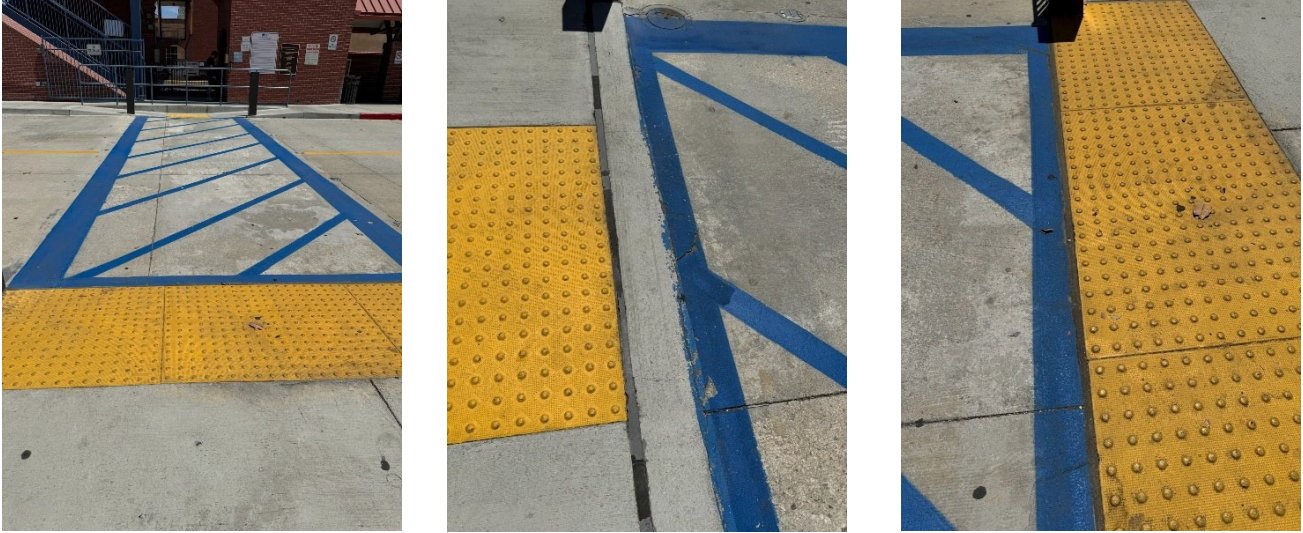

Facility/Area	Access Issue	Solution	Comments	Resolution Status
La Sierra Station			See Attachment 6C for curb ramp locations, images of barriers, recommendations, and ADA requirements.	
37.Curb ramp 2a	Slope of the flared sides exceeds 10%	Repair slope of the flared sides or Replace entire curb ramp. This will include placement of DWS.	<p>When repairs begin, use proper and precise instruments (4-foot smart level and 2-foot smart level) to fit within the curb ramp width, and the adjacent gutters to measure ramp slopes, cross slopes, and counter slopes.</p> <p>Use smart level instruments, calibrated in accordance with manufacturer's instructions before taking measurements.</p>	<p>Complete</p> <p>Curb ramp has been reconstructed with DWS to meet the ADA standards.</p>  <p>The images show four different sections of a curb ramp. Each image has a white arrow pointing to a yellow and black striped curb ramp edge, with a white box above it indicating the slope percentage. The percentages are 9.6%, 7.7%, 8.5%, and 8.4% from left to right.</p>
38.Curb ramp 4b	Trip hazards due to level changes exceeding ¼ inch.	Remove the trip hazard and provide flush transitions adjacent to curb ramps. This will include placement of DWS.	Same as above	In Progress
39.Curb ramp 6a	Gutter slope appears to be more than 5%.  Extent of DWS along the curved segment does not match Case CM of CA standard plan A88B.	Repair gutter slope.  Reapply DWS in dominant direction of travel in entirety as shown for Case CM of CA Standard plan A 88B.	Same as above	Complete


Facility/Area	Access Issue	Solution	Comments	Resolution Status
La Sierra Station			See Attachment 6C for curb ramp locations, images of barriers, recommendations, and ADA requirements.	
				<p>Curb ramp and gutter was reconstructed to meet the ADA standards.</p> 
40.Curb ramp 7A	Detectable Warning Surface (DWS) is missing. Turning space at bottom of ramp is not 48 in wide at the back of curb.	Provide DWS in the landing and modify sidewalk to provide 48 inches minimum.		<p>Complete</p> <p>Curb ramp has been reconstructed with DWS to meet the ADA standards.</p> 
41.General Accessible Paths	There are uneven joints and cracks observed in concrete along the accessible route, and sealant/filler	Examine and repair accessible routes where there are uneven joints and cracks observed in concrete along the	Create a maintenance plan for ongoing routine inspections and repairs of all components of the accessible route.	<p>Complete</p> <p>Accessible paths have been reconstructed to meet ADA standards.</p>

