



CITY OF BEND

ADA TRANSITION PLAN FOR CURB RAMPS IN PUBLIC RIGHT-OF-WAY *2021 - 2023 UPDATE*



Accommodation Information for People with Disabilities

To obtain this information in an alternate format such as Braille, large print, electronic formats, etc. please contact Cherissa Alldredge at calldredge@bendoregon.gov or (541) 693-2141; Relay Users Dial 7-1-1.

INTRODUCTION

The City of Bend’s original [ADA Transition Plan \(“Plan”\) for Curb Ramps in the Public Right-of-Way](#) published in 2014 explained and documented the significant historic work the City had performed to assess, prioritize, fund, design, and construct accessible and Americans with Disabilities Act (“ADA”) compliant curb ramps in the City’s public right-of-way. Updates to the Plan for the 2016 – 2018, 2017 – 2019, and 2019 – 2021 timeframes [provided information about accessibility progress made following initial Plan development](#). To ensure this work continues, the City is dedicated to continuing to update the Plan at intervals which coincide with the City’s biennial budgeting process.

This 2021 – 2023 Plan update reviews (I) the City’s efforts to develop a sidewalk program, (II) the accessibility activities of the City’s Streets and Operations Divisions, (III) other City Capital Improvement Projects (CIPs), (IV) the City’s curb ramp inventory, and (V) the City’s Barrier Removal Request (BRR) efforts.

While the timeframe for data included in past Plan updates mirrored the City’s biennial budgeting timeline, data included in the 2021 – 2023 update includes an expanded timeframe (through April 15, 2022) due to changes in Accessibility Program staff, as well as administrative challenges presented by the COVID-19 pandemic. Barring unforeseen events, future Plan updates will resume use of the City’s biennial budgeting timeframe for data collection.

I. SIDEWALK MAINTENANCE PROGRAM DEVELOPMENT EFFORTS

All newly constructed sidewalks in the City of Bend must meet ADA requirements. Additionally, all sidewalks must be maintained to ensure accessibility. A variety of stakeholders ranging from City staff and departments to private residents, adjoining businesses and developers/contractors are involved in constructing and maintaining accessible sidewalks in the City of Bend.

Developing a program to maintain accessible sidewalks in the public right-of-way continues to be a high priority for the City. During the 2019 – 2021 biennium, the Bend City Council established a goal which directed staff to begin formulating ideas for a sidewalk plan which shared responsibility between the City and adjacent property owners. In support of this goal, city staff participated in the Bloomberg Philanthropies Innovation Training Program between September 2020 and May 2021 where they used the innovation skills taught to identify possible options for a sidewalk maintenance program. Council established a follow-up goal for the 2021 – 2023 biennium which focused on implementing a sidewalk program to maintain and expand the City’s sidewalk network.

Citizen feedback is also being used to guide sidewalk program development. In 2020, the City of Bend adopted a [Transportation System Plan \(TSP\)](#). The TSP process included extensive citizen involvement and the citywide Transportation Bond Oversight Committee (TBOC), as well as the [City of Bend Accessibility Advisory Committee \(COBAAC\)](#), continue to provide an avenue of involvement for various community members. Community members continue to advocate to have more time and money invested in the City’s transportation system, including pedestrian facilities such as sidewalks.

The adopted TSP includes goals to increase access and connectivity of sidewalks, and to ensure access and equity. One action item to accomplish these goals is identifying, prioritizing, and/or allocating funds for projects and programs to improve safety and accessibility for vulnerable users of the City of Bend transportation system, including people with disabilities. The City has identified completion of various pedestrian programs, such as a Pedestrian Master Plan (PMP) and a pedestrian facility maintenance program, as a near-term priority for funding allocation. Efforts to create a PMP, which will include an inventory of current sidewalk conditions as well as a plan for sidewalk infill and maintenance, started in March 2022. Disability community stakeholders, including COBAAC, will play a central role in identifying and prioritizing high-use pedestrian networks in need of improvement and maintenance. Though a final plan for implementation of the TSP is still in development, implementation of the near-term programs is a top priority of the current City Council.

Efforts to establish a formal sidewalk maintenance program are ongoing and implementation will depend on future council direction, feedback from citizens and advisory committees, final details for roll-out of the TSP, funding availability, and changes to or newly implemented federal, state, and local regulations. Future initiatives related to sidewalks will also consider the current state-led process for Climate Friendly and Equitable Communities Rulemaking, and the requirements related to pedestrian facilities expected to come out of that process.

