



CITY OF TEMPE

ADA SELF-EVALUATION & TRANSITION PLAN

2016

cole[®]

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CIVIL ENGINEERING / SURVEYING / PLANNING / LANDSCAPE ARCHITECTURE / ADA TRANSITION PLANNING



Cole Design Group, Inc. and Accessology Too, LLC performed the ADA Self-Evaluation, on behalf of the City of Tempe. The consultants and the City contributed to the content of the ADA Self-Evaluation & Transition Plan. Cole was responsible for the design and drafting of the formal report.



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1. Executive Summary

The City of Tempe ADA Self-evaluation and Transition Plan has been developed so the City can identify and work toward removing obstacles that limit access by people with disabilities to its programs, activities and services as required by the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act. These regulations require the following:

- An inventory of barriers, or a self-evaluation
- A schedule for removing the barriers
- A description of the methods to be used to remove the barriers
- Public involvement
- Identification of the ADA Coordinator and the official responsible for implementation of the Plan
- Complaint and grievance policy

The City of Tempe has chosen to use a three phase approach to accomplish the self-evaluation, schedule development, and method of barrier removal. The first phase is covered in this report and includes the evaluation, prioritization and cost estimating for the public right-of-way, ten parks, several parking lots and on-street parking in the downtown area. Phases II and III findings and action steps will amend to this Plan. Phase II will include the majority of the remaining right-of-way, parks and the emergency management program and Phase III will finish the public right-of-ways and the parks, and cover on-line communication access and buildings that are open to the public. The methods and schedule of improvements will be updated with each phase to address citizen concerns and to ensure a smart approach to improve accessibility throughout the City.

The ADA Self Evaluation and Transition Plan process and planning was led by a multi-disciplined consultant with national expertise in ADA compliance review, ADA Self Evaluation and Transition planning, design and construction for public agencies. The consultants worked in concert with the city to customize the approach in data collection, prioritization, cost estimating, implementation and long-term data management to improve accessibility over time. The public right-of-way data was collected using GIS and innovative technology to quickly and thoroughly evaluate barriers to access for sidewalks, curb ramps, pedestrian signals and transit stops. Parking was evaluated for the required quantity and technical specifications and the features evaluated in parks included playground elements, picnic tables and grills and accessible routes. The data was collected and analyzed for violations under the required standards and recommend guidelines. A severity ranking was established based on the level of non-compliance and the impact of the barriers on the traveling public.

Knowing what the challenges are and where they located is only part of the information needed to have a plan. The City of Tempe in conjunction with the Mayor's Commission on Disability Concerns established a public outreach strategy to ensure members of the community, especially those with disabilities, had an opportunity to be involved in the decision making. Through a series of information sessions, the City received input about the locations that are frequently visited and allowed the public to assist in developing the weight assigned to these locations. An activity score was established based on local feedback. These priorities along with the severity rankings were combined to develop a final impedance score that was used to identify areas of high, medium and low priority. With this knowledge, the City can better plan to address areas with the most egregious problems balanced with the areas of highest use and importance.

Below is a chart that summarizes the facilities evaluated during the first phase of the self-evaluation and the level of non-compliance that was measured. Also included is a planning level cost estimate to remove the barriers and bring the facilities into compliance with current standards, guidelines and best practices.

Facility Type	Quantity Evaluated	Quantity Non-compliant	Total Cost for all Barriers
Sidewalks (miles)	38	10.7	\$9,068,630
Curb Ramps	664	498	\$894,400
Pedestrian Signals	88	60	\$181,950
Bus Stops and benches	131	49	\$130,150
On-street Parking	500	11 of 27 missing	\$227,100
Parking Lot Areas	5	5	\$98,200
Parks	10	10	\$1,158,700
Total Cost			\$11,759,130

It is the intent of the City to address barriers to accessibility by 2030, contingent upon City Council approval, depending on the immediate necessity, degree of complexity, and overall cost. Please see pages 43-46 for the City's implementation plan to improve accessibility.

The City of Tempe reserves the right to modify barrier removal priorities to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, changes in City programs, on-going evaluations, funding constraints and funding opportunities.

Another important element of a Transition Plan is knowing who to contact if a person is having trouble with accessing City amenities. The City of Tempe ADA Compliance Specialist is responsible for ensuring that Tempe programs, services, and activities are accessible to and usable by individuals with disabilities. The ADA Notice and Grievance Procedure is included in the report and may also be found on-line at www.tempe.gov/ADA.



2. Introduction

This report summarizes the City of Tempe's ADA Self Evaluation and Transition Plan completed in accordance with the Americans with Disabilities Act (ADA). It includes Tempe's:

- ADA Coordinator contact information;
- Standards and process to evaluate accessibility and non-discrimination efforts;
- Responsible parties to address accessibility and discrimination complaints;
- Prioritization methods;
- Public involvement activities;
- Inventory of barriers to services including intersections, sidewalks, signals, linkages to transit, transit stops, parks, multi-use trails, buildings, parking;
- Recommendations to improve accessibility;
- Transition plan detailing the cost and timeframe to implement recommendations.

Tempe is conducting this ADA Self-evaluation and Transition Plan in three phases. This report details the first phase. Subsequent phases will be amendments to this report. Tempe's ADA Transition Plan affirms the city's ongoing commitment to remove barriers by 2030, pending City Council approval, and provide inclusive access to Tempe's citizenry in its policies, programs, services, communications, parks, and facilities.

Background

The Americans with Disabilities Act (ADA) became effective in 1991. It is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and places that are open to the public. The purpose of the law is to make sure that people with disabilities have the same rights and opportunities as everyone else.

City of Tempe’s Public Works Director and the ADA Compliance Specialist ensure non-discrimination and Transition Plan implementation per: ADA; AzADA, Section 504 of the Rehabilitation Act, Title VI and other laws and ordinances.

The ADA requires Tempe to appoint an official “ADA Coordinator” to address grievances, inquiries, and oversee implementation of actions and best practices needed to prohibit discrimination as identified in various regulations issued by the U.S. Department of Justice, the U.S. Department of Transportation, the State of Arizona, and other entities. Tempe’s ADA Compliance efforts are housed in the Tempe Office of Strategic Management and Diversity.¹

Efforts to eliminate discrimination and an ADA Transition Plan are required by the U.S. Department of Justice, the Arizonans with Disabilities Act (AzADA), Section 504 of the Rehabilitation Act of 1973 (504), Title VI of The Civil Rights Act of 1964 (Title VI) and other regulations. The ADA clarifies the requirements of Section 504 of the Rehabilitation Act of 1973 for public transportation systems that receive federal financial assistance, and extends coverage to entities that provide public transportation.

Requesting auxiliary aids, disability accommodations, or modification of policy in city programs is obtained by asking the supervisory staff responsible for the service. Concerns, questions, suggestions, or complaints may be reported to the ADA Compliance Specialist.

ADA regulations and corresponding guidelines are the standard by which accessibility and non-discrimination is measured in Tempe. These laws have been codified in Tempe’s Building Code which incorporates the 2012 International Building Code, Section 1101, as amended to reflect these ordinances.² The ADA, Title II, prohibits discrimination against qualified individuals with disabilities in all programs, activities, and services in all state and local government. The ADA Compliance Specialist is responsible for resolving ADA and Section 504 concerns and complaints.

¹ **ADA Coordinator:** City of Tempe, Office of Strategic Management and Diversity, ADA Compliance Specialist Michele Stokes, 31 E. 5th Street, 2nd Floor, Tempe, Arizona 85281 / Michele_Stokes@Tempe.gov / 480-350-2704 Voice / Relay Users: 711.

² **Tempe Building Code Amendment:** 2012 International Building Code Sec. 1101. Section 1101.2. Design. Buildings and facilities shall be designed and constructed to be accessible in accordance with this code, ICC A117.1, and Arizona Revised Statutes, Title 41, Chapter 9, Article 8, Public Accommodation and Services, The Arizonans with Disabilities Act, R 10-3-401 through R 10-3-404, which includes 28 CFR Part 35 and 28 CFR 36 and the ADA 2010 Standards for Accessible Design. Where provisions may conflict between the different codes, the provision that provides the greatest degree of accessibility shall be used for any given building, facility, or element.

To determine required actions, time table, and resources for barrier removal per the 2010 ADA, Tempe chartered a 3-year self-evaluation to develop its ADA Transition plan.

Since the signing of the Americans with Disabilities Act over 25 years ago, significant changes and legal refinements have been made to the ADA requirements. A significant change is the adoption of the 2010 ADA Standards of Accessible Design (2010 ADA), which became effective on March 15, 2012. The 2010 ADA includes new standards for jails, court facilities, recreational facilities, including golf courses, swimming pools, play areas and more. Other standards used in determining accessibility for sidewalks, crosswalks and more, include the proposed 2011 Public Right of Way Accessibility Guidelines (PROWAG).

In 2016, Tempe identified performance measures in its City Council Strategic Priorities to support decision-making incorporating access and inclusion for people with disabilities.

As accepted by the Tempe City Council, this document serves as the City's ADA Self-Evaluation and Transition Plan report. The Transition plan will guide the implementation of program, policy, and facility modifications. This ADA Transition Plan fulfills Tempe City Council Strategic Priority #3, Item 14.³

³ **Tempe City Council Strategic Priorities** are still undergoing refinement. The latest version is in the appendix.

2.1 Federal Accessibility Requirements

A Self-Evaluation and Transition Plan of scheduled changes is required by the following:

Section 504 of the Rehabilitation Act of 1973 (Section 504)

This regulation applies to organizations receiving federal funds. Programs and services are to be available, without discrimination, to people with disabilities. Various other federal and state entities require the plan as a condition of receiving federal funds, including the U.S. Department of Transportation.

The Americans with Disabilities Act (ADA) The ADA became law on July 26, 1990. The ADA covers a public entity's employment, programs, activities, services, communications, and facilities. The ADA adopted the prohibitions of discrimination established under Section 504. Updates to the ADA include the ADA Amendments Act of 2008 (ADAAA) and the 2010 ADA Standards for Accessible Design (2010 ADA). Compliance with these updates have been included in the Self-evaluation process.



2.2 Tempe ADA Self-Evaluation and Transition Plan Requirements

The City of Tempe is committed to inclusion, non-discrimination, barrier removal and access.

ADA requirements for Tempe:

- Evaluate programs, services, activities, communication and right-of ways per the ADA;
- Identify physical and other barriers that may limit access to programs and services;
- Propose potential compliance solutions;
- Determine estimated cost and the responsible party to implement solutions;
- Develop a time schedule for implementation.

Additionally, the ADA requires Tempe to:

- Designate an ADA Coordinator responsible for overseeing compliance;
- Develop an ADA complaint procedure⁴ ;
- Maintain the Self-Evaluation and Transition Plan for public inspection for three years.

⁴Tempe's ADA Complaint Procedure is detailed in Chapter 6.

2.3 Discrimination and Accessibility

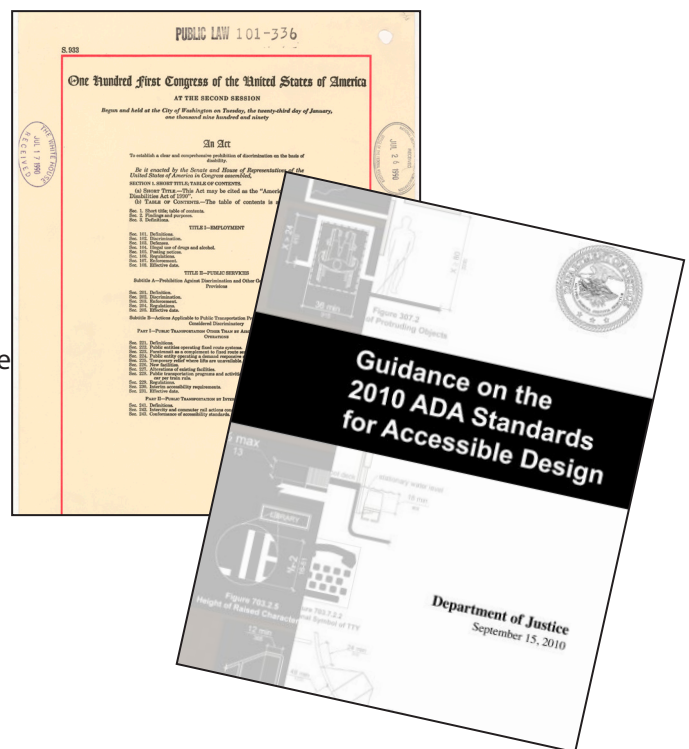
Title II of the ADA and its related federal EEOC, DOJ and DOT regulations link the concepts of discrimination and access which includes: physical access and program access.

Physical access requires a facility be free of barriers preventing participation. Barriers are any obstacles that prevents or restricts access to or use of a facility, right-of-way, or park amenity as identified in ADA Title II, Section 35.149⁵

Program access is defined by ADA Title II, Section 35.150(a)⁶. It may include physical accessibility, but also covers policies, practices, communications, and procedures. Program access requires that individuals with disabilities be provided an equally effective opportunity to participate in or benefit from programs and services. Program access may be achieved by either structural or non-structural methods. Non-structural methods include acquisition or redesign of equipment, assignment of auxiliary aids and assistance, or provision of services at alternate sites. In general, both may be utilized to ensure program access, but there are some exceptions where existing facilities are involved. ADA Title II, Section 35.150:

1. Does not require Tempe to make each existing facility accessible
2. Does not require anything that impacts the historic significance of historic property; or
3. Require Tempe to fundamentally alter services, programs, or activities
4. Create hazardous conditions
5. Require Tempe to incur undue financial and administrative burden.

Program access includes advertisement, orientation, eligibility, participation, testing or evaluation, physical access, provision of auxiliary aids, transportation, policies, and communication. When Tempe chooses a method of providing program access, priority is to be given to those that offer the most integrated setting appropriate to provide equality of opportunity.⁷



⁵ **ADA Title II Section 35.149** provides that “Except as otherwise provided in § 35.150, no qualified individual with a disability shall, because a public entity’s facilities are inaccessible or unusable by individuals with disabilities, be excluded from participation in, or be denied the benefits of the services, programs, or activities of a public entity, or be subject to discrimination by any public entity.”

