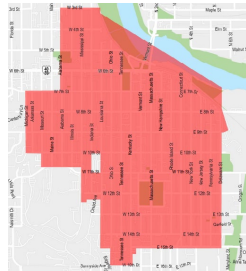
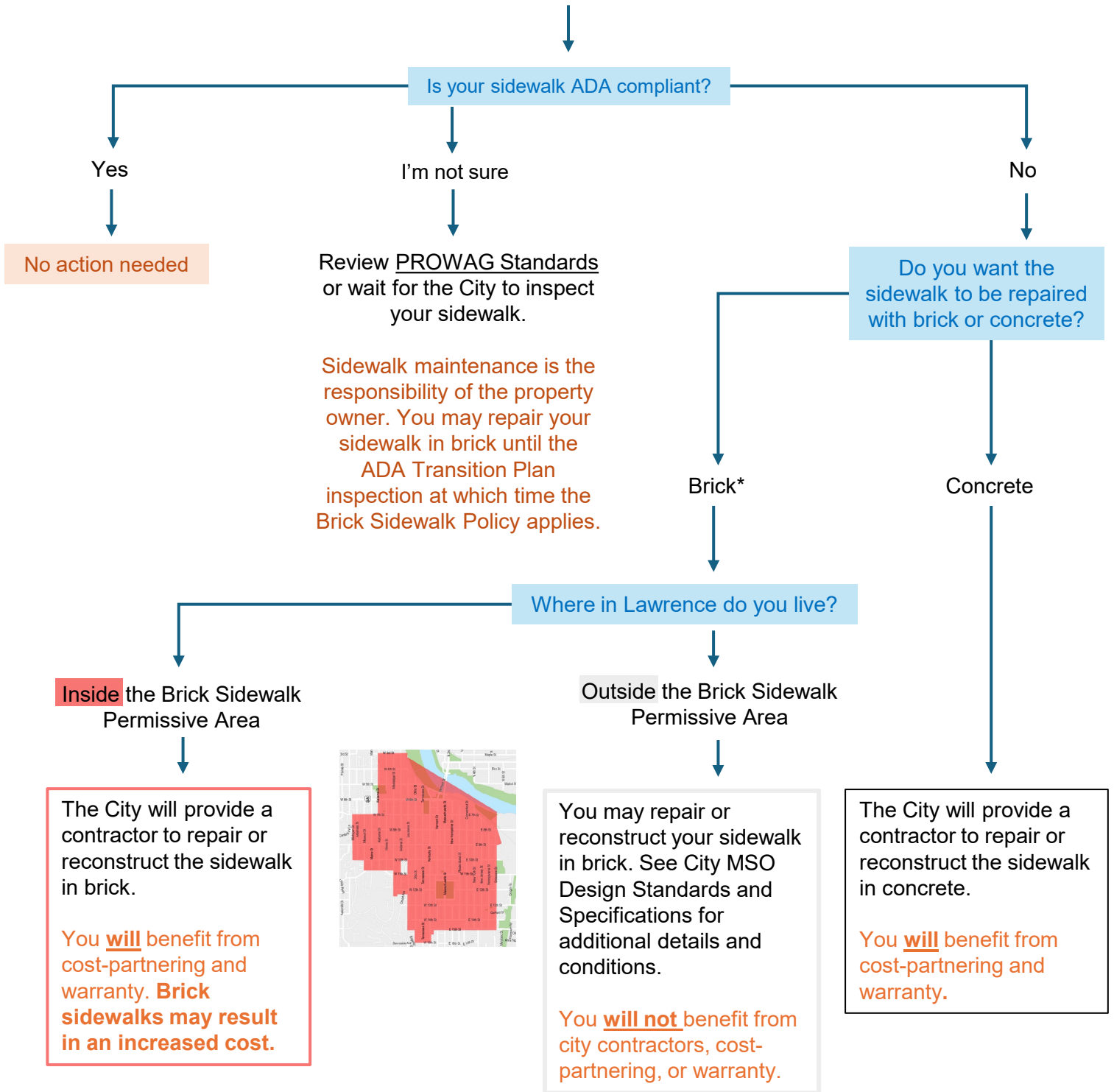


You have a public **brick sidewalk** adjacent to your property and the ADA Transition Plan is going to inspect your area soon