II. STREETS AND OPERATIONS DIVISIONS ACCESSIBILITY ACTIVITIES

The City of Bend's [Transportation and Mobility Department](#) annually engages in street preservation activities, some of which result in significant alterations that require the City to make noncompliant curb ramps meet ADA requirements, as well as current building and construction code. These preservation activities are essential for increasing the number of compliant curb ramps across the city. The City's Accessibility and Equity Manager works with the Transportation and Mobility Department to determine the number of curb ramps needing alteration based on the proposed street preservation list, such as overlays. The proposed list of streets receiving street preservation activities is subject to change, and thus the number of associated curb ramps that will be improved is also subject to change. Although this Plan update covers the fiscal 2021 – 2023 period, the list of street improvement projects included in Appendix A covers multiple construction seasons because construction seasons (spring to fall, weather dependent) do not directly coincide with the City's fiscal year (July 1 to June 30). Curb ramps associated with street preservation activities are typically altered the year before the scheduled street preservation activity. For example, streets to receive street preservation activities during the 2021 construction season will have some or all of the associated curb ramp alterations completed during construction year 2020. The Transportation and Mobility Department aims to construct or alter approximately 200 curb ramps annually.

III. OTHER CAPITAL IMPROVEMENT PROJECTS (CIPs)

The Transportation and Mobility Department is not the only department with construction projects that involve the public right-of-way. The City's Engineering and Infrastructure Planning Department (EIPD) manages a wide range of capital improvement projects (CIPs) and oversees construction projects impacting the City's right-of-way for various other departments such as the Utility Department, the Growth Management Department, and the Equity Department which houses the city's Accessibility Program. During the 2021 – 2023 biennium, EIPD managed projects will result in the constructing or altering approximately 72,626 linear feet of sidewalk and approximately 395 curb ramps. For a detailed list of these projects, see Appendix B.

IV. CURB RAMP INVENTORY

The number of curb ramps throughout the City is constantly fluctuating as new private development, franchise utility maintenance/improvements, and City improvements occur. The City is proficient at capturing alterations and improvements that affect curb ramps constructed by or on behalf of City projects, but capturing data for curb ramps constructed through private development continues to be a challenge. In some cases, a compliant ramp is constructed but not entered into the City's tracking system because of delayed inspections due to staffing challenges. In other cases, issues with the City's internal documentation process may lead to delays in data entry. For these reasons, it can take as much as six months for privately constructed ramps to be entered into the City's asset management system. The City recently replaced its permitting software in an effort to better track and report curb ramps installed by private development. Although implementation is now complete, there continues to be a backlog of accessible curb ramp data entry due to unanticipated challenges with the full roll-out and adoption. The COVID-19 pandemic and staffing changes have also made it challenging to fully capture curb ramp data. The City is working on strategies that will ensure data reported in the 2023 – 2025 Plan are more comprehensive.

Reporting of curb ramp numbers can also be deceptive and not representative of the actual progress nor indicative of the number of existing ramps. City improvements will often remove one noncompliant ramp and replace it with two compliant ramps (two perpendicular or parallel ramps depending on right-of-way availability). While this process greatly enhances usability and connectivity, it does not significantly change the number of accessible curb ramps. Therefore, the total curb ramp number will increase steadily, but the number of noncompliant curb ramps will not decrease at the same rate. As previously mentioned, the reported number of curb ramps is not reflective of the actual number of existing ramps due to the delay in time between inspection and data entry. Additionally, although the number on non-compliant curb ramps included in the table below indicates an increase since the last Plan update, this is due to a number of newly constructed compliant curb ramps for which final inspection documentation has not been received and/or entered into the new tracking software due to implementation challenges previously mentioned.

Curb Ramp Inventory

	Compliant Curb Ramps	Non-Compliant Curb Ramps	Total Curb Ramps*
As of 2010 Survey	1,250	5,899	7,149
As of April 15, 2022	5,953	4,774	10,727

* The total number of curb ramps within the City will continue to grow as new developments are constructed and as single noncompliant ramps are replaced with two compliant ramps.