⁶ **ADA Title II, Section 35.150(a)** provides: A public entity shall operate each service, program, or activity so that the service, program, or activity, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities.

⁷ **Equality of opportunity:** while the City’s effort to provide equality of opportunity are strong, they may not always guarantee equality of results.

2.4 Undue Burden

While it is rare that Tempe may not be able to provide program access, there are some instances where it is permissible under the ADA. Access to each service, program, or activity is to be “viewed in its entirety.” Program access does not require each facility be made physically accessible, in all instances. However, physical accessibility is a requirement for new facilities intended to provide City programs. The City is not required to incur undue financial or administrative burden.⁸

The decision that compliance would result in an undue burden must be made by the head of the public entity or his/her designee. Representing the City of Tempe, the City manager or his designee has the authority to identify an undue burden. The decision is to be accompanied by a written statement of reasons for reaching that conclusion.

⁸ **Undue Burden:** The determination that an undue burden would result from actions must be based on an evaluation of all resources available for use in the matter. Tempe must then consider options for providing access that program that do not incur undue burden. The determination of “Undue Burden” may not be a permanent determination and should be continuously reviewed.



3. City of Tempe's Self-Evaluation Scope

3.1 Entire Scope of the Self-Evaluation over three phases

Tempe determined that all public city facilities should be evaluated. The self-evaluation was divided into the three geographic regions and include applicable:

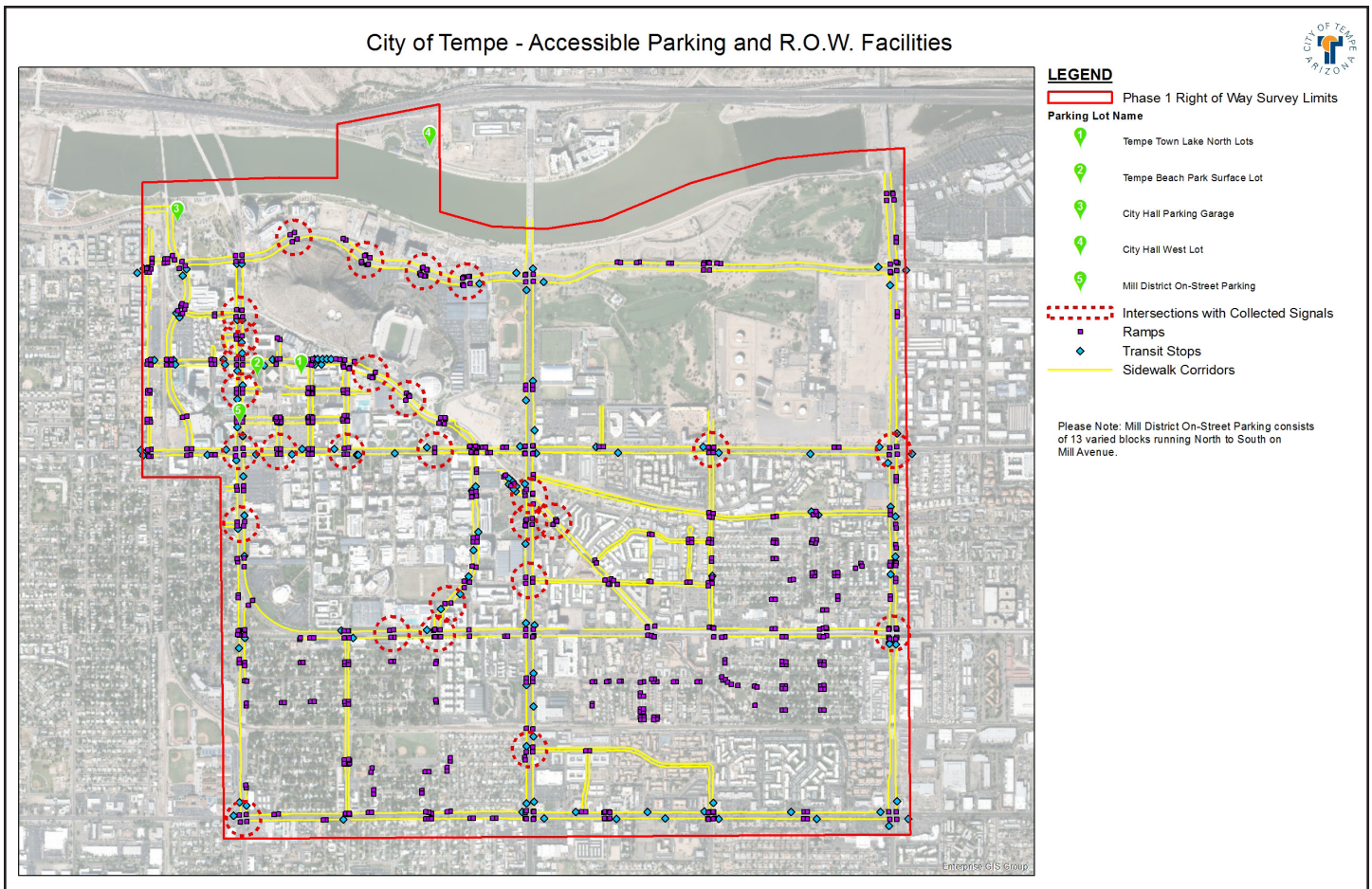
- **Pedestrian Access/Public Rights-of-Way:** review of sidewalks, ramps, signals, transit stops and amenities in arterial and collector streets
- **Parking:** on-street parking, parking lots and parking garages owned by the City
- **Parks:** neighborhood parks, trails, sport, and recreation areas
- **Facilities:** public city facilities where programs, services or activities are provided.
- **Emergency Management Program:** Plan, shelter access, and accommodations
- **Other:** on-line information and services accommodations

Phase I of the self-evaluation included pedestrian access in the public rights-of-way, ten parks and on-street metered parking in the downtown Tempe area.

Phase II will include the bulk of Tempe rights-of-ways, parks, and Tempe's emergency management program.

Phase III will include the remaining rights-of-ways, parks, multi-use trails, on-line information access, park restrooms and sports facilities, and buildings which are open to the public.

The following boundary map reflects the locations for Phase I that were evaluated.



The following sections provide a listing of locations evaluated, reflected within the boundary map above.

3.1.1 Pedestrian Access/Public Rights of Way

Major Corridors included:

- Apache Blvd.
- Ash Ave.
- Broadway Rd.
- College Ave.
- McClintock Dr.
- Mill Ave.
- Rio Salado Pkwy.
- Rural Rd.
- University Dr.

Features Evaluated within the Corridors:

- Sidewalk
- Curb Ramps
- Signalized Intersections – Accessible Pedestrian Signals (APS)
- Transit Stops
- Shade and other amenities

3.1.2 Parking

Public Parking Area Locations:

1. City Hall Parking Garage
2. City Hall West Lot
3. Tempe Beach Park surface lot
4. Tempe Town Lake North (E & W) Lots
5. Downtown on-street metered parking

Features Evaluated within Parking Areas:

- Slope
- Parking Stall Size & Aisle Widths
- Loading areas
- Signage
- Number of Accessible Spaces
- Accessible Routes

3.1.3 Neighborhood Parks

Park Locations:

1. Corbell Park
2. Ehrhardt Park
3. Dwight Park
4. Selleh Park
5. Svob Park
6. Scudder Park
7. Benedict Field
8. Tempe Sports Complex
9. Pagago (NWC and SWC)
10. Tempe Town Lake Park (north side only)

Features Evaluated within Parks:

- On-Street Parking
- Picnic Tables & Grills
- Routes to Park Amenities
- Playground Elements



3.2 Public Outreach

A thorough public outreach strategy was developed by staff in conjunction with the Mayor's Commission on Disability Concerns (CDC) and various city departments, to ensure that members of the community with disabilities would have an opportunity to be informed and provide feedback to the City of Tempe. The outreach strategy included:

- **Tempe Advisory Boards and Commissions Presentations:**
 - Parks, Recreation, Golf, and Double Butte Cemetery Advisory Board
 - Transportation Commission
 - Mayor's Commission on Disability Concerns
- **Public Comment Open House:** two presentations held on May 2, 2016, with full accommodations available including ASL Interpreting, Communication Access Realtime Translation (CART), Listening System, Large Print and Easy English materials and assistance upon request.⁹
- **Disability Organization Presentations:** presentations to recipients of several disability organizations such as the Deaf and Hard of Hearing Communities (Apache ASL Trails Community meeting), Senior Communities, (two Tempe Senior Centers) and the Blind and Low Vision Communities (SAAVI). Several attempts were made to present at agencies serving individuals with intellectual disabilities but no meetings were scheduled.
- **Electronic Publicity** of the three-week long opportunity to comment via email distribution of different disability organizations, email-blasts, social media postings, newsletter articles and direct invitations.¹⁰

Public Comment Open House meetings were held on May 2, 2016 in the Tempe Public Library, in the morning and in the evening. Tempe staff and consultants presented preliminary results and information from the Self-Evaluation. Public participation was inclusive and attendees were asked to provide prioritization of areas that need attention and to complete a survey.

Public Comment Outreach presentations were held on various dates from May through June 2016. Formats and content of the Self-Evaluation and Transition Plan were discussed. Tempe staff and consultants presented information from the Self-Evaluation. Public participation was inclusive and attendees were asked to provide prioritization of areas that need attention.

Electronic publicity of the community survey was made available online to gain valuable feedback from the disability community and citizenry at large who could not attend, as well. Comments provided insights on the priority order of access of individual amenities (parks) and rights-of-ways.

⁹ Large print and Easy English versions are in the appendix. Easy English is a version written to accommodate individuals who have limitations in reading comprehension.

¹⁰ Online efforts and comments are viewable at www.tempe.gov/ADA and at <http://www.tempe.gov/home/showdocument?id=42635>



4. Self-Evaluation - Approach

A comprehensive inventory of barriers in the downtown Tempe area was conducted. The following describes the approach.

4.1 Evaluation Standards Utilized

In the Self Evaluation process included field data collection to determine compliance with:

1. 2010 ADA Standards for Accessible Design (2010 ADA)¹¹
2. U.S. Department of Transportation Regulations for transit and sidewalks (DOT)¹²
3. Section 504 of the Rehabilitation Act (504)¹³
4. Federal Highway Administrations Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)¹⁴
5. Proposed Public Rights-of-Way Accessibility Guidelines, 2011 (PROWAG)¹⁵

These documents are used to define the methods used to make facilities accessible.

¹¹ ADA, Title II, State and Local Government Services - 28 CFR Part 35

¹² U.S. Department of Transportation Regulations - 49 CFR Parts 27, 37, and 39

¹³ Section 504 of the Rehabilitation Act – 28 CFR 41

¹⁴ Federal Highway Administration - 23 CFR, Part 655, Subpart F

¹⁵ PROWAG is considered a best practice until it is adopted into law

4.2 Evaluating Methodology

Public Right-of-Way Survey:

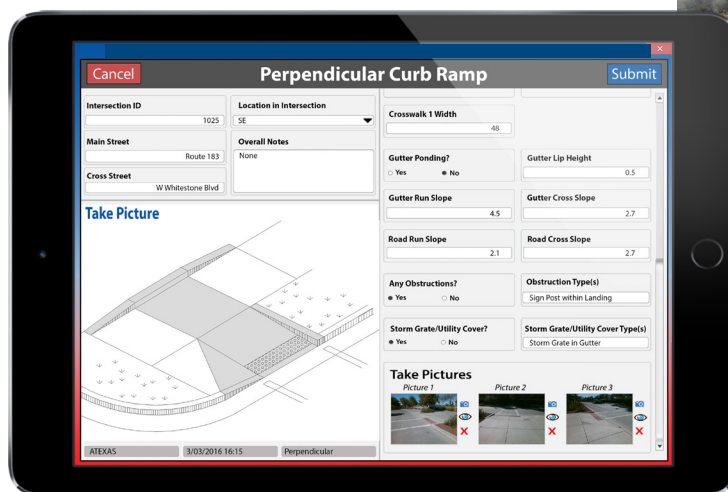
The consultant team created and utilized a geodatabase using an ESRI ArcGIS system. The customized fields for the Geodatabase include location, direction, size, features and obstruction size. Data structure was pre-programmed for curb ramps, pedestrian signals, bus stops and shade at bus stops. Data was then logged into the project database and processed with a customized data validation tool.

For the sidewalk inventory, an ULIP – ADA was used. The ULIP-ADA, (Ultra-Light Inertial Profiler) is unique, proven proprietary technology to document barriers and prioritize improvements. The technology was originally developed through a pilot program with the Federal Highway Administration (FHWA) and was cited a “Best Practice” approach. The use of the ULIP-ADA allowed the City a cost-effective means to measure sidewalk cross slope, running slope (grade), gaps and bumps, and to provide ArcInfo compatible data for easy integration into Tempe’s GIS mapping system and asset management programs.

Parking & Neighborhood Parks Survey:

The consultant team conducted surveys of City parking and neighborhood park facilities using survey data collection tools that facilitate the identification and analysis for program access. The data is logged, analyzed, and provided in site reports and compliance reports. All facilities are labeled with a GIS spatial point within the GIS database.

All data is integrated into detailed compliance reports, corridor reports and summary tables which allow for micro and macro analysis for proper planning and decision making.



¹⁶ The ULIP-ADA was listed as a best practice by the Texas Transportation Institute, and in ADA Compliance at Transportation Agencies: A Review of Practices (NCHRP 20-07 Task 249), a National Cooperative Highway Research Program study.