## What are your options?

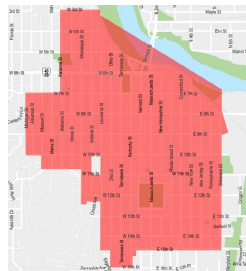
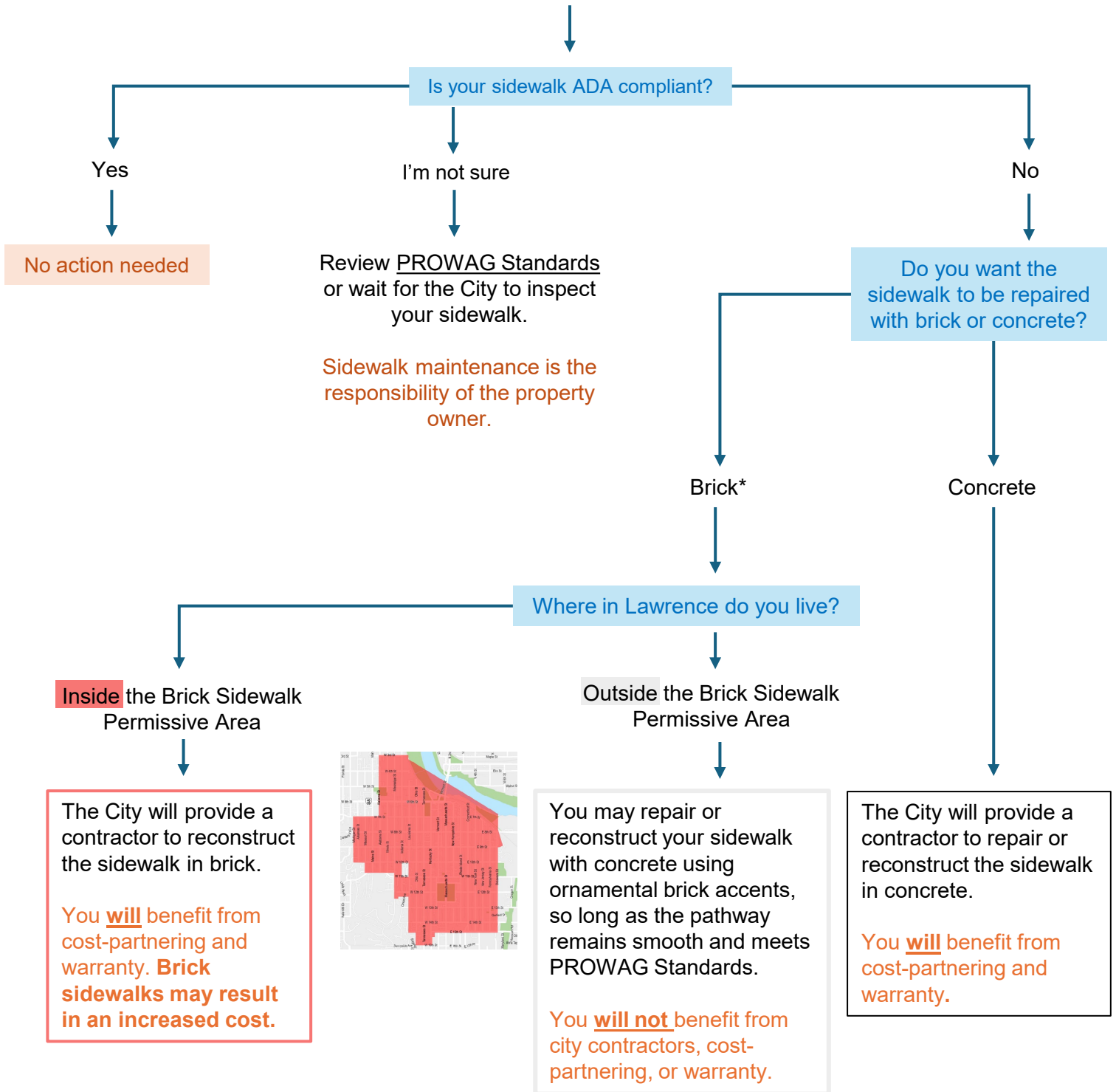


\*Brick sidewalks may not be permitted in all locations depending on specific site conditions, including conflicting utility infrastructure and significant slope. Brick sidewalks must be installed to meet the standards listed in the Brick Streets and Sidewalks Policy and MSO Design Standards and Specifications. There are no public brick sidewalks which are “grandfathered” in, even if located near historic structures.

PROWAG Standards – Public Right-of-Way Accessibility Guidelines, as published, under the Americans with Disabilities Act of 1990, codified as amended at 42 U.S.C. § 12101 et seq., and the Architectural Barriers Act of 1968, codified as amended at 42 U.S.C. § 4151 et seq., by the United States. Access Board (also known as the Architectural and Transportation Barriers Compliance Board) and as adopted by the City.