2022 – 2023 Planned Accessibility Improvement Numbers

	Approximate Number of Curb Ramps	Approximate Sidewalk Construction (in linear feet)
Streets Division 2022 - 2023 Street Preservation Activities	300	4,000 linear feet
CIP Projects	395	72,626 linear feet
Total	695	78,626 linear feet

If all anticipated construction occurs, a total of 695 ramps and approximately 78,626 linear feet of sidewalk will be added throughout the City. These numbers do not represent private development which also add significant number of curb ramps and linear feet of sidewalk. The below table projects how these improvements will impact the City's curb ramp inventory.

	Compliant Curb Ramps	Non-Compliant Curb Ramps	Total Curb Ramps*
As of April 15, 2022	5,953	4,774	10,727
Proposed work 2022 - 2023	6,648	Unknown**	Unknown**

* The total number of curb ramps within the City of Bend will continue to grow as new developments are constructed.

** It is unclear at this time how many non-compliant curb ramps will be improved through the identified projects, which makes it difficult to project an anticipated total number of curb ramps.

V. BARRIER REMOVAL REQUEST EFFORTS

The City's Accessibility Program oversees the [barrier removal request program](#) which allows individuals with disabilities to make the City aware of existing barriers to travel within the City's right-of-way, such as changes in level, deficient sidewalk conditions, debris or other barriers.

The Accessibility Program is working to address current barrier removal requests, and continues to attempt to resolve requests from 2014 when a local disability advocacy group submitted 147 requests. At that time, the former Council directed staff to look at creating complete accessible corridors. While ideal, using a complete corridor approach does take substantial time and money, hence the slow resolution of these requests submitted in 2014. Of the 147 requests submitted in 2014, currently 105 requests have been closed, and 22 are currently being resolved or are planned to be resolved as part of other projects. Accessibility improvements included in the Division Street Corridor, Drake Pump Station, and Brosterhous Road projects played a significant role in resolving many of the 2014 requests during the 2019 – 2021 biennium. The remaining 10 barrier removal requests for 2014 are related to sidewalk maintenance that would typically be the homeowner's responsibility (depending on the sidewalk maintenance program adopted by the City), and the remainder are open pending funding and/or the ability to incorporate the request(s) into a future project as requested previous complete corridor guidance from City Council. It is important to note that one barrier removal request may require altering anywhere from one to eight curb ramps. Hence, one request does not correlate to altering one feature. If City departments are unable to perform barrier removal request work, significant time and additional costs are required to engage private concrete contractors.

If an individual with a disability experiences a barrier to travel within the City's public right-of-way they are encouraged to file a [barrier removal request](#).

CONCLUSION

The 2021 – 2023 Plan update is subject to change due to funding limitations and other elements that may delay or impact the City's ability to design or construct the projects specified within this Plan.

For more information on the City's efforts to comply with the Americans with Disabilities Act (ADA), please visit the [City's Accessibility/ADA Information website](#).

