



Summary of Findings—Phase II

City of Tempe, Arizona - ADA Transition Plan



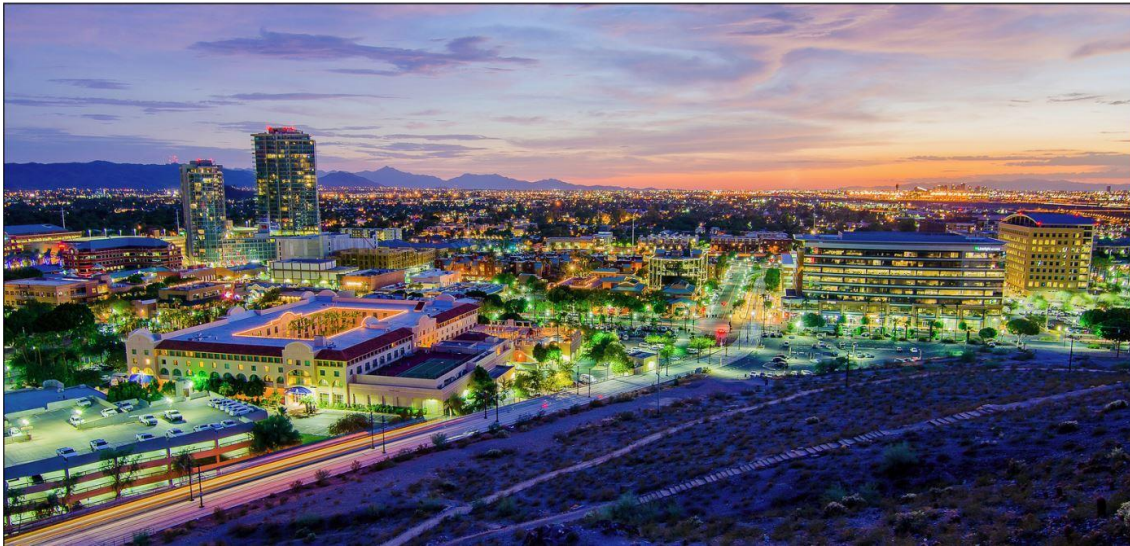
CIVIL ENGINEERING / SURVEYING / PLANNING / LANDSCAPE ARCHITECTURE / ADA TRANSITION PLANNING

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CITY OF TEMPE, ARIZONA
ADA SELF EVALUATION AND TRANSITION PLAN – PHASE II UPDATE
FEBRUARY 2018



Introduction

The City of Tempe ADA Self-Evaluation and Transition Plan (Plan) has been developed to identify and remove barriers to its programs, services, activities, communications, transportation services and the right-of-way. The Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act require this Plan to include:

- An inventory of barriers - known as a 'self-evaluation'
- A schedule and methods to be used for barrier removal
- Public Involvement
- Identification of the ADA Coordinator responsible for implementation of the Plan
- A complaint and grievance policy

The City of Tempe chose a three-phase approach to conduct an updated self-evaluation. Phase I included evaluation, prioritization and cost estimating for barrier removal in ten parks, the public right-of-way, several parking lots and on-street parking in the downtown area. Phase I resulted in Tempe's ADA Transition Plan which will be amended to include the Phase II and Phase III updates moving forward. Phase I information, public comment and information covering the downtown area is available at www.tempe.gov/ada.



Phase II includes elements located north of Guadalupe Road, surrounding the downtown area:

Facility Type	Evaluated	Non-compliant	Percentage Non-compliant	Cost
Sidewalk miles	104	42.9	41 %	\$30,040,350
Curb ramps	1,690	1,567	93 %	\$4,472,195
Pedestrian Signals	157	151	96%	\$487,100
Transit Stops	386	325	84%	\$359,500
Transit Stop Shade*	386	148	38%	NA
Parks**	9	9	100%	\$779,750
Trail miles	13.4	4.7	35%	\$1,994,575
Total	-	-	-	\$38,133,470

* Transit Stop Shade is not required by ADA or other laws but is preferred by the City of Tempe.