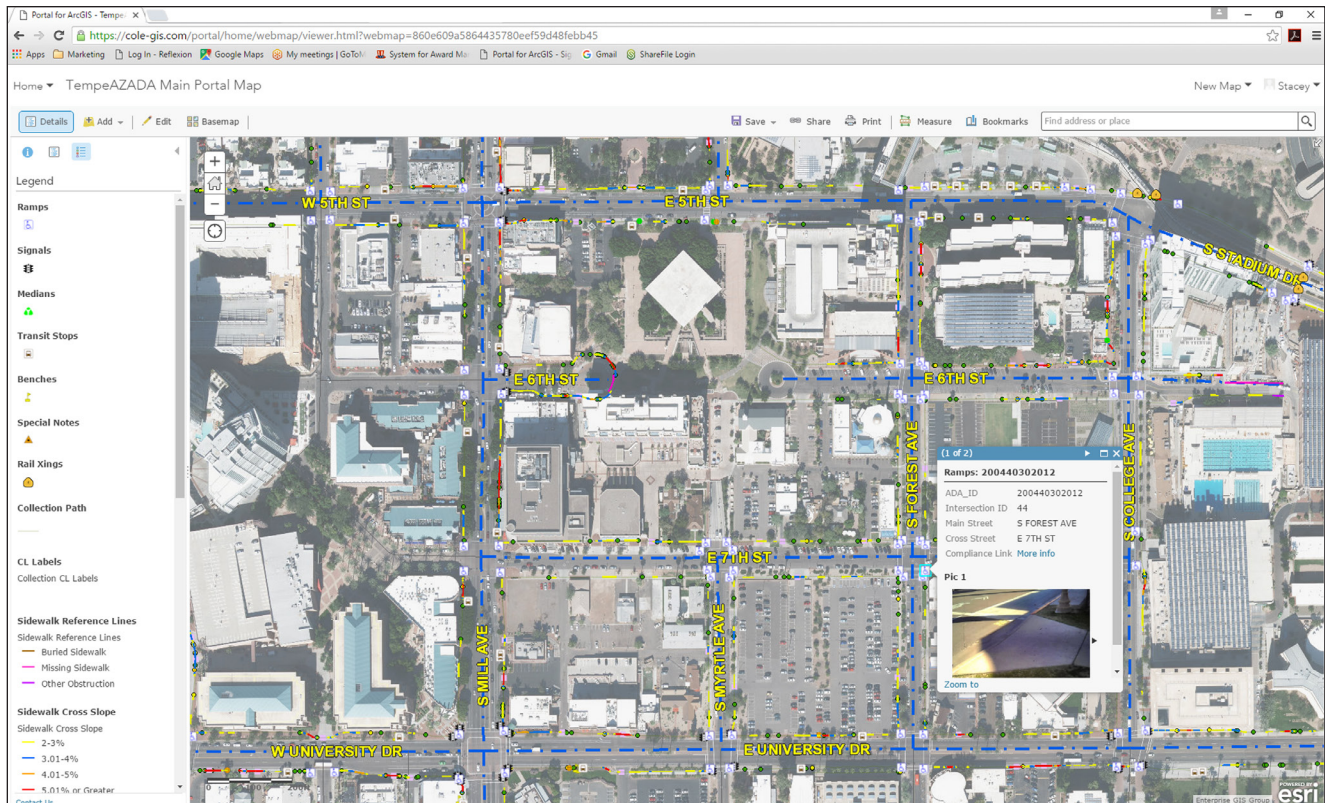
4.3 Cost Estimating & GIS Integration

The team created survey and cost reports for each facility type, i.e. right of way, parks, parking lots, etc. Then surveyed the compliance status of each location to identify the:

- List of locations that do not comply with current standards
- Recommended actions per location to resolve non-compliance
- Prioritized recommendations for removing barriers using criteria from the consultant team and Tempe staff, taking in consideration public comments
- A cost report that assigns conceptual budget estimates
- Photo log or Video log summary for each location

Data is integrated to into Tempe’s GIS and asset management software to allow tracking and resolution of locations that are out of compliance.

Web Portal Viewer



4.4 Prioritization Factors

Facilities, Parks, Parking, and Pedestrian Access to the Public Rights-of-Way

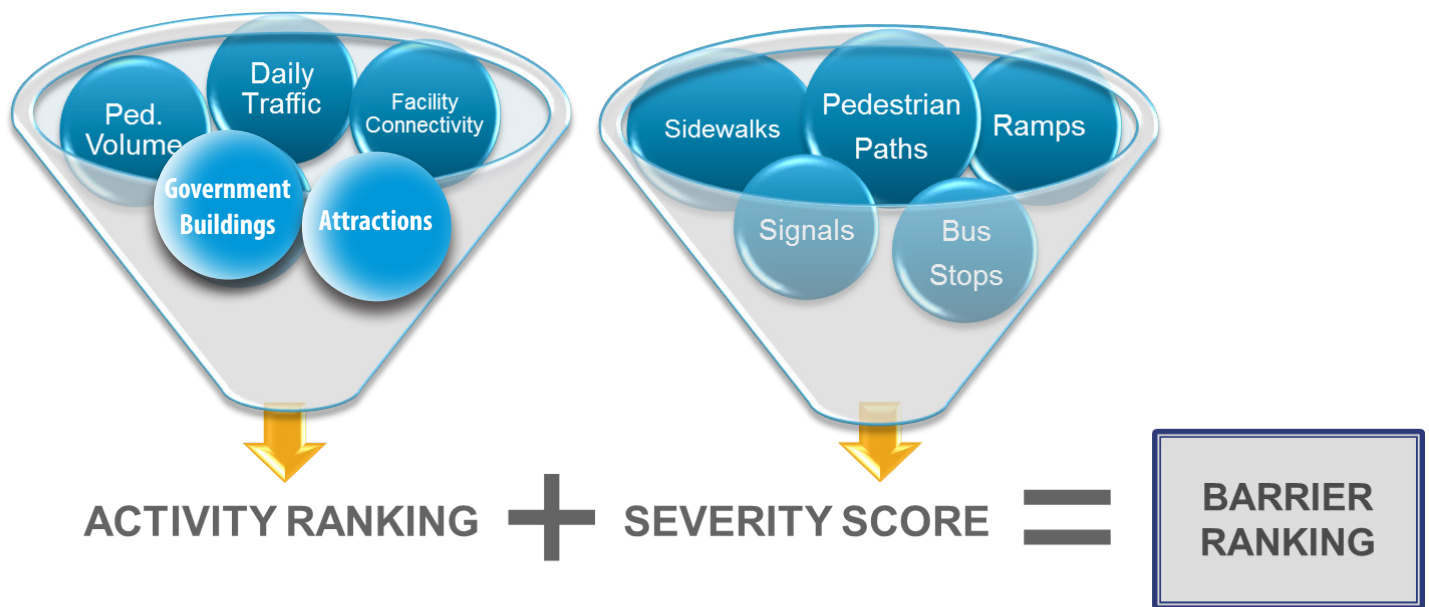
- Priorities for removing barriers are indicated as: “High, Medium, or Low.”
- Ranking of the following criteria is completed before a final priority is determined:

Program Availability: The number of programs available at a location and those unique to a location, such as a recreation program, indicate its importance to the community.

Level of Use: Facilities used more frequently were given a higher activity rank.

Severity: Ranking of “High, Medium, or Low” degrees of non-compliance, safety, and usability, such as:

1. Steepness of curb ramps
2. Lack of curb ramp
3. Sidewalk with excessive cross slope
4. Missing Detectable Warning Systems
5. Obstructions & protrusions
6. Insufficient space for boarding at bus stops
7. Parking spaces with no accessible route
8. Missing portions of sidewalks and paths



Activity Factors: Activity scores include the likelihood of usage based on:

1. Government offices and facilities
2. Transportation corridors, including pathways leading to schools
3. Transit stops
4. Proximity to parks and recreation facilities
5. Commercial and business zones
6. Retail businesses
7. Arizona State University campus
8. Housing locations with a known concentration of persons with disabilities and elders

Geographic Distribution: Distribution of key facilities throughout the City ensuring maximum access and dispersal of amenities.

Public Outreach: Information from individuals with disabilities and their communities were incorporated in prioritizing locations needing attention first.

This same process will be used for all three phases of the Transition and the following priorities are assigned based on the barrier criteria identified:

Priority	Criteria
1 (high)	<ul style="list-style-type: none"> • Dangerously steep slopes • Protruding objects • Obvious safety liabilities • Locations where complaints have been filed
2 (high)	<ul style="list-style-type: none"> • New construction built out of compliance • Older construction severely out of compliance • Alterations that failed to bring required elements into compliance • Narrow doors (less than 32" clear width) • Items severely out of compliance
3 (high)	<ul style="list-style-type: none"> • No accessible parking • No accessible route from parking to building entrances • No accessible route to adjacent sidewalk system, when provided • Severely non-compliant parking (bad slopes, gravel surface, etc.) • Maneuvering clearance – Main door has less than 18" on the pull side • Maneuvering clearance – Area in front of the door slopes over 4%
4 (high)	<ul style="list-style-type: none"> • No accessible route to covered areas inside buildings on site (no elevator to upper areas, steps only, narrow doors, etc.) • No accessible counter heights (reception counters, utilities counters, etc.) • No access to public areas (coffee bars, break rooms, conference rooms, smoking areas etc.) • No access to City Council chambers, court rooms or other legally required amenities • Surface gaps or grate openings over ½" wide • Obstructed clear floor spaces for required elements • No grab bars provided • Interior doors over 20 lbs in weight • Lavatory height above 35.5" or has less than 14" center line space • No knee clearance under the lavatory • Accessible parking is not on the shortest accessible route to the building entrance • Non-compliant parking, requiring a structural solution • Protrusion into the path of travel that is over 9" and below 70" • No accessible toilets • Seating provided, but none accessible • No accessible showers/benches/changing areas • Ground/floor slopes more than 4% in any direction • Stall door is directly in front of the water closet • No ambulatory stall is provided • Transaction counters 38" or above • Urinal above 20" to the rim • Audible alarm system with no visual alarms • No accessible route to park amenities • No access to amenities/pool

5 (medium)	<ul style="list-style-type: none"> • Non-compliant parking (non- structural solution) • Non-compliant public access spaces (coffee bars, break rooms, conference rooms, smoking areas etc.) • Non-compliant interior door clearances (16" to 17 7/8" on pull side) • Non-compliant restroom amenities (water closet, urinal, lavatory) • Non-compliant door hardware • Area in front of doors slopes between 2.1% and 3.9% in any direction • Lavatory/sink pipes bare, lavatory sink is 34.1" to 35.5" , Lav center line is 14" to 14.9" • No accessible bench in a locker room • Non-compliant playground surfacing • Non-compliant playground equipment • Non-compliant route to amenities • Flush control is on the wrong side
6 (medium)	<ul style="list-style-type: none"> • Non-compliant showers/changing areas • Non-compliant dug-outs at ball fields • Non-compliant dispensers (above 54" paper towel, coat hook, etc) • Accessible stall door is not self-closing • Vision panel is 46" or above • Accessible toilet stall does not have handles on both sides • Non-compliant grab bars • Non-compliant showers/benches/changing areas • Non-compliant signage • No accessible cabinets • No accessible drinking fountains
7 (medium)	<ul style="list-style-type: none"> • Accessible route - moderate issues (level changes easily fixed) • Baby changing table over 36" • Accessible seating not integrated or mounted on a slope • Non-compliant pay phone • Not enough accessible cabinets
8 (medium)	<ul style="list-style-type: none"> • Non-compliant drinking fountains • Grab bars mounted above 37" • Height protrusion into a path of travel 6.1" -9" and/or 70.1" -80" • Water closet seat at or above 20"
9 (low)	<ul style="list-style-type: none"> • Non-compliant parking (striping, signage) • Non-compliant dispensers (48" -54" Paper towel, coat hook, etc)
10 (low)	<ul style="list-style-type: none"> • Minor level changes, gaps or cracks in accessible route • Vision panel is 1/2" to 3" too high • Knee clearance off less than 1" • Urinal mounted over 17" but less than 18" • No visual strobe provided in employee area • Water closet seat mounted over 19" less than 20"
11 (low)	<ul style="list-style-type: none"> • Coat hook is not in accessible stall, but is in other stalls • Up to 37" , or 1" over compliance • Protrusion into path of travel 4.1" -6"
12 (low)	<ul style="list-style-type: none"> • Covered under 'safe harbor' but not compliant with old standards • Within a reasonable tolerance, but not compliant



5. Summary of Findings & Recommendations

Tempe's Phase I area represents high pedestrian and community use areas. The project scope covered the downtown area major street corridors, accessible metered parking and ten parks distributed throughout the city, as shown in the exhibit.

Findings and recommendations for city facilities evaluated are summarized below. For detailed compliance report information, please see www.Tempe.gov/ADA or contact the ADA Compliance Specialist.

5.1 Pedestrian Access/PROWAG

Newly constructed sidewalks generally comply with PROWAG or the 2010 ADA. Those constructed prior to the 2010 ADA are more likely to have minor access issues. City of Tempe Construction Standard Details are compliant in designs that increase access.

Sidewalk Corridors:

Sidewalks that have access issues tend to be constructed prior to the ADA. A total of 38 miles of sidewalk corridors were evaluated in Phase I for running and cross slopes, obstructions, joint heaving, joint gaps and driveway crossings and obstructions.

Survey results show that the 10.7 miles of the sidewalks have a compliance issue related to the current PROWAG Guidelines. Some common issues observed included:

- **Sidewalk Cross Slopes:** 10.6 miles of sidewalk have cross slopes that exceed the 2% maximum, with most of the cross slope violations slightly above the 2% maximum.
- **Driveway crossings:** 455 driveways have cross slopes that exceed the 2% maximum without a bypass or apron at the back of the driveway. Most driveways with cross slope issues predate ADA guidelines. Newer driveways are compliant.



Figure 1: Accessible path behind driveway

Curb Ramps:

There were 664 curb ramps evaluated. Ramps are classified as: “none” (meaning there was a sidewalk, but no ramp); or as one of several ramp types (perpendicular, parallel, combination, blended transition, or diagonal). At each location, the field technicians noted running slope, cross slope, flares, land area slopes, detectable warning, and the transition from ramp to pavement. Overall, 75% of the curb ramps were non-compliant or missing.

There were 123 diagonal curb ramps surveyed. PROWAG Guidelines recommend the removal and replacement of diagonal ramps and the Access Board does not recommend diagonal curb ramps for new construction.

Curb Ramp Type	Total	Percentage
Perpendicular	392	59%
Parallel	52	7.8%
Directional	39	5.9%
Diagonal	123	18.5%
Blended Transition	13	2.0%
No Ramp	45	6.8%
Total	664	100%



Figure 2: Compliant Perpendicular Ramp

A high percentage of new curb ramps complied with PROWAG. However, common curb ramp issues included:

- Non-compliant/ missing landings or detectable warnings (truncated domes).
- No Ramps: locations where a curb ramp is warranted but none are present.