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APPENDIX A

2022 TO 2023 STREET PRESERVATION PROJECTS

2022 PROJECTS

TREATMENT	STREET	START	STOP
2" G&I	MT WASHINGTON	SUMMIT (EAST)	SUMMIT (WEST)
2" G&I	SHEVLIN PARK	MT WASHINGTON	UGB
4" G&I	PUTNAM	MT WASHINGTON	PRIVATE DR
TREATMENT	STREET	START	STOP
SLURRY	BROOKLYN CT	DANIEL	END OF CUL DE SAC
SLURRY	BROOKLYN PL	DANIEL	NOLAN
SLURRY	NOLAN CT	NOLAN	END OF CUL DE SAC
SLURRY	EVELYN CT	DANIEL	END OF CUL DE SAC
SLURRY	EVELYN PL	EAGLE	DANIEL
SLURRY	FLAGSTONE	EAGLE	SANDALWOOD
SLURRY	CRYSTAL SPRINGS	DANIEL	MAREA
SLURRY	CRYSTAL SPRINGS	EAGLE	NOLAN
SLURRY	MAREA	EAGLE	160' WEST OF SANDALWOOD
SLURRY	FIELDSTONE	FLAGSTONE	END OF CUL DE SAC
SLURRY	DANIEL	BUTLER MKT	110' SOUTH OF MAREA
SLURRY	NOLAN	BUTLER MKT	110' SOUTH OF MAREA
SLURRY	MARY GRACE	BUTLER MKT	END OF CUL DE SAC
SLURRY	SANDALWOOD	BUTLER MKT	SPRINGWATER
SLURRY	JILL	27TH	END OF RD EAST
SLURRY	ALDRICH	27TH	END OF RD EAST
SLURRY	DELMAS	JILL	END OF CUL DE SAC
SLURRY	COHO	JILL	SPRINGWATER
SLURRY	SPRINGCREEK	JILL	SPRINGWATER
SLURRY	SPRINGWATER	DELMAS	SPRINGCREEK
SLURRY	SNOWCAP	KEYTE	END OF CUL DE SAC
SLURRY	TIMBERLINE	KEYTE	END OF CUL DE SAC
SLURRY	KRISTIN	PROMISE	END OF CUL DE SAC
SLURRY	PROMISE	WELLS ACRES	END OF RD SOUTH
SLURRY	PECORARO	WELLS ACRES	WELLS ACRES
SLURRY	JOY	PECORARO	WELLS ACRES
SLURRY	HAWKVIEW	BEALL	WELLS ACRES
SLURRY	GREAT HORNED	HAWKVIEW	YELLOW RIBBON
SLURRY	HOPE	GREAT HORNED	110' WEST OF HAWKVIEW
SLURRY	RAINIER	110' EAST OF G.H.	110' WEST OF HAWKVIEW
SLURRY	BLACK OAK	RAINIER	BEALL
SLURRY	BEALL	WEST END	EAST END

TREATMENT	STREET	START	STOP
SLURRY	LARKVIEW	HAWKVIEW	STARLING
SLURRY	OAKVIEW	HAWKVIEW	LARKVIEW
SLURRY	PUFFIN	HAWKVIEW	LARKVIEW
SLURRY	PELICAN	HAWKVIEW	LARKVIEW
SLURRY	STARLING	HAWKVIEW	EAGLE
SLURRY	EIDER	PELICAN	STARLING
SLURRY	RED OAK	EAGLE	END OF CUL DE SAC
SLURRY	ALEX	YELLOW RIBBON	CONNERS
SLURRY	DOGWOOD	REDBAY	EAGLE
SLURRY	ALTURA	RED OAK	145' SOUTH OF ZOE
SLURRY	ZOE	CURTIS	EAGLE
SLURRY	REDBAY	RED OAK	CONNERS
SLURRY	ANGELA	EAGLE	CURTIS
SLURRY	ALTURA	MONTE VISTA	125' N OF ANGELA
SLURRY	MONTE VISTA	ALTURA	EAGLE
SLURRY	5TH	GLENEDEN	REED MKT
SLURRY	6TH	GLENEDEN	REED MKT
SLURRY	HERALD	GLENEDEN	REED MKT
SLURRY	GLENEDEN	5TH	CENTENNIAL
SLURRY	GLENGARRY	5HT	CENTENNIAL
SLURRY	GLENCOE	5TH	CENTENNIAL
SLURRY	CENTENNIAL	150' N OF GLENEDEN	PIAUTE
SLURRY	CENTENNIAL CT	PIAUTE	CUL DE SAC
SLURRY	PIAUTE	CENTENNIAL	REED MKT

2023 PROJECTS

TREATMENT	STREET	START	STOP
Overlay	OB RILEY	HWY 97	HARDY
2" G&I	15TH	BEAR CREEK	HOLLIS
2" G&I	27TH	NEFF	BUTLER MKT
2" G&I	BUTLER MKT	4TH	8TH
4"G&I	PINEBROOK	BROOKSWOOD	PARKWAY
TREATMENT	STREET	START	STOP
CHIPSEAL	CHANDLER	CENTURY	MT WASHINGTON
CHIPSEAL	YATES	CHANDLER	MT WASHINGTON
CHIPSEAL	NANCY	YATES	CUL DE SAC
CHIPSEAL	POLARSTAR	MT WASHINGTON	END OF RD N
CHIPSEAL	MARKEN PL	POLARSTAR	END OF CUL DE SAC
CHIPSEAL	MARKEN	POLARSTAR	COUSINS
CHIPSEAL	NORDIC	MT WASHINGTON	END OF CUL DE SAC
CHIPSEAL	RAINBOW RIDGE	NORDIC	END OF CUL DE SAC
CHIPSEAL	RAINBOW CT	RAINBOW RIDGE	END OF CUL DE SAC
CHIPSEAL	JEFFERY	RAINBOW RIDGE	END OF RD N