** Parks are broken down by numerous features – not all features were non-compliant.

Phase III will complete the public right-of-way evaluation, south of Guadalupe Road, and include the remaining parks, on-line communication access, all city buildings and facilities that serve the public, and a review of the Emergency Operations Plan and Emergency Shelter accessibility.

**An ADA Transition Plan Open House is scheduled for March 13, 2018, at the Tempe Public Library, 3500 S. Rural Road, from 10-12p.m., and 5-7p.m.
All are welcome to review the formal findings and provide feedback.**

Presentations will be made to several disability organizations, agencies, and Tempe Boards and Commissions. More information and a survey to obtain comments is available on the city website at www.tempe.gov/ada.

The Transition Plan will be updated with each phase to include citizen concerns. Tempe established a public outreach strategy to ensure everyone had an opportunity to be involved in the decision making. Through a series of information sessions and on-line surveys, the public was encouraged to assist in developing priorities for barrier removal.

This same strategy will be used throughout the process. Public outreach is scheduled to begin on March 13, 2018, for Phase II with two sessions of an “Open House” at the Tempe Public Library.



The Americans with Disabilities Act (ADA) is a civil rights law that provides for, and protects, equal opportunity for individuals with disabilities. The ADA prohibits discrimination in access to jobs, public accommodations, government programs and services, public transportation, and telecommunications.

The Entire Scope: The Scope of the evaluation includes:

- 1. Public Right-of-way (Street Corridors)**
 - a) Sidewalk
 - b) Curb Ramps
 - c) Signalized Intersections
 - d) Transit Stops
- 2. Parking Facilities and On-Street Parking**
- 3. City Parks and Trails/Multi-Use Paths**
- 4. Emergency Operations Plan**
- 5. Emergency Shelter**
- 6. Public Facilities**
- 7. On-line Communications**

Phase I: The first phase is complete and included the Downtown Tempe’s right-of-way, transit stops and 10 parks. The Phase I evaluation, public comments, and reports are available at www.tempe.gov/ADA.

Phase II: The second phase of the plan is ongoing and the data collection is nearing completion. It covers the area north of Guadalupe, surrounding the Phase I area. It consists of a comprehensive survey of major street corridors’ public right-of-way, nine parks and multi-use trails. **The ‘Summary of Findings’ section in this report covers Phase II findings.**

Phase III: The third phase will include the area south of Guadalupe, remaining parks and trails, on-line communications, service accommodations, all Tempe facilities, park restrooms and buildings which are open to the public; and Tempe’s Emergency Operations Plan and Shelter.

Evaluation Approach & Methodology

The Self-Evaluation process included field data collection to determine compliance with the following:

1. 2010 ADA Standards for Accessible Design
2. U.S. Department of Transportation Regulations for transit and sidewalks
3. Section 504 of the Rehabilitation Act (504)
4. Fed. Highway Admin. Manual on Uniform Traffic Control Devices for Streets & Highways (MUTCD)
5. Proposed Public Rights-of-Way Accessibility Guidelines, 2013 (PROWAG)

These standards and guidelines are used to determine compliance in making facilities accessible.

Public Rights-of-Way

Features evaluated include curb ramps, pedestrian signals, transit stops and shade at Transit stops. Data was then logged into the database and processed. For the sidewalk inventory, a ULIP-ADA (Ultra-Light Inertial Profiler) was used. The ULIP-ADA provides the City with a cost-effective means to measure sidewalk cross slope, running slope (grade), gaps and heaves, and to provide data for integration into Tempe's GIS mapping system and asset management programs.

While the ULIP collects sidewalk data, a parallel team of Field Specialists collect information for the curb ramps, the pedestrian signals and transit stops using data collectors developed by Cole. The actual survey forms are customized per the city's specific preferences.