Figure 3: Install Detectable Warning System

Signalized Intersections:

There were 88 locations evaluated in Phase I, which included 28 accessible pedestrian signalized intersections and 60 signalized intersections. These included 75 individual pedestrian street crossings. At each location, pedestrian street crossing controls were noted. Surveyors determine if they were Accessible Pedestrian Signals (APS). Signal installations were compared to PROWAG and MUTCD standards (Sections 4e.08 through 4e.13). Observation showed that many had:

- Excessive slope (> 2%) of the clear space at pedestrian pushbuttons
- Push button locations fell outside MUTCD limits at curbs and crosswalk locations.



Figure 4: Pedestrian Push Button

Transit Stops:

A total of 131 transit stops were evaluated in Phase I. Elements evaluated included access to the transit stop, landing and boarding areas, clear floor space adjacent to seating, and signage. Compliance was found at 63% of the transit stops. The assessment also included the presence of shade, not an ADA requirement, due to summer heat concerns raised by residents. Full or partial shade occurred at 77% of the transit stops. The remaining 23% had no shade.

Observation showed that many:

- Bus stop landings next to curbs were too small or had cross slope compliance issues.
- Clear floor space area adjacent to seats was not available or was insufficient.



Figure 5: Compliant Transit Stop

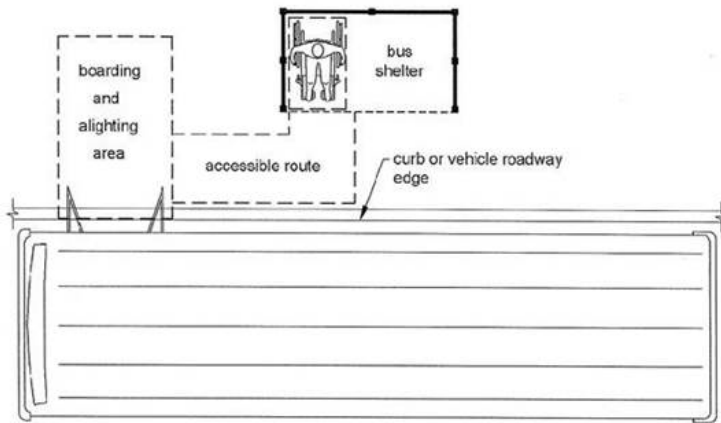


Figure 6: Transit Stop Diagram



Figure 7: Expand Bus Pad Landing

5.2 Parking

Four city parking garages/lots, along with 500 metered on-street parking spaces from E. Rio Salado Parkway to the north, E. University Drive to the south, S. College Avenue to the east and S. Ash Avenue to the west were evaluated per PROWAG. PROWAG considers accessible parking based on the number of pay parking spaces per block perimeter. There are 27 accessible parking spaces required. Only 16 are currently provided. Non-compliance was found concerning slopes, access aisles, sign height, and number of spaces:

Individual Parking Concerns:

- Accessible parking spaces provided at W. 3rd Street and at W. 4th Street are served by curb ramps that project into the accessible parking access aisle, which is not permitted.
- Accessible parking spaces along E. 7th Street have slopes within the parking spaces and aisle slope exceeding 2%. The slopes range from 2.9% to 6.0%. Slopes within the accessible parking spaces and access aisles are required to be no more than 2% in all directions for the full length and width of the space.
- Accessible parking spaces at W. 4th Street have a 4.9% slope within the parking spaces and aisles where 1:48 maximum is required.
- Accessible parking signs at spaces on E. 6th Street are too low. The signs are currently installed at approximately 36" above the ground surface, where 60" is required.

City Hall Garage

The accessible parking is in substantial compliance except that it is recommend that one accessible parking space be relocated to the "hotel van only" parking space, as it's the shortest route to the hotel, if there is no precluding contractual obligation.



Figure 8: "Hotel Van Only" is a closer space to the hotel entrance

City Hall West

The accessible parking in this lot is not compliant due to obstructed parking signs and excessive slopes within the parking spaces and aisles.



Figure 9: City Hall West - Curb Ramp within access aisle

Tempe Beach Parking

This parking lot lacks one accessible parking space based on the total number of parking spaces provided. The accessible parking signs are too low at 43" and a non-compliant slope exists in the van accessible parking space. The overhang of vehicles parked at the sidewalk obstructed the clear width of the sidewalk. Wheel stops are recommended. The sidewalk connection to the van accessible parking space has a change in level greater than 1/2".



Figure 10: Change in level at access point

Tempe Town Lake North (East – lower parking area)

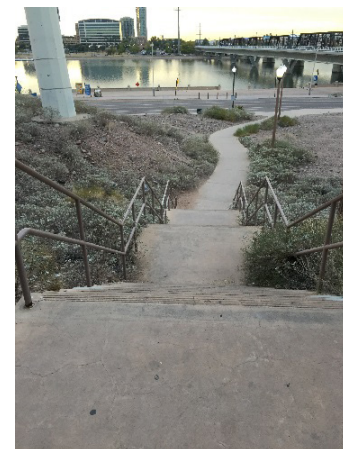
The accessible parking spaces are in substantial compliance; however, the connection between the asphalt parking surface and the sidewalk at the head of the spaces include a level change greater than 1/2". Sand continually covers the sidewalk at the head of the spaces, creating a loose surface. The sidewalk is required to be maintained in an accessible condition. Stairs are provided from N. Mill Avenue providing access to the lower level. No accessible pedestrian route is provided from N. Mill Avenue. An accessible route is required in the same general location as the typical circulation route. Disabled pedestrians traveling north along N. Mill Avenue have no access to the lake edge.



Figure 11: Parking signs are too low

Tempe Town Lake North (West – upper parking area)

There are not enough accessible parking spaces in this parking area. Signs indicate that there is no accessible route to the lake edge from this level. However, there are stairs that provide direct pedestrian access to the lake edge. An accessible route is required in the same general location as the typical circulation route. No accessible route is provided from the sidewalk on southbound N. Mill Avenue to the lake edge. Pedestrians without disabilities can use the stairs to get down to the lake edge and pedestrians with disabilities traveling south along N. Mill Avenue have no access the lake edge.



**Figure 12: Tempe Town Lake (West)
No accessible route to lake edge**

5.3 Neighborhood Parks

Parks

City parks evaluated were: Benedict (has parking lot), Corbell, Dwight, Ehrhardt, Papago (has parking lot), Selleh, Scudder, Svob and Tempe Sports Complex (has parking lot).

General issues included some parks with no accessible on-street parking; no accessible picnic tables/grilles and no accessible routes to the park amenities (playgrounds, picnic areas, basketball courts, ball fields, soccer fields, etc.).

Only one playground, at Papago Park, included accessible playground elements, although the playground was not in full compliance. The remaining eight parks included playground equipment and playground surfaces that are not in compliance.



Figure 13: Corbell Park - Playground equipment & surfaces not accessible



Figure 14: Corbell Park - No accessible route to amenities



Figure 16: Dwight Park - No accessible route to amenities

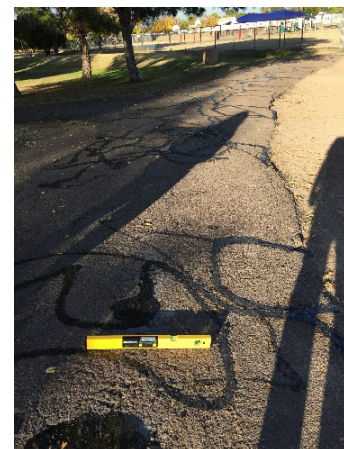


Figure 15: Selleh Park - Has existing non-compliant routes



6. Transition Plan Details

Detailed reports provide the barriers and barrier removal options. These reports will guide Tempe's planning for barrier removal based on the priorities utilizing numerous strategies. Not all barriers must be removed to provide program access. The highest priority is to remove those barriers that limit access to city programs or present safety concerns. Barrier priorities and ranking information is presented in Section 3. Due to the volume of individual reports, this ADA Transition Plan Report summarizes the findings and addresses the City's action plan to remove barriers over time. Please contact the ADA Compliance Specialist for access to detailed information.

6.1 City Official Responsible

The ADA Compliance Specialist is responsible for ensuring that Tempe programs, services, and activities are accessible to and usable by individuals with disabilities.

The City's ADA Coordinator is:

Michele Stokes, ADA Compliance Specialist
 Office of Strategic Management and Diversity
 City of Tempe
 31 East Fifth Street, 2nd Floor
 Tempe, Arizona 85281
 Phone: 480-350-2704
 Fax: 480-350-2907
 Relay Service Users: 711
 e-mail: Michele_Stokes@tempe.gov

For questions regarding the ADA Transition Plan, or to request an ADA accommodation or file an ADA complaint, please contact the ADA Compliance Specialist or see www.tempe.gov/ADA.

6.2 Transportation Alternatives Program (TAP)

The City will take full advantage of various funding opportunities that may come available for ROW accessibility improvements. This may include funds from the following:

- NHS - National Highway System
- TIGER - Transportation Investment Generating Economic Recovery Discretionary Grants
- TIFIA - Transportation Infrastructure Finance & Innovation Act
- FTA - Federal Transit Capital, Urban & Rural Funds
- ATI - Associated Transit Improvement
- CMAQ - Congestion Mitigation/Air Quality Program
- HSIP - Highway Safety Improvement Program
- NHPP - National Highway Performance Program
- SRBG - Surface Transportation Block Grant Program

ACTION DRIVERS	
Request Driven	The City will consider and respond to all accessibility improvement requests. All requests, deemed reasonable, will be scheduled for completion based on a priority list, as funding allows. All requests are communicated to ADA Coordinator for tracking purposes.
Tempe ADA Liaisons	Non-Compliant ADA facilities are identified, scheduled and replaced yearly by the City's ADA Liaisons. Priority will be given to City offices and facilities, Downtown Chandler, transportation facilities, places of public accommodation, and employers.
Alteration Project Driven	Mill and Overlay Program: Non-compliant facilities are reconstructed to meet ADA per City policy.
	Capital Improvement Projects: Non-compliant facilities are reconstructed to meet ADA per City policy.
	Private Development Projects: Non-compliant facilities are reconstructed to meet ADA per City policy.
Inventory and Tracking	The City will maintain an inventory of known moderate to high, non-compliant facilities in the PROW: Curb Ramps, Sidewalks, Signalized Intersections, Transit Stops and On-Street Parking.
Yearly Overview (or as needed)	ADA CIP Committee to review and identify any ADA improvements necessary not covered by the above.

- TA - Transportation Alternatives Set-Aside
- RTP - Recreational Trails Program
- RHC - Railway-Highway Crossing Program
- SRTS - Safe Routes to School
- PLAN - Statewide Planning & Research or/ Metropolitan Planning Funds
- NHTSA 402/405 - State & Community / National Priority Safety Programs
- FLTP - Federal Lands & Tribal Transportation Programs

Please see the table below for examples of how these sources may be utilized.

The City may explore partnerships to fund accessibility utilizing state and federal grants. Allocation of annual departmental budgets, maintenance funds, special taxing districts, already scheduled/funded Capital Improvement Plan (CIP) projects, bond funds, and Community Development Block Grant (CDBG) funds may be other sources for projects as well as private funds from foundations, private development, and private individuals. Additional funding information may be found at FHWA's web page: [Pedestrian and Bicycle Funding Opportunities](#)

Pedestrian Program Funding Opportunities

PEDESTRIAN FACILITIES								
Federal Funding Sources	Curb Ramps	Signals	Sidewalk	Crosswalks	Trails	Bus Stops	Safety	Training
NHS	•	•	•	•	•			•
TIGER	•	•	•	•	•	•		
TIFIA	•	•	•	•	•	•		
FTA	•	•	•	•		•		
ATI	•	•	•	•		•		
CMAQ	•	•	•	•	•	•		•
HSIP	•	•	•	•	•			•
NHPP	•	•	•	•	•	•		
STBG	•	•	•	•	•	•	•	•
TA	•	•	•	•	•	•	•	•
RTP	•		•	•	•			•
SRTS	•	•	•	•	•		•	•
PLAN							•	•
NHTSA 402/405							•	•
FLTP	•	•	•	•	•	•		

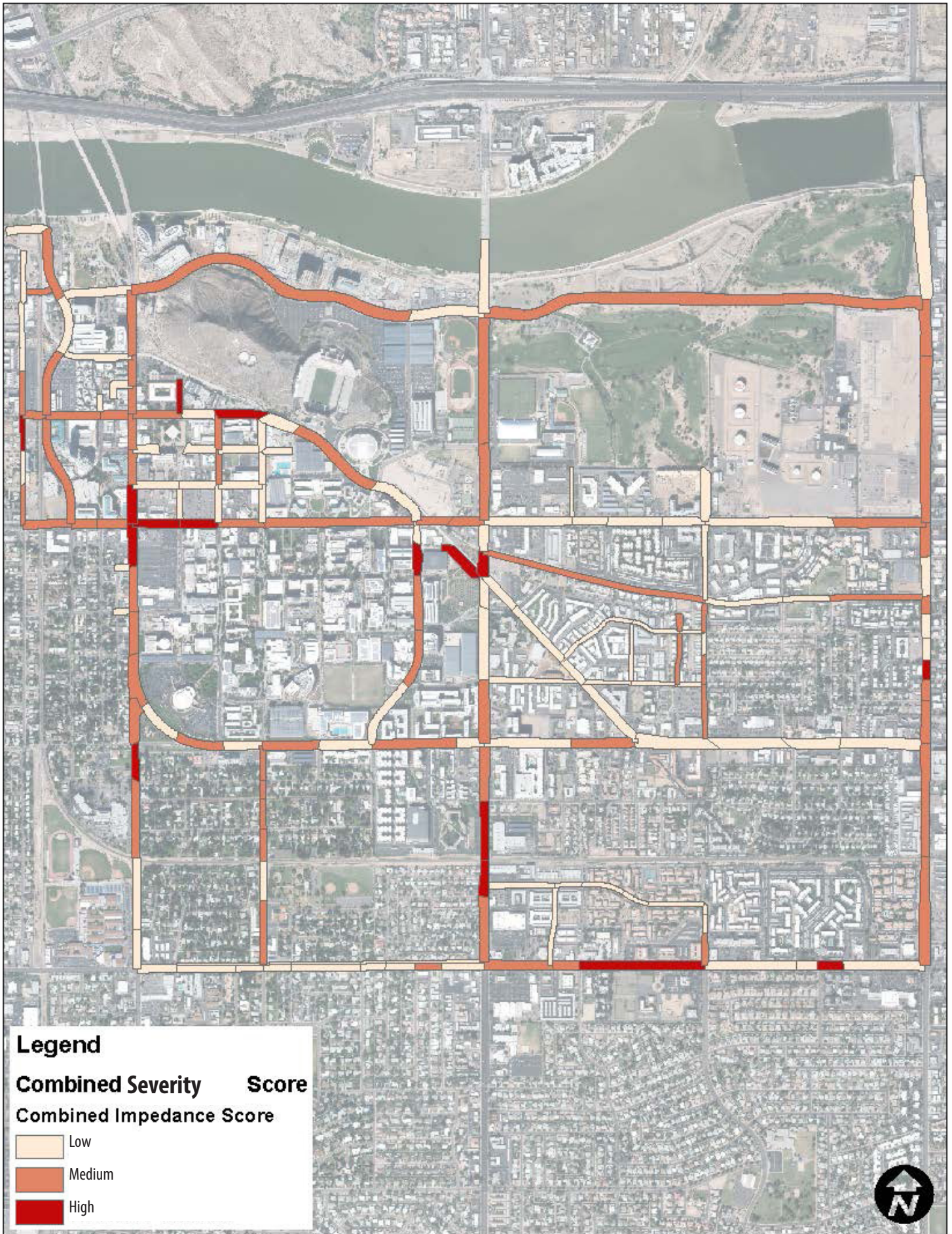
6.3 Prioritized Recommendations for Barrier Removal