TREATMENT	STREET	START	STOP
CHIPSEAL	ROBERT	MARKEN	END OF CUL DE SAC
CHIPSEAL	TORSWAY	POLARSTAR	END OF CUL DE SAC
CHIPSEAL	SCANDIA	MARKEN	END OF CUL DE SAC
CHIPSEAL	CHARDONNAY	POLARSTAR	SHEVLIN PARK
CHIPSEAL	ALBANY	DAVENPORT	ALLEN
CHIPSEAL	BALTIMORE/ 16TH	GALVESTON	13TH
CHIPSEAL	HARTFORD	HARMON	17TH
CHIPSEAL	DAVENPORT	17TH	12TH
CHIPSEAL	CUMBERLAND	16TH	COLUMBIA
CHIPSEAL	CONGRESS	RIVERSIDE	LOUISIANA
CHIPSEAL	ST HELENS	CONGRESS	BROADWAY
CHIPSEAL	ELGIN	17TH	COLUMBIA
CHIPSEAL	12TH	GALVESTON	ALBANY
CHIPSEAL	13TH	GALVESTON	ALBANY
CHIPSEAL	FEDERAL	GALVESTON	CUMBERLAND
CHIPSEAL	UNION	12TH	NEWPORT
TREATMENT	STREET	START	STOP
SLURRY	DANIEL DUKE	BRINSON	BILYEU
SLURRY	BILYEU	DANIEL DUKE	MARSH ORCHID
SLURRY	MIMOSA	BILYEU	MARSH ORCHID
SLURRY	IMWALLE	BILYEU	CUL DE SAC
SLURRY	BILYEU	BILYEU	CUL DE SAC
SLURRY	BROOKSTONE	EMPIRE	CUL DE SAC
SLURRY	DESERT SAGE	EMPIRE	YEOMAN
SLURRY	BLUE BUSH	BROOKSTONE	CUL DE SAC
SLURRY	KODIAK	BROOKSTONE	CUL DE SAC
SLURRY	LAVA FLOW	BROOKSTONE	DESERT SAGE
SLURRY	ROCK PARK	PURCELL	DESERT SAGE
SLURRY	DAKOTA	END OF RD S	YEOMAN
SLURRY	YEOMAN	PURCELL	END OF RD W
SLURRY	SIERRA	18TH	BOYD ACRES
SLURRY	COMET LN	BLACK POWDER	EASTVIEW
SLURRY	COMET CT	BLACK POWDER	CUL DE SAC
SLURRY	SMOKESTACK	BLACK POWDER	HIGH DESERT
SLURRY	BOULDERFIELD	SIERRA	HIGH DESERT
SLURRY	BLACK POWDER	EMPIRE	COMET LN
SLURRY	HIGH DESERT	EMPIRE	170' N OF COMET
SLURRY	HADLEY	SIERRA	BOULDERFIELD
SLURRY	MERIDIAN	SIERRA	END OF RD S
SLURRY	EASTVIEW	SIERRA	COMET LN
SLURRY	NOVA	EASTVIEW	EASTVIEW
SLURRY	PEALE	150' N OF SIERRA	CUL DE SAC
SLURRY	LOGAN	SIERRA	225' N OF SIERRA
SLURRY	BLANCA	PEALE	BOULDERFIELD
SLURRY	LAYTON	EMPIRE	BOULDERFIELD