ULIP data collector

The Evaluation Process

Sidewalk Corridors Surveyed

A total of 104 miles of sidewalk corridors were evaluated for running and cross slopes, obstructions, joint heaving, joint gaps and driveway crossings. Most of the sidewalk cross slope violations, are slightly above the 2% maximum. A total of 4,474 heaves have a vertical height displacement of more than 0.25 inches; and 65 locations are greater than 1 inch in displacement.

Sidewalk Corridor Cross Slope	Miles	Status
0% to 2%	61.1	Compliant
2% to 3%	25.8	Non-compliant
3% to 4%	7.7	Non-compliant
4% to 5%	2.5	Non-compliant
5%+	6.9	Non-compliant

Trails/Multi-Use Paths Surveyed

- Rio Salado
- Tempe Canal
- Crosscut Canal

In this study, 26.7 miles of accessible path were surveyed on 13.4 miles of trail. Cross slopes on twenty-two miles of accessible path were compliant.

Trails/Multi-use Path Cross Slope	Miles	Status
0% to 2%	22.0	Compliant
2% to 3%	3.2	Non-compliant
3% to 4%	1.0	Non-compliant
4% to 5%	0.4	Non-compliant
5%+	0.1	Non-compliant



Multi-use Tempe Town Lake Trail



Multi-use Tempe Canal multi-use path



Curb ramps

A total of 1,690 curb ramp locations were evaluated as part of survey. Surveyors began by classifying the ramp as one of the following: “none” (meaning there was sidewalk but no ramp access); or one of the numerous ramp types. Overall, 93% of the curb ramps were determined to be non-compliant, missing truncated domes, or missing a curb ramp.

Curb Ramp Type	Total	Compliant	Non-Compliant
Perpendicular	1,152	80	1,072
Parallel	141	33	106
Directional	92	2	90
Combination	39	2	37
Blended	31	4	27
No Ramp	235	0	235
Total	1,690	121	1,567

Signalized Intersections

There were 157 individual pedestrian pushbuttons at signalized intersections evaluated. Most of the pedestrian pushbuttons did not have full APS (Accessible Pedestrian Signal) features or the APS features were not activated. At each location the surveyors noted the absence or presence of a pushbutton, and in the case of an existing pushbutton, measured its features based on PROWAG and 2009 MUTCD. Findings include:

- Many pedestrian pushbutton locations had clear floor space slopes that were not flat, or exceeded the allowable slope of 2%
- Several pushbutton locations were too far away from the curb and the crosswalk.



Transit Stops

A total of 386 transit stops were evaluated. Areas included access to the transit stop, landing and boarding areas and clear floor space adjacent to seating and signage. Common issues:

- Transit stop landing : the landing pad next to the curb was too small or exceeds slope
- Clear floor space: the area next to the bench was not available or the space was too small.

Transit Stops - Shade	Total	Percentage
Full Shade	185	48%
Partial Shade	53	14%
No Shade	148	38%
Total	386	100%

The assessment also included shade.

Park Facilities

Neighborhood Parks Included:

- Hudson
- Kiwanis
- Clark
- Creamery
- Daley
- Escalante
- Mitchell
- Esquer
- Tempe Town Lake Boat Launch & Marina

Nine city parks were evaluated and general issues included:

- accessible parking space markings are faded or has no access aisle or compliant path of travel
- inaccessible picnic tables/grilles
- inaccessible routes to playgrounds, picnic areas, basketball courts, ball fields, soccer fields.
- inaccessible playground elements or surfacing
- Inaccessible drinking fountains

Neighborhood Parks – Parking

Some have no parking, some have street parking, and some have parking lots. All of them, however, have parking issues:

- no parking available at Creamery & Mitchell,
- inaccessible on-street parking at Esquer,
- accessible parking signs are too low in parking lots at Clark, Daley, Escalante and Hudson Parks. Signs are to be posted at 60 inches above the ground.

Examples of park issues

Neighborhood Parks:

Surveys of nine city park facilities were conducted.