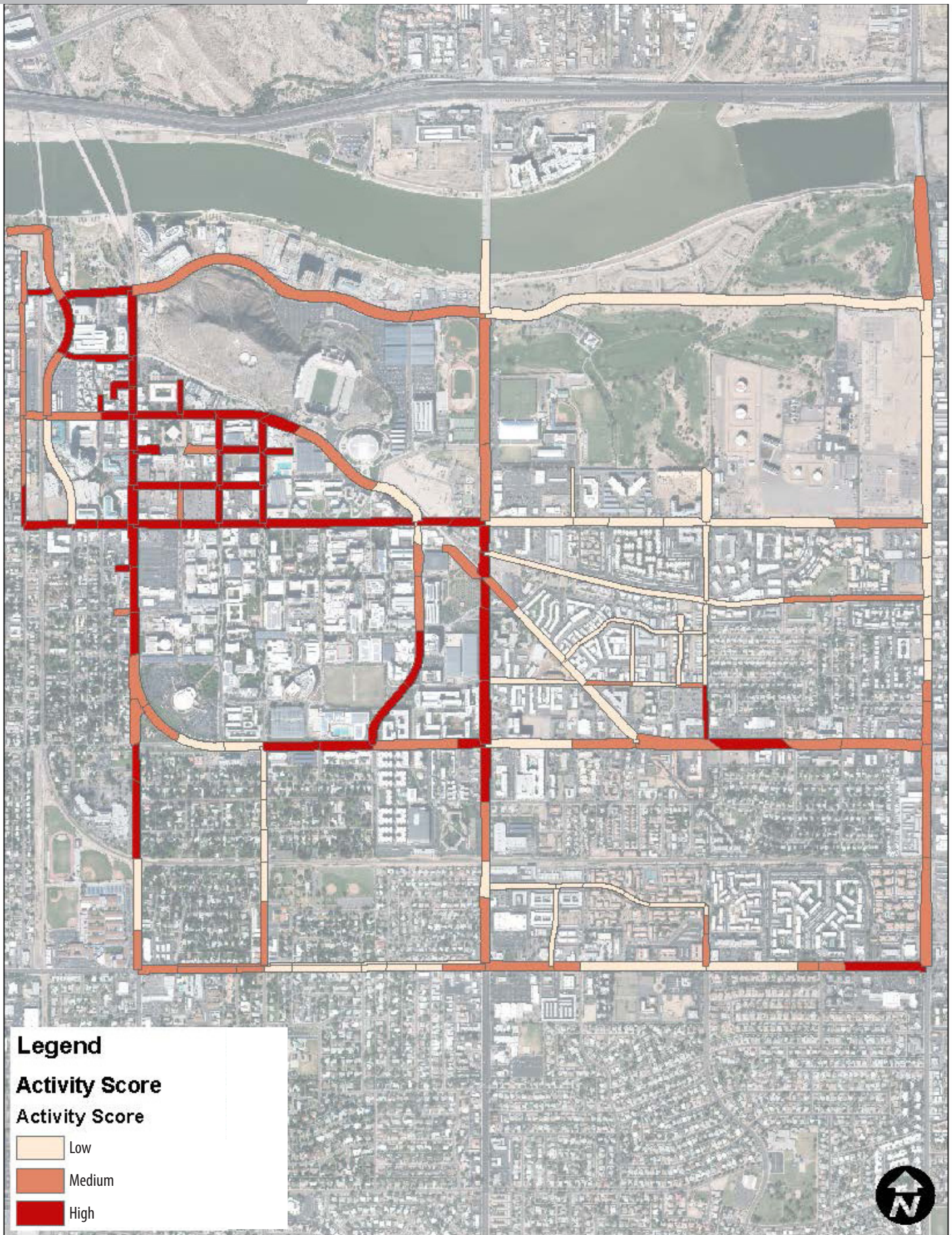
The following represents the findings prioritized with cost estimates to remove barriers identified. The cost estimates reflect planning level estimates at the time of assessment. Actual costs can only be firmly determined via standard design and construction process.

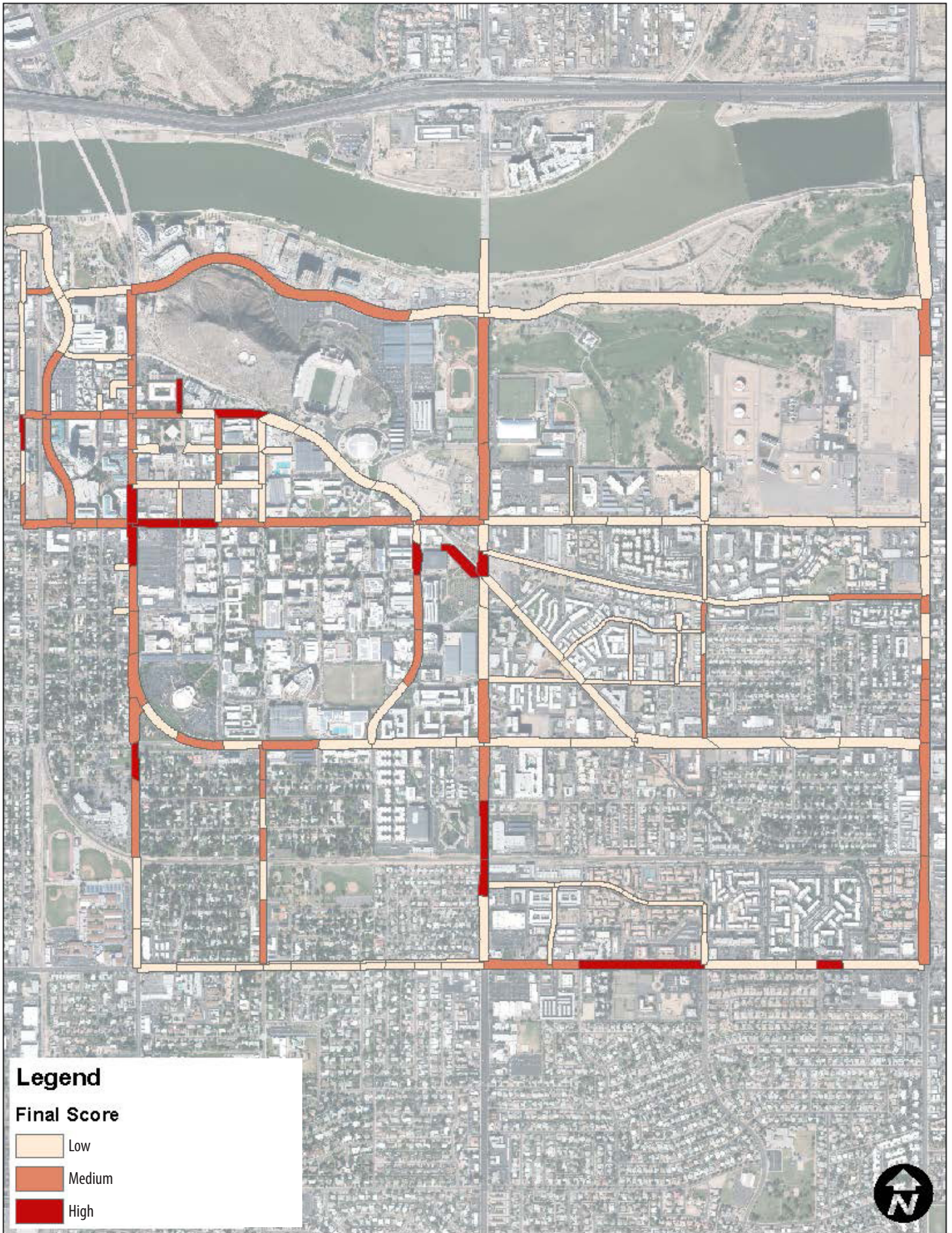
The City of Tempe reserves the right to modify priorities to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, changes in City programs, ongoing evaluation and funding constraints and opportunities. The list below is based on the facilities evaluated in Phase I and will be updated as additional facility reports are completed. The City has already begun some remediation with the installation of 20 on-street parking spaces at various parks.

Pedestrian Access / Public Rights-of-Way

Facility Type	Barrier Rank: High	Barrier Rank: Medium	Barrier Rank: Low	Total Cost All Barriers Estimate
Ramps	\$ 129,000	\$ 460,700	\$ 304,700	\$ 894,400
Signals	\$ 24,400	\$ 92,050	\$ 65,500	\$ 181,950
Bus Stops	\$ 45,100	\$ 53,200	\$ 31,100	\$ 129,400
Benches	\$ 750	\$ -	\$ -	\$ 750
Sidewalks	\$ 799,810	\$2,900,130	\$5,368,690	\$9,068,630
Total Cost	\$ 999,060	\$3,506,080	\$5,769,990	\$10,275,130







Parking

Facility	Parking	Accessible Routes	Barrier Estimate
City Hall Parking Garage	\$ 400	\$ -	\$ 400
City Hall West Lot	\$ 15,400	\$ 3,500	\$ 18,900
Tempe Beach Park	\$ 9,300	\$ -	\$ 9,300
Tempe Town Lake North (E)	\$ 200	\$ 35,200	\$ 35,400
Tempe Town Lake North (W)	\$ 1,200	\$ 33,000	\$ 34,200
Mill District On Street Parking	\$ 227,100	\$ -	\$ 227,100
Total Cost	\$ 253,600	\$ 71,700	\$ 325,300

Neighborhood Parks

Facility	Parking	Accessible Route	Restrooms	Park Amenities	Total Cost Park Estimate
Benedict Park	\$ 1,800	\$ 4,000	\$ -	\$101,600	\$107,400
Corbell Park	\$ 48,000	\$ 19,000	\$ -	\$ 50,800	\$117,800
Dwight Park	\$ 36,000	\$ 29,000	\$ -	\$ 27,800	\$ 92,800
Ehrhardt Park	\$ 12,000	\$ -	\$ -	\$ 30,400	\$ 42,400
Papago Park (North)	\$ 6,000	\$ 10,400	\$ 13,200	\$ 35,800	\$ 65,400
Papago Park (South)	\$ 3,100	\$ 20,700	\$ 1,300	\$ 36,000	\$ 61,100
Scudder Park	\$ 12,000	\$ 1,200	\$ -	\$ 38,400	\$ 51,600
Selleh Park	\$ 36,000	\$ 900	\$ 1,000	\$124,900	\$162,800
Svob Park	\$ 48,000	\$ 5,800	\$ -	\$ 35,400	\$ 89,200
Tempe Sports Complex	\$ 25,300	\$167,400	\$ 13,900	\$ 92,000	\$298,600
Tempe Town Lake North (E)	\$ 200	\$ 35,200	\$ -	\$ -	\$ 35,400
Tempe Town Lake North (W)	\$ 1,200	\$ 33,000	\$ -	\$ -	\$ 34,200
Total Cost	\$229,600	\$326,600	\$ 29,400	\$573,100	\$1,158,700

6.4 Implementation Schedule

Because the City of Tempe has many right of way locations, parks, and facilities, it is impossible to immediately remove all barriers. Barriers will be removed systematically, citywide, to ensure equality among City programs. It is the intent of the City to address barriers to accessibility by 2030, contingent upon City Council approval, depending on the immediate necessity, degree of complexity, and overall cost.

The City of Tempe reserves the right to modify barrier removal priorities to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, changes in City programs, on-going evaluations and funding constraints and opportunities.

The list below is based on the locations evaluated in Phase I. It will be amended as additional self-evaluation is completed in subsequent phases. In addition to CIP programs, other development initiatives will include opportunities to provide ADA compliance. Tempe intends to apply an annual approved budget specific to ADA remediation, subject to City Council budget approval. The following table provides a schedule for implementation, subject to adjustment.