TREATMENT	STREET	START	STOP
SLURRY	TURRET	BOULDERFIELD	CUL DE SAC
SLURRY	PIKES	SIERRA	CUL DE SAC
SLURRY	BOYD CT	BOYD ACRES	CUL DE SAC
SLURRY	PLATEAU	EMPIRE	CUL DE SAC
SLURRY	MARBLE MOUNTAIN	BROSTERHOUS	COUGAR PEAK
SLURRY	RUBY PEAK	MARBLE MOUNTAIN	COUGAR PEAK
SLURRY	COUGAR PEAK	RUBY PEAK	PELICAN BUTTE
SLURRY	ECHO LAKE	COUGAR PEAK	CUL DE SAC
SLURRY	PELICAN BUTTE	RUBY PEAK	COUGAR PEAK
SLURRY	LIGHT PEAK	RUBY PEAK	CUL DE SAC
SLURRY	CRANE PEAK	RUBY PEAK	CUL DE SAC
SLURRY	SWEET PEA	MEADOW SWEET	END OF RD N
SLURRY	SWEET FERN	SWEET PEA	END OF RD E
SLURRY	MEADOW SWEET	SWEET FERN	110' W OF SWEET PEA
SLURRY	SWITCHGRASS	SWEET PEA	110' W OF SWEET PEA
SLURRY	BLUE STEM	SWEET PEA	110' W OF SWEET PEA
SLURRY	CLOVER CREST	SWEET PEA	CUL DE SAC
SLURRY	ORCHARD GRASS	BROSTERHOUS	SWEET PEA
SLURRY	AMERICAN LP	AMERICAN	AMERICAN
SLURRY	CARMEN	AMERICAN	AMERICAN
SLURRY	HELEN	15TH	LINCOLN
SLURRY	HOLIS	15TH	LINCOLN
SLURRY	SHEA	110' W. OF LINCOLN	CULDESAC
SLURRY	LINCOLN	SHEA	100' N OF HELEN
SLURRY	TERRACE	MCCLELLAN	CRYSTAL CREEK
SLURRY	CRYSTAL CREEK	END OF RD E.0	CULDESAC
SLURRY	MILCREST	SUNNY BREEZE	CULDESAC
SLURRY	SUNNY BREEZE	MCCLELLAN	END OF RD S.
SLURRY	SUNNY WAY	SUNNY BREEZE	END OF RD E.
SLURRY	SHEVLIN HIXON	COLUMBIA	SHEVLIN HIXON
SLURRY	BRADBURY	SIMPSON	SHEVLIN HIXON
SLURRY	ALLEN	COMMERCE	BRADBURY
SLURRY	CROWELL	SHEVLIN HIXON	BRADBURY
SLURRY	RIDGE ROCK	MEHAMA	CULDESAC
SLURRY	MEHAMA	END OF RD N.	SHEVLIN BLUFFS
SLURRY	MEHAMA CT	SHEVLIN BLUFFS	CULDESAC
SLURRY	SHEVLIN BLUFFS	SHEVLIN PARK	END OF RD E.
SLURRY	MARY ROSE	WATT	DONEGONE
SLURRY	DONEGONE	WATT	PAULA
SLURRY	RAMBLING	WATT	DONEGONE

APPENDIX B

CAPITAL IMPROVEMENT PROJECTS

EIPD Project Name	Anticipated Construction Year	Approximate Number of Curb Ramps	Approximate Sidewalk Construction (Linear Feet)
1AADA Accessibility Opportunity Projects	2022	4	479
1ABRI Brosterhous Road Accessibility Improvements	2020-2022	6	2,359
1ADIV NE Division Street Corridor	2020-2021	38	900
1ARWI River West Accessibility Improvements	2023	40	1,500
1BCTL Cooley Rd. / Talus Rd. Improvements	2022-2023	15	3,800
1GLRS Local Residential Street Safety	2022	7	225
1GWAC Wilson Avenue Corridor	2022-2023	52	16,500
1RNPR Newport Corridor Improvements	2021-2022	112	21,705
1SAMM SW Sewer Basin Improvements	2021-2022	1	0
1SDWS Desert Woods Sewer Main	2021	3	201
1SPSD Pump Station Decommissions	2021	18	1,711
1TBMW Butler Mkt/Wells Acres	2023	8	520
1TCSI Citywide Safety Improvements	2022	5	150
1TCSR Columbia Roundabout Improvements	2021	16	1,420
1TEC5 Purcell Butler Market	2021	8	1,400
1TEC6 Purcell Blvd Modernization	2021	12	2,200
1TMC2 Murphy Brosterhous to 15th	2021	0	4,300
1TMC6 Murphy Corridor Improvements Parrell to Brosterhous	2021	20	4,537
1TMC1 Murphy Railway Overcrossing	2021	0	333
1TNPS Neff & Purcell Intersection (Intersection)	2023	12	4,423
1TNPS Neff & Purcell Intersection (Purcell Extension)	2022	14	3,633
7N20T2 Neighborhood Street Safety Program 2020-2021	2021	4	330
Totals	Span of Years 2020 - 2023	395	72,626