Facility/Area	Access Issue	Solution	Comments	Resolution Status
La Sierra Station			See Attachment 6C for curb ramp locations, images of barriers, recommendations, and ADA requirements.	
	in deep joints is missing.	<p>accessible route, and where sealant/filler in deep joints is missing.</p> <p>Every joint deeper than ¼” and wider than ½” shall be filled with concrete and crack fillers as required.</p> <p>Every level change along the accessible route greater than ¼” and less than ½” height needs to be beveled (1:2 slope) or repaired using grinding tools and/or levelling compounds.</p> <p>Every level change greater than ½” needs to have a ramped surface (1:12) slope .</p>		

Facility/Area	Access Issue	Solution	Comments	Resolution Status
Riverside Downtown Station			See Attachment 6D for curb ramp locations, images of barriers, recommendations, and ADA requirements.	
49.Curb ramp 2c	Trip hazard due to chipped concrete and open gaps between DWS and concrete	Repair trip hazards and fill open gaps between DWS and concrete with filler and sealant		<div>Complete</div> <div>The previous curb ramp has been replaced with a flat, grade-level pavement surface that meets ADA standards.</div> <div></div>


Facility/Area	Access Issue	Solution	Comments	Resolution Status
Riverside Downtown Station			See Attachment 6D for curb ramp locations, images of barriers, recommendations, and ADA requirements.	
50.Curb ramp 5a	Portion of ramp at the loading zone has a slope exceeding 8.33%. The remaining portion of the ramp is accessible.	Repair slope of the inaccessible portion of ramp. This will include placement of DWS.	<p>When repairs begin, use proper and precise instruments (4-foot smart level and 2-foot smart level) to fit within the curb ramp width, and the adjacent gutters to measure ramp slopes, cross slopes, and counter slopes.</p> <p>Use smart level instruments, calibrated in accordance with manufacturer's instructions before taking measurements.</p>	In Progress
51.General Accessible Paths	There are uneven joints and cracks observed in concrete along the accessible route, and sealant/filler in deep joints is missing.	Examine and repair accessible routes where there are uneven joints and cracks observed in concrete along the accessible route, and where sealant/filler in deep joints is missing.	Create a maintenance plan for ongoing routine inspections and repairs of all components of the accessible route.	<p>i. Complete – Accessible routes uneven joints and cracks</p> <p>Accessible paths have been repaired to meet ADA standards.</p>



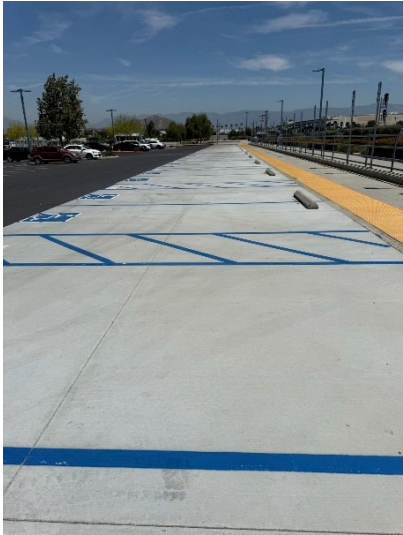
Facility/Area	Access Issue	Solution	Comments	Resolution Status
Riverside Downtown Station			See Attachment 6D for curb ramp locations, images of barriers, recommendations, and ADA requirements.	
		<p>Every joint deeper than ¼” and wider than ½” shall be filled with concrete and crack fillers as required.</p> <p>Every level change along the accessible route greater than ¼” and less than ½” height needs to be beveled (1:2 slope) or repaired using grinding tools and/or levelling compounds.</p> <p>Every level change greater than ½” needs to have a ramped surface (1:12) slope .</p>		<div></div> <p>ii. In Progress – Space around utility cover</p> <p>iii/iv. Complete – ADA accessible route cross slope of ramp. ADA access is accessible, cross slope confirmed to be ADA compliant.</p> <div></div>

Facility/Area	Access Issue	Solution	Comments	Resolution Status
Pedley Station			See Attachment 6E for curb ramp locations, images of barriers, recommendations, and ADA requirements.	
67. Pedestrian Entry	Curb ramps 3a through 5b on the pedestrian entry routes are not ADA compliant	Curb ramps 3a through 5b need to be replaced to comply with applicable ADA requirements. This will include placement of DWS.		To be addressed by others.  Curb ramps are under the jurisdiction of the City of Riverside, they have been informed of non-compliance.
68. Curb ramp 2b	Gutter Slope exceeds 1:20	Repair gutter slope. This will include placement of DWS.	When repairs begin, use proper and precise instruments (4-foot smart level and 2-foot smart level) to fit within the curb ramp width, and the adjacent gutters to measure ramp slopes, cross slopes, and counter slopes.  Use smart level instruments, calibrated in accordance with manufacturer's instructions before taking measurements.	In Progress
69. Curb ramps 6a, 6b, 7a, 7b	Level changes exceed ¼" without bevel, DWS is missing.	Grind concrete to eliminate level changes and apply DWS.	Same as above	Complete  The curb ramps have been reconstructed to meet ADA standards.  