The features evaluated within Parks include:

- Picnic Tables
- Playground Equipment
- Accessible routes to park amenities
- Accessible Parking
- Drinking Fountains



Drinking fountain with no accessible route.

Neighborhood Parks - Path of Travel around the Parks



At Creamery Park, the path of travel from the transit stop to the Ramada has a non-compliant running slope. Handrails are required if running slope exceeds 8.33% slope.

Neighborhood Parks – Restrooms

Many of the Men's and Women's restrooms have elements that are not compliant. Signage is faded and is missing raised texture and Braille. The lavatory rims are too high or low; the highest allowed is 34". Some accessible stalls fall short of the 60" width required. The toilet paper dispensers are an obstruction to the grab bar in some and are to be raised so that it reaches a minimum of 12" above the grab bar.

Playgrounds

The paths of travel around the playgrounds at Clark, Daley and Hudson Parks have level changes and gaps, especially where the rubber surfacing meets the concrete sidewalk.

The entry point to the ground level playground equipment is required to be a minimum of 60" wide and several parks have entry points that are too narrow.



At several parks the entry points to the ground level play components are not the required 60-inch minimum width.

Dog Parks

At both Clark and Creamery Parks, the gate to the dog park is missing the required 18" clear space on the pull side of the gate.



At Clark Park, the gate to the dog park is missing the required 18" clear space on the pull side of the gate.

Sport Courts and Fields

At Clark Park, the sand volleyball pit nor the baseball diamond have compliant paths of travel.



Clark Park sand volleyball pit with no route.



Clark Park baseball diamond with no route.

Town Lake Marina

Parking and Path of Travel:

Town Lake Marina is relatively new and has substantial compliance in most areas. Areas out of compliance are minimal, however they are considered a high priority because of the age of the park. In some of the parking lots the parking is compliant, but the striping has faded almost to the point of being undetectable.



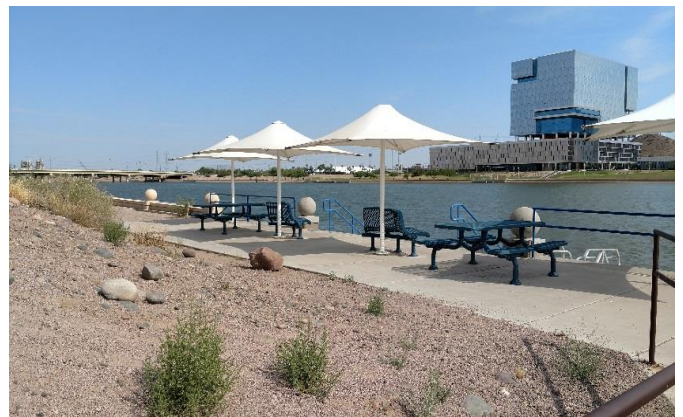
Large parking area for buses/trailers with faded striping



Accessible parking just west of the marina with faded striping.

Park Amenities

Picnic tables along the water were not accessible. At least one picnic table (or 5%) in each area need to be accessible, allowing a person using a mobility aid to use the table with their party.