Implementation Schedule

FACILITY	YEARS & COST					
	2017	2018	2019	2020	2021	2022
ADA Phase I - Plan Schedule						
Total	\$ 1,004,170	\$ 1,001,495	\$ 1,021,425	\$ 1,005,515	\$ 1,001,680	\$ 959,910
Parking						
See Appendix for details	\$ 251,100.00					
Transit Stops / Benches						
See Appendix for details	Cost Included					
Parks (See Facilities Tab)						
Dwight	\$ 92,800.00					
Ehrhardt	\$ 42,400.00					
Scudder	\$ 51,600.00					
Selleh	\$ 162,800.00					
Svob	\$ 89,200.00					
Benedict Fields		\$107,400				
Corbell			\$117,800			
Papago			\$126,500			
Tempe Sports Complex			\$298,600			
Tempe Town Lake Park				\$69,600		
Sidewalk Corridors						
E_APACHE_BLVD_100	\$ 53,375.00					
E_APACHE_BLVD_110	\$ 12,575.00					
E_APACHE_BLVD_130	\$ 27,700.00					
E_BROADWAY_LN_100	\$ 2,000.00					
E_BROADWAY_LN_105	\$ 5,400.00					
E_BROADWAY_LN_115	\$ 4,500.00					
E_BROADWAY_LN_120	\$ 42,600.00					
E_BROADWAY_RD_105	\$ 9,750.00					
E_BROADWAY_RD_110	\$ 3,650.00					
E_BROADWAY_RD_115	\$ 8,550.00					
E_BROADWAY_RD_120	\$ 23,125.00					
E_BROADWAY_RD_130	\$ 5,200.00					
E_BROADWAY_RD_135	\$ 8,600.00					
E_BROADWAY_RD_165	\$ 59,325.00					
E_UNIVERSITY_DR_105	\$ 47,920.00					
E_6TH_ST_105		\$24,645				
E_KRUEGER_ST_100		\$36,550				
E_UNIVERSITY_DR_120		\$33,000				
E_UNIVERSITY_DR_145		\$14,475				
S_COLLEGE_AVE_105		\$9,225				
S_COLLEGE_AVE_110		\$26,385				
S_COLLEGE_AVE_120		\$17,000				
S_COLLEGE_AVE_125		\$15,650				
S_COLLEGE_AVE_135		\$12,000				
S_DORSEY_LN_115		\$20,100				
S_FARMER_AVE_125		\$35,390				
S_MARIANA_ST_100		\$22,400				
S_MARIANA_ST_105		\$25,450				
S_MCALLISTER_AVE_100		\$13,425				
S_MCALLISTER_AVE_115		\$62,150				
S_MCCLINTOCK_DR_100		\$39,875				
S_MILL_AVE_110		\$45,185				
S_MILL_AVE_115		\$56,050				
S_MILL_AVE_120		\$76,515				
S_MILL_AVE_145		\$67,600				
S_MILL_AVE_160		\$27,700				
S_MILL_AVE_165		\$41,650				
S_RURAL_RD_100		\$98,500				

Implementation Schedule

FACILITY	YEARS & COST					
	2017	2018	2019	2020	2021	2022
ADA Phase I - Plan Schedule						
Total	\$ 1,004,170	\$ 1,001,495	\$ 1,021,425	\$ 1,005,515	\$ 1,001,680	\$ 959,910
S_RURAL_RD_105		\$73,175				
E_BROADWAY_RD_170			\$ 75,775.00			
S_MCALLISTER_AVE_105			\$ 57,275.00			
S_MILL_AVE_150			\$ 47,425.00			
S_MYRTLE_AVE_100			\$ 41,890.00			
S_RURAL_RD_110			\$ 85,750.00			
S_RURAL_RD_150			\$ 54,050.00			
S_STADIUM_DR_100			\$ 10,000.00			
W_5TH_ST_100			\$ 5,750.00			
W_5TH_ST_110			\$ 54,050.00			
W_RIO_SALADO_PKWY_100			\$ 46,560.00			
E_5TH_ST_100				\$ 86,630.00		
E_5TH_ST_110				\$ 66,200.00		
E_APACHE_BLVD_115				\$ 49,425.00		
E_BROADWAY_RD_155				\$ 205,125.00		
E_UNIVERSITY_DR_100				\$ 81,750.00		
S_DORSEY_LN_120				\$ 49,150.00		
S_FARMER_AVE_120				\$ 23,450.00		
S_FOREST_AVE_100				\$ 70,585.00		
S_MCCLINTOCK_DR_140				\$ 41,950.00		
S_MILL_AVE_125				\$ 71,890.00		
S_MILL_AVE_130				\$ 84,535.00		
S_RURAL_RD_120				\$ 30,075.00		
S_RURAL_RD_145				\$ 75,150.00		
E_APACHE_BLVD_125					\$ 38,250.00	
E_UNIVERSITY_DR_110					\$ 89,400.00	
E_UNIVERSITY_DR_115					\$ 116,610.00	
S_COLLEGE_AVE_115					\$ 45,275.00	
S_COLLEGE_AVE_140					\$ 27,300.00	
S_FOREST_AVE_105					\$ 28,775.00	
S_MCCLINTOCK_DR_105					\$ 56,425.00	
S_MCCLINTOCK_DR_150					\$ 95,750.00	
S_MCCLINTOCK_DR_155					\$ 122,250.00	
S_MILL_AVE_100					\$ 116,765.00	
S_MILL_AVE_135					\$ 94,380.00	
S_MILL_AVE_140					\$ 77,550.00	
S_MILL_AVE_155					\$ 61,675.00	
S_DORSEY_LN_110					\$ 31,275.00	
E_8TH_ST_115						\$ 67,250.00
E_APACHE_BLVD_140						\$ 31,175.00
E_BROADWAY_RD_150						\$ 53,000.00
E_UNIVERSITY_DR_125						\$ 38,325.00
S_ASH_AVE_110						\$ 60,870.00
S_ASH_AVE_115						\$ 160,475.00
S_DORSEY_LN_125						\$ 102,125.00
S_FARMER_AVE_130						\$ 53,175.00
S_MCCLINTOCK_DR_160						\$ 122,775.00
S_RURAL_RD_140						\$ 104,425.00
W_5TH_ST_105						\$ 58,415.00
W_UNIVERSITY_DR_100						\$ 51,525.00
W_UNIVERSITY_DR_115						\$ 56,375.00

* Blue Shaded Areas = Sidewalk Corridors with driveways were reprioritized due to driveway policy adjustments in progress.

Implementation Schedule

FACILITY	YEARS & COST					
	2023	2024	2025	2026	2027	2028
ADA Phase I - Plan Schedule						
Total	\$ 988,380	\$ 1,013,910	\$ 1,015,925	\$ 1,002,470	\$ 1,006,780	\$ 663,270
E_BROADWAY_RD_145	\$ 102,250.00					
E_RIO_SALADO_PKWY_100	\$ 215,135.00					
E_UNIVERSITY_DR_160	\$ 126,925.00					
S_ASH_AVE_100	\$ 106,280.00					
S_COLLEGE_AVE_130	\$ 17,800.00					
S_FARMER_AVE_115	\$ 29,200.00					
S_MCALLISTER_AVE_110	\$ 71,050.00					
S_MCCLINTOCK_DR_115	\$ 77,650.00					
S_MCCLINTOCK_DR_125	\$ 17,700.00					
S_MCCLINTOCK_DR_145	\$ 30,150.00					
S_MILL_AVE_105	\$ 55,350.00					
S_RURAL_RD_135	\$ 73,250.00					
W_1ST_ST_100	\$ 31,145.00					
W_UNIVERSITY_DR_110	\$ 34,495.00					
E_6TH_ST_110		\$ 47,240.00				
E_7TH_ST_100		\$ 48,885.00				
E_8TH_ST_100		\$ 140,925.00				
E_8TH_ST_110		\$ 21,950.00				
E_APACHE_BLVD_135		\$ 62,725.00				
E_APACHE_BLVD_150		\$ 112,900.00				
S_DORSEY_LN_140		\$ 42,675.00				
S_FOREST_AVE_110		\$ 31,715.00				
S_MCALLISTER_AVE_120		\$ 63,675.00				
S_RURAL_RD_125		\$ 49,275.00				
S_RURAL_RD_130		\$ 75,400.00				
S_RURAL_RD_155		\$ 72,650.00				
S_STADIUM_DR_105		\$ 130,000.00				
W_3RD_ST_110		\$ 113,895.00				
E_6TH_ST_100			\$ 64,075.00			
E_BROADWAY_RD_175			\$ 136,425.00			
E_RIO_SALADO_PKWY_110			\$ 391,650.00			
S_ASH_AVE_105			\$ 75,145.00			
S_COLLEGE_AVE_100			\$ 56,505.00			
S_DORSEY_LN_105			\$ 91,450.00			
S_MCCLINTOCK_DR_110			\$ 164,025.00			
S_MCCLINTOCK_DR_135			\$ 36,650.00			
E_7TH_ST_105				\$ 25,700.00		
E_8TH_ST_105				\$ 85,200.00		
E_APACHE_BLVD_170				\$ 82,400.00		
E_APACHE_BLVD_175				\$ 52,600.00		
E_APACHE_BLVD_180				\$ 113,825.00		
E_BROADWAY_RD_160				\$ 205,125.00		
E_UNIVERSITY_DR_135				\$ 29,475.00		
E_VISTA_DEL_CERRO_DR_100				\$ 46,525.00		
E_VISTA_DEL_CERRO_DR_105				\$ 42,400.00		
S_FARMER_AVE_100				\$ 39,750.00		
S_JENTILLY_LN_110				\$ 74,175.00		
S_MCCLINTOCK_DR_130				\$ 28,725.00		
S_MYRTLE_AVE_105				\$ 26,075.00		
S_RURAL_RD_115				\$ 36,150.00		
W_9TH_ST_100				\$ 16,150.00		
W_RIO_SALADO_PKWY_105				\$ 98,195.00		

* Blue Shaded Areas = Sidewalk Corridors with driveways were reprioritized due to driveway policy adjustments in progress.

Implementation Schedule

FACILITY	YEARS & COST					
	2023	2024	2025	2026	2027	2028
ADA Phase I - Plan Schedule						
Total	\$ 988,380	\$ 1,013,910	\$ 1,015,925	\$ 1,002,470	\$ 1,006,780	\$ 663,270
E_6TH_ST_115					\$ 18,670.00	
E_APACHE_BLVD_120					\$ 14,000.00	
E_APACHE_BLVD_145					\$ 114,250.00	
E_APACHE_BLVD_160					\$ 42,400.00	
E_LEMON_ST_100					\$ 66,550.00	
E_LEMON_ST_105					\$ 32,875.00	
E_LEMON_ST_110					\$ 22,100.00	
E_UNIVERSITY_DR_130					\$ 127,925.00	
E_UNIVERSITY_DR_150					\$ 29,725.00	
E_UNIVERSITY_DR_155					\$ 164,950.00	
E_VISTA_DEL_CERRO_DR_110					\$ 65,300.00	
S_DORSEY_LN_100					\$ 51,400.00	
S_DORSEY_LN_135					\$ 19,375.00	
S_FARMER_AVE_110					\$ 43,475.00	
S_MAPLE_AVE_100					\$ 19,135.00	
S_MCCLINTOCK_DR_120					\$ 27,350.00	
S_STANLEY_PL_100					\$ 54,325.00	
S_TERRACE_RD_115					\$ 70,950.00	
W_4TH_ST_100					\$ 22,025.00	
E_5TH_ST_105						\$ 30,020.00
E_7TH_ST_110						\$ 23,975.00
E_BROADWAY_LN_110						\$ 28,750.00
E_BROADWAY_RD_100						\$ 20,500.00
E_BROADWAY_RD_125						\$ 16,700.00
E_BROADWAY_RD_140						\$ 16,700.00
E_LEMON_ST_115						\$ 14,725.00
E_ORANGE_ST_100						\$ 42,500.00
E_ORANGE_ST_105						\$ 56,500.00
E_ORANGE_ST_110						\$ 11,150.00
E_RIO_SALADO_PKWY_105						\$ 70,125.00
E_VISTA_DEL_CERRO_DR_115						\$ 42,125.00
E_VISTA_DEL_CERRO_DR_120						\$ 60,950.00
S_ATHLETES_PLACE_100						\$ 46,150.00
S_DORSEY_LN_130						\$ 12,575.00
S_STADIUM_DR_110						\$ 42,700.00
S_TERRACE_RD_100						\$ 32,525.00
S_TERRACE_RD_105						\$ 68,900.00
S_TERRACE_RD_110						\$ 6,850.00
W_10TH_ST_100						\$ 18,850.00

* Blue Shaded Areas = Sidewalk Corridors with driveways were reprioritized due to driveway policy adjustments in progress.



7. Current ADA Policy & Grievance Procedure

7.1 Policy

It is the policy of the City of Tempe that we will honor all requests for ADA accommodation when at all possible. The ADA Notice and Grievance Procedure is posted on-line at www.tempe.gov/ADA and was last reviewed in October 2016.

7.2 Grievance Procedure

A. Requesting an ADA Accommodation or Barrier Removal

Request for program, service, or activity accommodations or auxiliary aids, should be made to the Tempe staff person conducting the program or activity first or reported to the ADA Compliance Specialist for additional assistance. For assistance with facility, structural, right of way, communication accommodations the ADA Compliance Specialist may be contacted.

The public is asked to allow as much time as possible to honor the request. If the request cannot be satisfactorily completed or the issue resolved, a complaint may be filed within 60 days of the request. All requests for accommodations received by the ADA Coordinator will be kept by the City of Tempe for at least three years.

B. Filing an ADA Complaint

The City of Tempe has an accommodation request process, noted above, providing for prompt and equitable resolution of complaints alleging actions prohibited by the ADA and the State of Arizona. This process is available for any individual who wishes to file a complaint alleging discrimination based on disability in the provision of Tempe programs, services, activities and facilities.

The availability and use of this grievance procedure via submission of a complaint form does not preclude filing a complaint of discrimination with any appropriate state or federal agency. Use of this grievance procedure is not a prerequisite to the pursuit of other remedies.

I. The Written Complaint

The complaint should contain as much information as possible about the alleged discrimination. The Complainant or his/her representative should file a complaint form with the ADA Coordinator no later than 60 days from the date of the alleged discrimination. The complaint should be in writing however, other arrangements for submitting a request, such as personal interviews, tape recordings and assistance completing the form is available upon request. (See Appendix E – Grievance Form).

The ADA Coordinator will notify the Complainant in writing of any additional information that is needed to complete the complaint. If the Complainant fails to complete the complaint form, the ADA Coordinator shall close the complaint without prejudice.

II. Consideration of Complaint

The ADA Coordinator will oversee the investigation of the complaint. Within 120 days of receipt of the complaint, the ADA Coordinator or his or her designee will respond to the complaint in writing or a reasonable alternative format, if requested. The response will explain the position of the City with respect to the complaint and offer options for a reasonable solution.