You have a public **concrete sidewalk** adjacent to your property and the ADA Transition Plan is going to inspect your area soon

## What are your options?

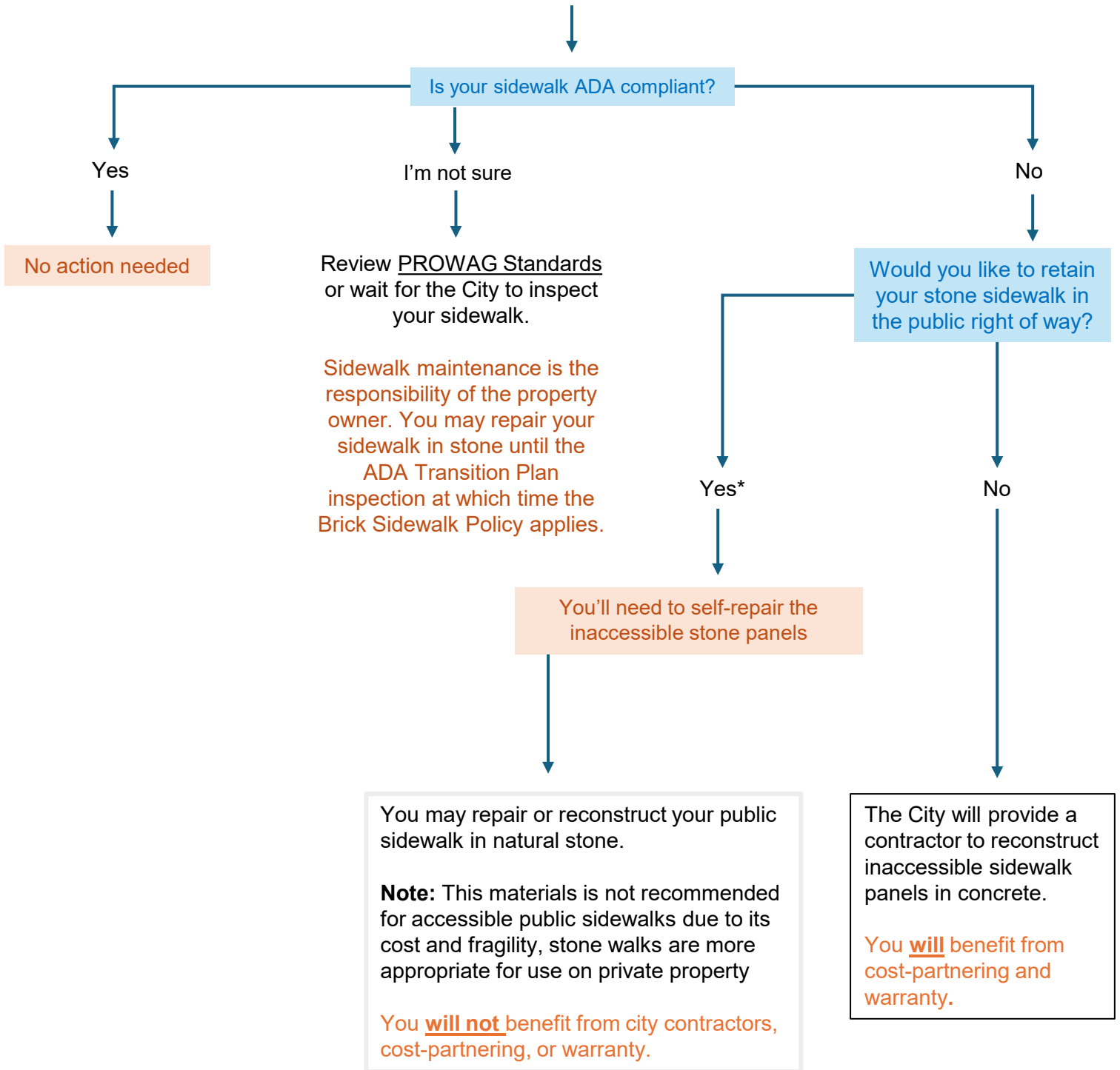


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You have a public **stone sidewalk** adjacent to your property and the ADA Transition Plan is going to inspect your area soon

## What are your options?



\*The City is not responsible for any loss or damage to natural stone pavers located in the right of way. Owners of property adjacent to such natural stone pavers are encouraged to use the historic materials for residential walkways and hardscaping on their respective properties, rather than utilizing natural stone for public sidewalks.

PROWAG Standards – Public Right-of-Way Accessibility Guidelines, as published, under the Americans with Disabilities Act of 1990, codified as amended at 42 U.S.C. § 12101 et seq., and the Architectural Barriers Act of 1968, codified as amended at 42 U.S.C. § 4151 et seq., by the United States Access Board (also known as the Architectural and Transportation Barriers Compliance Board) and as adopted by the City.