Facility/Area	Access Issue	Solution	Comments	Resolution Status
Pedley Station			See Attachment 6E for curb ramp locations, images of barriers, recommendations, and ADA requirements.	
70.General Accessible Paths	There are uneven joints and cracks observed in concrete along the accessible route, and sealant/filler in deep joints is missing.	<p>Examine and repair accessible routes where there are uneven joints and cracks observed in concrete along the accessible route, and where sealant/filler in deep joints is missing.</p> <p>Every joint deeper than ¼” and wider than ½” shall be filled with concrete and crack fillers as required.</p> <p>Every level change along the accessible route greater than ¼” and less than ½” height needs to be beveled (1:2 slope) or repaired using grinding tools and/or levelling compounds.</p> <p>Every level change greater than ½” needs to have a ramped surface (1:12) slope .</p>	Create a maintenance plan for ongoing routine inspections and repairs of all components of the accessible route.	In Progress

Facility/Area	Access Issue	Solution	Comments	Resolution Status
Downtown Perris Station			See Attachment 6F for curb ramp locations, images of barriers, recommendations, and ADA requirements.	
81.General Accessible Paths	There are uneven joints and cracks observed in concrete along the accessible route, and sealant/filler in deep joints is missing.	<p>Examine and repair accessible routes where there are uneven joints and cracks observed in concrete along the accessible route, and where sealant/filler in deep joints is missing. Every joint deeper than ¼” and wider than ½” shall be filled with concrete and crack fillers as required.</p> <p>Every level change along the accessible route greater than ¼” and less than ½” height needs to be beveled (1:2 slope) or repaired using grinding tools and/or levelling compounds.</p> <p>Every level change greater than ½” needs to have a ramped surface (1:12) slope .</p>	Create a maintenance plan for ongoing routine inspections and repairs of all components of the accessible route.	In Progress

Facility/Area	Access Issue	Solution	Comments	Resolution Status
Hunter Park Station			See Attachment 6G for curb ramp locations, images of barriers, recommendations, and ADA requirements.	
87. Pedestrian Crossing 2a-2b	Pedestrian crossing at 2a, 2b has cracks, level changes more than ¼” high, and gaps in excess of ½” wide and ¼” deep	<p>Every joint deeper than ¼” and wider than ½” shall be filled with concrete and crack fillers as required.</p> <p>Every level change along the accessible route greater than ¼” and less than ½” height needs to be beveled (1:2 slope) or repaired using grinding tools and/or levelling compounds.</p> <p>Every level change greater than ½” needs to have a ramped surface (1:12) slope</p>		<p>2A. Complete Pedestrian crossing 2A has been repaired to ADA standards.</p> <div></div> <p>2B. In Progress</p>

Facility/Area	Access Issue	Solution	Comments	Resolution Status
Hunter Park Station			See Attachment 6G for curb ramp locations, images of barriers, recommendations, and ADA requirements.	
88.General Accessible Paths	There are uneven joints and cracks observed in concrete along the accessible route, and sealant/filler in deep joints is missing.	Same as above.	Update the maintenance plan for ongoing routine inspections and repairs of all components of the accessible route.	<div>Complete</div> <div>Accessible paths have been paved and repaired to meet ADA standards.</div> <div></div>
89.Parking aisles	Access aisles at parking stalls have cracks and level changes more than ¼” high and gaps in excess of ½” wide and ¼” deep.	<div>Every joint deeper than ¼” and wider than ½” shall be filled with elastomeric fillers and sealed</div> <div>Every level change along the accessible route greater than ¼” and less than ½” height needs to be beveled (1:2 slope) or repaired using grinding tools, filler and sealer.</div> <div>Every level change greater than ½” needs to have a ramped surface (1:12) slope.</div>		<div>Complete</div> <div>Access aisles and parking stalls have been repaved and recemented.</div> <div></div>

Facility/Area	Access Issue	Solution	Comments	Resolution Status
Moreno Valley/ March Field Station			See Attachment 6H for curb ramp locations, images of barriers, recommendations, and ADA requirements.	
95.Curb ramp 1a, 2a, 3a	Trip hazard due to level change in Detectable Warning Surface tiles and level changes at concrete interface.	Remove and reapply Detectable Warning Surface tiles. Grind down concrete substrate as required.		1a. In Progress  2a. Complete Curb ramp has been repaired to meet ADA standards.  3a. In Progress

Facility/Area	Access Issue	Solution	Target Date	Comments	Resolution Status
South Perris Station				See Attachment 6I for curb ramp locations, images of barriers, recommendations, and ADA requirements.	
100.Pedestrian Entry	There is no sidewalk within the RCTC boundary nor is there a sidewalk provided outside the boundary, for pedestrians to access this station	RCTC to provide sidewalks connecting to the future sidewalks on the public right of way.	See note e)	See Attachment 9, Action Plan for recommendations to ensure pedestrian connection to public right of way roads.	No Action Needed  Item to be addressed when City of Perris constructs sidewalks along case road sometime in the future.
101.Curb ramp 2b	Trip hazard due to level change in Detectable Warning Surface tiles(DWS) and level changes at concrete interface.	Repair and replace DWS tiles to remove level changes. Grind down concrete substrate as required.	See note e)		In Progress