III. Appeal to the City Manager

If the complainant believes the response by Tempe's ADA Compliance Specialist has not satisfactorily resolved the matter, they may appeal the decision to the City Manager within 15 calendar days after receipt of the ADA Coordinator's response.

When possible, the appeal will be reviewed by the City Manager with the department head who has responsibility of the area concerning the complaint. The City Manager will review the ADA Coordinator's decision and, in his/her discretion, may decide to investigate the matter further.

The City Manager will contact or meet with the complainant to discuss the complaint and possible resolutions within 15 calendar days after receipt of the appeal. Within 15 calendar days after the contact or meeting, the City Manager will provide a response in writing or another format accessible to the complainant.

All written complaints received by the ADA Coordinator, appeals to the City Manager and responses, will be kept by the City of Tempe for at least three (3) years.

C. Accommodation and Complaint Response

In responding to request(s) for structural, right of way or facility improvement brought through the ADA Accommodation or complaint process, the ADA Coordinator may be limited to the funds in established Capital Improvement Projects and other miscellaneous funds. If these allocated funds are insufficient or already expended, improvements will be prioritized, and scheduled in subsequent fiscal years.



8. Appendix

The Parking and Transit Stops / Benches Implementation Schedules are included in the appendix. Detailed compliance reports are available upon request.

Parking Schedule - Phase 1

ADA_ID	Priority	Cost	Violation	Codes	CodeText	Recommendation
DOWN-PARK-001	Level 3	\$24,000.00	Block 1 - 28 total parking spaces are provided with no accessible parking. Two accessible parking spaces are required within this block perimeter.	PROWAG R214 On-Street Parking Spaces. PROWAG R309.2 Parallel Parking Spaces.	Where on-street parking is provided on the block perimeter and the parking is marked or metered, accessible parking spaces complying with R309 shall be provided in accordance with Table R214.	Create two accessible parallel parking spaces within this block perimeter.
DOWN-PS-001	Level 10	\$1,000.00	Block 2 - South end of W. 4th - The asphalt surfaces within the accessible parking spaces is cracking and creating uneven surfaces.	PROWAG R302.7.2 Vertical Surface Discontinuities.	Vertical surface discontinuities shall be 13 mm (0.5 in) maximum. Vertical surface discontinuities between 6.4 mm (0.25 in) and 13 mm (0.5 in) shall be beveled with a slope no steeper than 50 percent.	Recommended that the asphalt surfaces be repaired to maintain a level surface throughout the accessible spaces.
DOWN-PS-002	Level 5	\$ 100.00	Block 2 - South end of W. 4th - The brick area is serving as the access aisle for the north accessible parking space. This area is 90" wide. This aisle area is not marked to discourage parking within it. Access aisles shall be 96" wide minimum.	PROWAG R309.3 Perpendicular or Angled Parking Spaces.	Mark the accessible parking access aisle. Modify the brick access aisle to be 96" minimum wide. *Note: The 60" wide aisle does comply with current ADAAG.	Mark the accessible parking access aisle. Modify the brick access aisle to be 96" minimum wide. *Note: The 60" wide aisle does comply with current ADAAG.
DOWN-PARK-002	Level 4	\$ 300.00	Block 2 - South end of W. 4th - The south accessible parking space is not on the shortest accessible route to the pedestrian access route.	2010 ADAAG 208.3.1 General	In parking facilities that do not serve a particular building or facility, parking spaces complying with 502 shall be located on the shortest accessible route to an accessible pedestrian entrance of the parking facility.	Relocate the south accessible parking space north to share the brick access aisle currently used by the other accessible parking space.
DOWN-PA-001	Level 12	\$ 100.00	Block 2 - W. 3rd and S. Mill - The access aisle serving the two accessible parking spaces is 66" wide. A 96" minimum wide access aisle is required.	PROWAG R309.3 Perpendicular or Angled Parking Spaces.	Where perpendicular or angled parking is provided, an access aisle 2.4 m (8.0 ft) wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route.	Restripe the parking to provide 96" wide minimum access aisle between the two accessible parking spaces. *Note: The 66" wide aisle does comply with current ADAAG.
DOWN-RAMP-001	Level 3	\$ -	Block 2 - W. 3rd and S. Mill - The curb ramp serving the two accessible parking spaces projects into the access aisle.	PROWAG R309.4 Curb Ramps or Blended Transitions	Curb ramps or blended transitions complying with R304 shall connect the access aisle to the pedestrian access route. Curb ramps shall not be located within the access aisle.	Remove curb ramp and install curb ramp that does not project into the access aisle. *Note - The cost of this correction is included in Violation #2 Cost
DOWN-RAMP-002	Level 1	\$ 3,000.00	Block 2 - W. 3rd and S. Mill - The two accessible parking spaces are served by a curb ramp that has a running slope of 15%.	PROWAG R304.2.2 Running Slope.	The running slope of the curb ramp shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 4.5 m (15.0 ft). The running slope of the turning space shall be 2 percent maximum.	Remove and install a compliant curb ramp with maximum running slope of 1:12 (8.33%).
DOWN-RAMP-003	Level 3	\$ 2,500.00	Block 2 - W. 4th and S. Mill - A curb ramp must connect each access aisle to the pedestrian access route. The west accessible parking access aisle is not served by a curb ramp.	PROWAG R309.4 Curb Ramps or Blended Transitions	Curb ramps or blended transitions complying with R304 shall connect the access aisle to the pedestrian access route. Curb ramps shall not be located within the access aisle.	Install a curb ramp to serve the west accessible parking access aisle.
DOWN-RAMP-004	Level 3	\$ 3,000.00	Block 2 - W. 4th and S. Mill - The curb ramp serving the two accessible parking spaces projects into the access aisle.	PROWAG R309.4 Curb Ramps or Blended Transitions	Curb ramps or blended transitions complying with R304 shall connect the access aisle to the pedestrian access route. Curb ramps shall not be located within the access aisle.	Remove curb ramp and install curb ramp that does not project into the access aisle.

Detailed compliance reports are available upon request. Please reference the "ADA ID Number" when requesting reports.

Parking Schedule - Phase 1

ADA_ID	Priority	Cost	Violation	Codes	CodeText	Recommendation
DOWN-PS-003	Level 3	\$ 12,000.00	Block 2 - W. 4th and S. Mill - The slope within the two accessible parking spaces and access aisles is 4.9% due to the drainage gutter traveling through this area.	2010 ADAAG 502.4 Floor or Ground Surfaces.	Parking spaces and access aisles serving them shall comply with 302. Access aisles shall be at the same level as the parking spaces they serve. Changes in level are not permitted. EXCEPTION: Slopes not steeper than 1:48 shall be permitted.	Regrade accessible parking to maintain a 1:48 maximum slope for the full length and width of the accessible parking spaces and aisles.
DOWN-PA-002	Level 12	\$ 200.00	Block 2 - W. 4th and S. Mill - The two accessible parking access aisles are 58" and 67" wide. Access aisles shall be 96" wide minimum.	PROWAG R309.3 Perpendicular or Angled Parking Spaces.	Where perpendicular or angled parking is provided, an access aisle 2.4 m (8.0 ft) wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route.	Restripe the parking to provide 96" wide minimum access aisles. *Note - The 67" wide aisle does comply with current ADAAG.
DOWN-PARK-003	Level 3	\$ 12,000.00	Block 3 - 16 total parking spaces are provided with no accessible parking. One accessible parking space is required within this block perimeter.	PROWAG R214 On-Street Parking Spaces. PROWAG R309.2 Parallel Parking Spaces.	Where on-street parking is provided on the block perimeter and the parking is marked or metered, accessible parking spaces complying with R309 shall be provided in accordance with Table R214.	Create one accessible parking space within this block perimeter.
DOWN-PARK-004	Level 3	\$ 12,000.00	Block 4 - 17 total parking spaces are provided with no accessible parking. One accessible parking space is required within this block perimeter.	PROWAG R214 On-Street Parking Spaces. PROWAG R309.2 Parallel Parking Spaces.	Where on-street parking is provided on the block perimeter and the parking is marked or metered, accessible parking spaces complying with R309 shall be provided in accordance with Table R214.	Create one accessible parking space within this block perimeter.
DOWN-PARK-005	Level 3	\$ 12,000.00	Block 5 - 3 total parking spaces are provided with no accessible parking. One accessible parking space is required within this block perimeter.	PROWAG R214 On-Street Parking Spaces. PROWAG R309.2 Parallel Parking Spaces.	Where on-street parking is provided on the block perimeter and the parking is marked or metered, accessible parking spaces complying with R309 shall be provided in accordance with Table R214.	Create one accessible parking space within this block perimeter.
DOWN-PARK-006	Level 3	\$ 12,000.00	Block 6 - 15 total parking spaces are provided with no accessible parking. One accessible parking space is required within this block perimeter.	PROWAG R214 On-Street Parking Spaces. PROWAG R309.2 Parallel Parking Spaces.	Where on-street parking is provided on the block perimeter and the parking is marked or metered, accessible parking spaces complying with R309 shall be provided in accordance with Table R214.	Regrade accessible parking to maintain a 1:48 maximum slope for the full length and width of the accessible parking spaces and aisles.
DOWN-PSIGN-001	Level 9	\$ 800.00	Block 7 - 6th and S. Mill - All five accessible parking signs are too low. All signs are installed approximately 36" above the parking surface.	PROWAG R309.3 Perpendicular or Angled Parking Spaces.	The access aisle shall comply with R302.7 and shall be marked so as to discourage parking in the access aisle.	Raise all five accessible parking signs to 60" minimum above the parking surface to the bottom of the signs.
DOWN-PS-001	Level 4	\$ 6,000.00	Block 7 - 6th and S. Mill - The access aisle serving the two accessible western accessible parking spaces has a slope of 3.7%.	2010 ADAAG 502.4 Floor or Ground Surfaces.	Parking spaces and access aisles serving them shall comply with 302. Access aisles shall be at the same level as the parking spaces they serve. Changes in level are not permitted. EXCEPTION: Slopes not steeper than 1:48 shall be permitted.	Modify the access aisle to achieve a 1:48 slope in all directions.
DOWN-PA-003	Level 5	\$ 100.00	Block 7 - 6th and S. Mill - The easternmost accessible parking space access aisle is 60" wide. Access aisles shall be 96" wide minimum.	PROWAG R309.3 Perpendicular or Angled Parking Spaces.	The access aisle shall comply with R302.7 and shall be marked so as to discourage parking in the access aisle.	Mark the accessible parking access aisle. Modify the brick access aisle to be 96" minimum wide. *Note: Current ADAAG will also require a 96" wide aisle to serve the van space.

Detailed compliance reports are available upon request. Please reference the "ADA ID Number" when requesting reports.

Parking Schedule - Phase 1

ADA_ID	Priority	Cost	Violation	Codes	CodeText	Recommendation
DOWN-PS-003	Level 4	\$ 6,000.00	Block 7 - W. 7th and S. Mill Ave. at AMUSEUM - The single accessible parking space has a slope of 2.9% to 3.7% within the parking space and aisle.	2010 ADAAG 502.4 Floor or Ground Surfaces.	Parking spaces and access aisles serving them shall comply with 302. Access aisles shall be at the same level as the parking spaces they serve. Changes in level are not permitted. EXCEPTION: Slopes not steeper than 1:48 shall be permitted.	Regrade accessible parking to maintain a 1:48 maximum slope for the full length and width of the accessible parking spaces and aisles.
DOWN-PS-002	Level 4	\$ 6,000.00	Block 7 - W. 7th and S. Mill Ave. at corner - The slope within the accessible parking space and aisle is 6.0%.	2010 ADAAG 502.4 Floor or Ground Surfaces.	Parking spaces and access aisles serving them shall comply with 302. Access aisles shall be at the same level as the parking spaces they serve. Changes in level are not permitted. EXCEPTION: Slopes not steeper than 1:48 shall be permitted.	Regrade accessible parking to maintain a 1:48 maximum slope for the full length and width of the accessible parking spaces and aisles.
DOWN-PS-004	Level 4	\$ 6,000.00	Block 7 - W. 7th St at S. Myrtle - The single accessible parking space has a 4.1% slope within the parking space and aisle.	2010 ADAAG 502.4 Floor or Ground Surfaces.	Parking spaces and access aisles serving them shall comply with 302. Access aisles shall be at the same level as the parking spaces they serve. Changes in level are not permitted. EXCEPTION: Slopes not steeper than 1:48 shall be permitted.	Regrade accessible parking to maintain a 1:48 maximum slope for the full length and width of the accessible parking spaces and aisles.
DOWN-PARK-007	Level 3	\$ 24,000.00	Block 8 - 43 total parking spaces are provided with no accessible parking. Two accessible parking spaces are required within this block perimeter.	PROWAG R214 On-Street Parking Spaces. PROWAG R309.2 Parallel Parking Spaces.	Where on-street parking is provided on the block perimeter and the parking is marked or metered, accessible parking spaces complying with R309 shall be provided in accordance with Table R214.	Create two accessible parking spaces within this block perimeter.
DOWN-PARK-008	Level 3	\$ 36,000.00	Block 9 - 65 total parking spaces are provided with no accessible parking. Three accessible parking spaces are required within this block perimeter.	PROWAG R214 On-Street Parking Spaces. PROWAG R309.2 Parallel Parking Spaces.	Where on-street parking is provided on the block perimeter and the parking is marked or metered, accessible parking spaces complying with R309 shall be provided in accordance with Table R214.	Create two accessible parking spaces within this block perimeter.
DOWN-PARK-009	Level 3	\$ 24,000.00	Block 10 - 25 total parking spaces are provided with no accessible parking. Two accessible parking spaces are required within this block perimeter.	PROWAG R214 On-Street Parking Spaces. PROWAG R309.2 Parallel Parking Spaces.	Where on-street parking is provided on the block perimeter and the parking is marked or metered, accessible parking spaces complying with R309 shall be provided in accordance with Table R214.	Create two accessible parking spaces within this block perimeter.
DOWN-PARK-010	Level 3	\$ 24,000.00	Block 11 - 30 total parking spaces are provided with no accessible parking. Two accessible parking spaces are required within this block perimeter.	PROWAG R214 On-Street Parking Spaces. PROWAG R309.2 Parallel Parking Spaces.	Where on-street parking is provided on the block perimeter and the parking is marked or metered, accessible parking spaces complying with R309 shall be provided in accordance with Table R214.	Create two accessible parking spaces within this block perimeter.
DOWN-PARK-011	Level 3	\$ 12,000.00	Block 12 - 18 total parking spaces are provided with no accessible parking. One accessible parking space is required within this block perimeter.	PROWAG R214 On-Street Parking Spaces. PROWAG R309.2 Parallel Parking Spaces.	Where on-street parking is provided on the block perimeter and the parking is marked or metered, accessible parking spaces complying with R309 shall be provided in accordance with Table R214.	Create one accessible parking space within this block perimeter.
DOWN-PARK-012	Level 3	\$ 12,000.00	Block 13 - 24 total parking spaces are provided with no accessible parking. One accessible parking space is required within this block perimeter.	PROWAG R214 On-Street Parking Spaces. PROWAG R309.2 Parallel Parking Spaces.	Where on-street parking is provided on the block perimeter and the parking is marked or metered, accessible parking spaces complying with R309 shall be provided in accordance with Table R214.	Create one accessible parking space within this block perimeter.