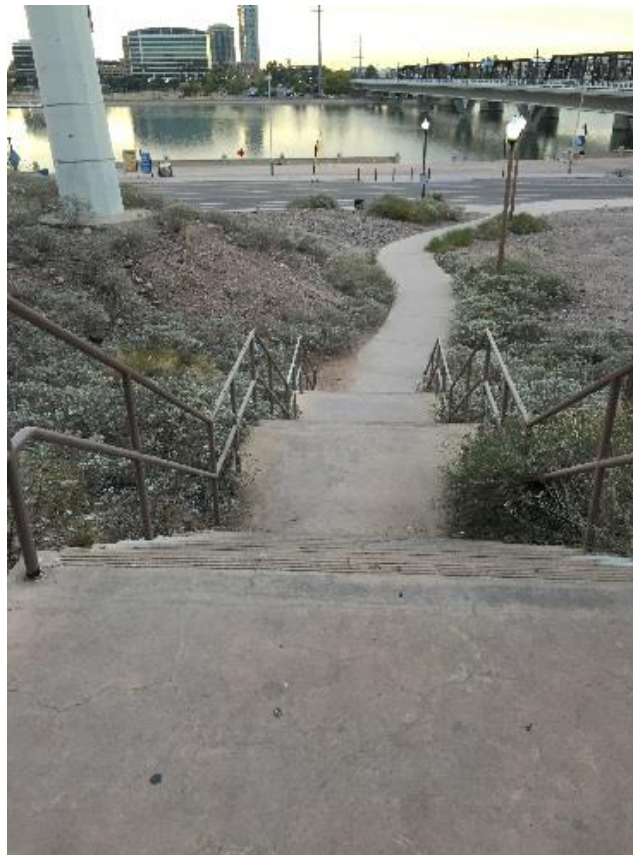


Accessible picnic tables need to be provided at each area where picnic tables are offered.

Tempe Town Lake (West – upper parking area)

There are insufficient accessible parking spaces within this parking area. Signs are provided indicating 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 general circulation route.

No accessible route is provided from the sidewalk along southbound N. Mill Avenue to the lake edge. Pedestrians without disabilities can utilize the stairs down to the lake edge and pedestrians with disabilities traveling south along N. Mill Avenue have no access the lake edge.



Stairs providing a direct pedestrian route to the lake edge.



Preliminary Cost Summary – Phase II

Public Right-of-Way

Total Cost	Sidewalks	Trails	Curb Ramps	Signals	Transit Stops
\$37,353,720	\$30,040,350	\$1,994,575	\$4,472,195	\$487,100	\$359,500

Parks

Total Cost	Parking	Path of Travel	Playground	Restrooms	Picnic/Grills	Sports	Misc.
\$779,750	\$122,000	\$256,350	\$214,000	\$61,200	\$32,800	\$42,400	\$51,000

Prioritized Recommendations for Barrier Removal

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. Phase II facilities will be evaluated and integrated with Phase I upon completion of this phase of work. Phase I work has already begun.

Implementation Schedule

The City of Tempe has identified numerous right-of-way locations, parks, and facilities to revise. 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, immediate necessity, degree of complexity, and overall cost.



Public Comment and Next Steps

Open House

An ADA Transition Plan Open House will be held on March 13, 2018 at the Tempe Public Library from 10-12 p.m. and 5-7 p.m. All citizens are welcome to join us to hear the formal findings, ask questions and provide feedback.

Public Display at the 30th Annual Tempe Mayor's Disability Awards

The information will be displayed at Cole's Table at the April 17, 2018, at the 30th Annual Tempe Mayor's Disability Awards at the Tempe Center for the Arts. Tickets are required to attend; for more information contact: Michele_Stokes@Tempe.gov.

Presentation at Tempe Commission Meetings

The Tempe City Council established boards and commissions to act in an advisory capacity to the Council by making recommendations on issues within the scope of their duties. Several Tempe Commissions and Boards have scopes that include ADA compliance issues in the community, parks, and transportation. Information on the ADA Transition Plan will be presented to these Commissions:

- Tempe Mayor's Commission on Disability Concerns
- Tempe Parks, Recreation, Golf, and Double Butte Cemetery Advisory Board
- Tempe Transportation Commission

Presentations at agency locations serving people with disabilities

Presentations will be provided to agencies serving people with disabilities and others upon request.

Contact: Michele_Stokes@Tempe.gov.

On-line Survey

We need your opinion on what we should fix first! Parks? Curb ramps? Sidewalks? Parking spaces? Go to www.tempe.gov/ada to find the survey and let us know your priorities and if there are other areas we need to know about! If you have questions, please contact Michele Stokes, ADA Coordinator at: 480-350-2704, Relay Users: 7-1-1 or Michele_Stokes@Tempe.gov.