Detailed compliance reports are available upon request. Please reference the "ADA ID Number" when requesting reports.

Transit Stops

ADA ID Number	Corridor ID	Impedance Score	Impedance Rank	Activity Score	Activity Rank	Final Score	Final Ranking	Costs
600730202012	S_RURAL_RD_120	130	High	62.5	High	192.5	High	\$1,250
601120300002	S_MILL_AVE_150	70	High	77	High	147	High	\$1,950
600720201608	S_MCALLISTER_AVE_105	87.5	High	56	Medium	143.5	High	\$1,750
600330302003	E_5TH_ST_110	52.5	High	83.5	High	136	High	\$750
600320301204	E_5TH_ST_100	67.5	High	65	High	132.5	High	\$950
601950202016	E_5TH_ST_110	45	Medium	83.5	High	128.5	High	\$1,750
600500305601	S_MILL_AVE_125	65	High	60	High	125	High	\$1,750
602040304801	E_KRUEGER_ST_100	65	High	56	Medium	121	High	\$1,750
600330201218	E_5TH_ST_110	35	Medium	83.5	High	118.5	High	\$1,500
600330302002	S_FOREST_AVE_100	55	High	63.5	High	118.5	High	\$750
600000306003	E_UNIVERSITY_DR_115	55	High	63	High	118	High	\$1,750
600720201609	S_MCALLISTER_AVE_105	60	High	56	Medium	116	High	\$950
600420301202	S_MILL_AVE_120	50	High	65	High	115	High	\$1,700
600330202014	E_5TH_ST_110	30	Medium	83.5	High	113.5	High	\$1,000
600330202015	E_5TH_ST_110	30	Medium	83.5	High	113.5	High	\$1,000
600330301211	E_5TH_ST_110	30	Medium	83.5	High	113.5	High	\$1,000
601950202017	E_5TH_ST_110	30	Medium	83.5	High	113.5	High	\$1,000
602030305208	E_KRUEGER_ST_100	55	High	56	Medium	111	High	\$1,750
602040305206	E_KRUEGER_ST_100	55	High	56	Medium	111	High	\$1,750
602040305207	E_KRUEGER_ST_100	55	High	56	Medium	111	High	\$1,750
602040305209	E_KRUEGER_ST_100	55	High	56	Medium	111	High	\$1,750
602040305210	E_KRUEGER_ST_100	55	High	56	Medium	111	High	\$1,750
600500300808	S_MILL_AVE_125	45	Medium	60	High	105	Medium	\$1,500
600520306001	E_UNIVERSITY_DR_105	45	Medium	58.5	High	103.5	Medium	\$750
600320301203	E_5TH_ST_100	35	Medium	65	High	100	Medium	\$1,700
600500300807	S_MILL_AVE_130	35	Medium	65	High	100	Medium	\$1,750
600300304403	W_5TH_ST_110	35	Medium	65	High	100	Medium	\$1,700
600990200414	S_DORSEY_LN_120	55	High	44.5	Low	99.5	Medium	\$1,000
601150301601	E_APACHE_BLVD_125	35	Medium	64	High	99	Medium	\$1,700
600000204007	E_BROADWAY_RD_155	55	High	42.5	Low	97.5	Medium	\$1,750
600090100802	S_MILL_AVE_100	32.5	Medium	65	High	97.5	Medium	\$1,700
600420301214	S_MILL_AVE_125	35	Medium	60	High	95	Medium	\$1,700
600510301213	E_UNIVERSITY_DR_105	35	Medium	58.5	High	93.5	Medium	\$1,700
600000301201	E_UNIVERSITY_DR_100	32.5	Medium	60	High	92.5	Medium	\$1,700
600000306002	E_UNIVERSITY_DR_110	32.5	Medium	60	High	92.5	Medium	\$750
600710304401	S_MILL_AVE_130	27.5	Medium	65	High	92.5	Medium	\$200
600300304404	W_5TH_ST_110	27.5	Medium	65	High	92.5	Medium	\$200
600290200814	W_5TH_ST_105	35	Medium	53.5	Medium	88.5	Medium	\$1,700
601770202004	S_MILL_AVE_165	32.5	Medium	55.5	Medium	88	Medium	\$1,700
601500300003	S_MILL_AVE_150	10	Low	77	High	87	Medium	\$1,750
601380305205	S_RURAL_RD_145	30	Medium	57	Medium	87	Medium	\$1,000
600000301212	S_MCALLISTER_AVE_120	25	Medium	60.5	High	85.5	Medium	\$1,500
601280306401	S_MCCLINTOCK_DR_155	35	Medium	48	Medium	83	Medium	\$1,750
600210300805	S_MCCLINTOCK_DR_105	35	Medium	45	Low	80	Medium	\$1,700
600260201216	S_MILL_AVE_110	15	Low	65	High	80	Medium	\$1,000
600800200417	S_MCCLINTOCK_DR_125	32.5	Medium	47	Low	79.5	Medium	\$1,750
601050300403	S_MCCLINTOCK_DR_140	32.5	Medium	47	Low	79.5	Medium	\$1,500
600890202007	S_MILL_AVE_140	20	Medium	58.5	High	78.5	Low	\$0
600360202013	S_RURAL_RD_105	27.5	Medium	51	Medium	78.5	Low	\$200
601810303201	E_BROADWAY_RD_110	27.5	Medium	50.5	Medium	78	Low	\$200
600820201607	S_MCALLISTER_AVE_110	27.5	Medium	50	Medium	77.5	Low	\$1,000
609990300001	S_MCCLINTOCK_DR_160	20	Medium	57	Medium	77	Low	\$1,950
601190305202	S_RURAL_RD_135	15	Low	62	High	77	Low	\$1,000
600000305203	S_RURAL_RD_145	20	Medium	57	Medium	77	Low	\$0
601890200408	E_BROADWAY_RD_155	32.5	Medium	42.5	Low	75	Low	\$1,700
600380101205	S_MILL_AVE_115	10	Low	65	High	75	Low	\$950
600380101206	S_MILL_AVE_120	10	Low	65	High	75	Low	\$750
600360302001	S_RURAL_RD_110	25	Medium	50	Medium	75	Low	\$1,500
601650200413	S_RURAL_RD_150	27.5	Medium	47	Low	74.5	Low	\$1,000
600900301602	E_APACHE_BLVD_130	10	Low	64	High	74	Low	\$750
600270200812	W_5TH_ST_100	20	Medium	54	Medium	74	Low	\$0
600530202010	E_UNIVERSITY_DR_115	10	Low	63	High	73	Low	\$750
600530202011	E_UNIVERSITY_DR_115	10	Low	63	High	73	Low	\$750
600090100803	S_MILL_AVE_100	7.5	Low	65	High	72.5	Low	\$750
600310304402	S_MILL_AVE_110	7.5	Low	65	High	72.5	Low	\$750
600310101207	S_MILL_AVE_115	7.5	Low	65	High	72.5	Low	\$750
601190305201	S_RURAL_RD_135	10	Low	62	High	72	Low	\$1,000
602010306004	E_UNIVERSITY_DR_115	7.5	Low	63	High	70.5	Low	\$750
600000204006	E_BROADWAY_RD_155	27.5	Medium	42.5	Low	70	Low	\$0
600570301604	E_UNIVERSITY_DR_125	10	Low	60	High	70	Low	\$750
600240201217	S_MILL_AVE_105	10	Low	60	High	70	Low	\$750
600490200827	W_UNIVERSITY_DR_110	10	Low	60	High	70	Low	\$750
600500200828	W_UNIVERSITY_DR_115	10	Low	60	High	70	Low	\$750
601380305204	S_RURAL_RD_140	7.5	Low	62	High	69.5	Low	\$1,000
600000204009	E_BROADWAY_RD_175	10	Low	59	High	69	Low	\$1,200
600820301603	S_MCALLISTER_AVE_115	10	Low	58.5	High	68.5	Low	\$1,000
600940201219	S_MCALLISTER_AVE_120	7.5	Low	60.5	High	68	Low	\$750
600000100811	S_RURAL_RD_130	7.5	Low	60.5	High	68	Low	\$950
600240101208	S_MILL_AVE_105	7.5	Low	60	High	67.5	Low	\$750
600000301210	E_UNIVERSITY_DR_135	25	Medium	42	Low	67	Low	\$1,500
600080200817	S_ASH_AVE_105	7.5	Low	58.5	High	66	Low	\$950

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Transit Stops

ADA ID Number	Corridor ID	Impedance Score	Impedance Rank	Activity Score	Activity Rank	Final Score	Final Ranking	Costs
600940201220	S_MCALLISTER_AVE_115	7.5	Low	58.5	High	66	Low	\$750
600740202008	S_MILL_AVE_140	7.5	Low	58.5	High	66	Low	\$750
601770202005	S_MILL_AVE_165	10	Low	55.5	Medium	65.5	Low	\$750
600790200421	E_8TH_ST_110	10	Low	54	Medium	64	Low	\$1,500
600230200816	S_ASH_AVE_110	10	Low	53.5	Medium	63.5	Low	\$1,200
600670300405	E_UNIVERSITY_DR_160	10	Low	51	Medium	61	Low	\$750
601930200410	E_BROADWAY_RD_170	10	Low	50.5	Medium	60.5	Low	\$750
601910200411	E_BROADWAY_RD_165	10	Low	50	Medium	60	Low	\$750
600000301605	S_RURAL_RD_110	10	Low	50	Medium	60	Low	\$750
601870204001	S_RURAL_RD_155	10	Low	50	Medium	60	Low	\$750
601870204004	S_RURAL_RD_155	10	Low	50	Medium	60	Low	\$750
600080200818	S_ASH_AVE_105	0	Low	58.5	High	58.5	Low	\$950
600740202009	S_MILL_AVE_135	0	Low	58.5	High	58.5	Low	\$750
600150200821	S_RURAL_RD_105	7.5	Low	51	Medium	58.5	Low	\$1,200
601900200409	S_DORSEY_LN_140	10	Low	48	Medium	58	Low	\$750
601280300809	S_MCCLINTOCK_DR_155	10	Low	48	Medium	58	Low	\$750
601150201606	E_APACHE_BLVD_120	10	Low	47.5	Low	57.5	Low	\$950
600790305211	E_8TH_ST_115	5	Low	52	Medium	57	Low	\$1,000
600640300407	E_UNIVERSITY_DR_150	10	Low	47	Low	57	Low	\$750
601870204002	E_BROADWAY_RD_145	7.5	Low	49	Medium	56.5	Low	\$750
601900100402	E_BROADWAY_RD_160	10	Low	46.5	Low	56.5	Low	\$750
600570201610	E_UNIVERSITY_DR_130	10	Low	46.5	Low	56.5	Low	\$1,000
600670200418	S_MCCLINTOCK_DR_115	10	Low	46.5	Low	56.5	Low	\$750
601280300810	S_MCCLINTOCK_DR_155	7.5	Low	48	Medium	55.5	Low	\$750
600150300806	E_RIO_SALADO_PKWY_110	25	Medium	29.5	Low	54.5	Low	\$1,750
600230200815	S_ASH_AVE_110	0	Low	53.5	Medium	53.5	Low	\$950
600290200813	W_5TH_ST_105	0	Low	53.5	Medium	53.5	Low	\$950
601870204003	E_BROADWAY_LN_120	10	Low	43	Low	53	Low	\$950
601900100401	E_BROADWAY_RD_155	10	Low	42.5	Low	52.5	Low	\$950
600930200415	S_MCCLINTOCK_DR_135	7.5	Low	44.5	Low	52	Low	\$750
600140200824	E_RIO_SALADO_PKWY_105	0	Low	51.5	Medium	51.5	Low	\$750
600150200822	E_RIO_SALADO_PKWY_105	0	Low	51.5	Medium	51.5	Low	\$750
600150200823	S_RURAL_RD_100	10	Low	41.5	Low	51.5	Low	\$1,000
600640200420	E_UNIVERSITY_DR_155	7.5	Low	43.5	Low	51	Low	\$750
600000300406	S_MCCLINTOCK_DR_110	10	Low	40	Low	50	Low	\$750
601880204005	E_BROADWAY_RD_145	0	Low	49	Medium	49	Low	\$750
600800200416	S_MCCLINTOCK_DR_120	0	Low	47	Low	47	Low	\$750
601650200412	S_RURAL_RD_150	0	Low	47	Low	47	Low	\$750
600590301209	E_UNIVERSITY_DR_130	0	Low	46.5	Low	46.5	Low	\$750
600660200419	E_UNIVERSITY_DR_155	0	Low	43.5	Low	43.5	Low	\$750
600210200820	E_RIO_SALADO_PKWY_110	0	Low	29.5	Low	29.5	Low	\$750
							TOTAL	\$129,400

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Benches

ADA ID Number	Corridor ID	Impedance Score	Impedance Rank	Activity Score	Activity Rank	Final Score	Final Ranking	Costs
500500301602	S_MILL_AVE_130	15	Low	65	High	80	Medium	\$750
500500301604	S_MILL_AVE_130	15	Low	65	High	80	Medium	\$0
								\$750

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