

**CITY OF TEMPE**  
**ADA Self-Evaluation & Transition Plan**  
**Phase I**  
**– *Public Involvement* –**

**cole**<sup>®</sup>





# Introduction



## Presenters:

- **Michele Stokes**, ADA Compliance Specialist - City of Tempe/Office of Strategic Management and Diversity
- **Catherine P. Hollow, PE**, Sr. Civil Engineer - City of Tempe/Public Works/Engineering
- **Belinda Banger**, Vice President, ADA Coordinator – Cole
- **Mike Vonderheide, PE**, Senior Project Manager – Cole
- **Kristi Avalos**, President, CEO – Accessology
- **Steven Lewandowski**, Project Manager - Accessology

# > Introduction



**The City of Tempe is committed to accessibility:**

- Mayor's Commission on Disability Concerns
- Past and current accessibility improvements
- Updated Self-Evaluation & Transition Plan

# Today's Discussion



- › **Who We Are**
- › **ADA Self-Evaluation & Transition Plan**
  - › Purpose, Approach & Process
- › **Present an Overview of Phase I Findings**
  - › Pedestrian Access Elements
  - › Parks' sidewalks
  - › On-street metered parking
- › **Summary of Findings Document**
  - › Importance of Public Involvement and Survey
- › **Next Steps / Questions & Answers**

## > Purpose



# ADA Self Evaluation & Transition Plan

## > What is it?

- > **Self Evaluation** = a review of city policies, programs, services, facilities, parks, communications and pedestrian access (sidewalks, curb ramps, bus stops, traffic signals) to identify barriers that people with disabilities may encounter in order to remove them
- > **Transition Plan** = an action plan that includes the responsible party and an estimate of time and cost to remove barriers to city programs and services

## Purpose



### **ADA Self Evaluation & Transition Plan**

- **Three-year evaluation began in 2015**
- **Phase I:** Evaluation of ramps, sidewalks, signals, bus stops, parking within the downtown Tempe areas and 10 parks
- **Phases 2 and 3** will include more areas, parks, facilities, communications, policies, processes and program reviews

## > Purpose



**Our goal is to receive your information on:**

- Your highest priorities
- If we are accessible to you
- Where we can improve
- What we are missing
- What agencies to include



## > Technology for Collection & Tracking



- City of Tempe has taken a progressive technological approach to reviewing accessibility
- Surveyors are skilled in assessing ADA compliance
- Pedestrian Access (sidewalks, ramps, bus stops, shade and signals) – by **Cole**
- Parking and Parks – by **Accessology**



## Technology for Collection & Tracking



- We use technology for efficiency and effectiveness in evaluating and documenting compliance issues
  - Data Collectors
  - ULIP-ADA (Ultra-Light Inertial Profiler attached to a Segway)
  - GIS mapping integration

## > 2 Technologies for Collection & Tracking



**IPads and customized forms to input ADA compliance issues**



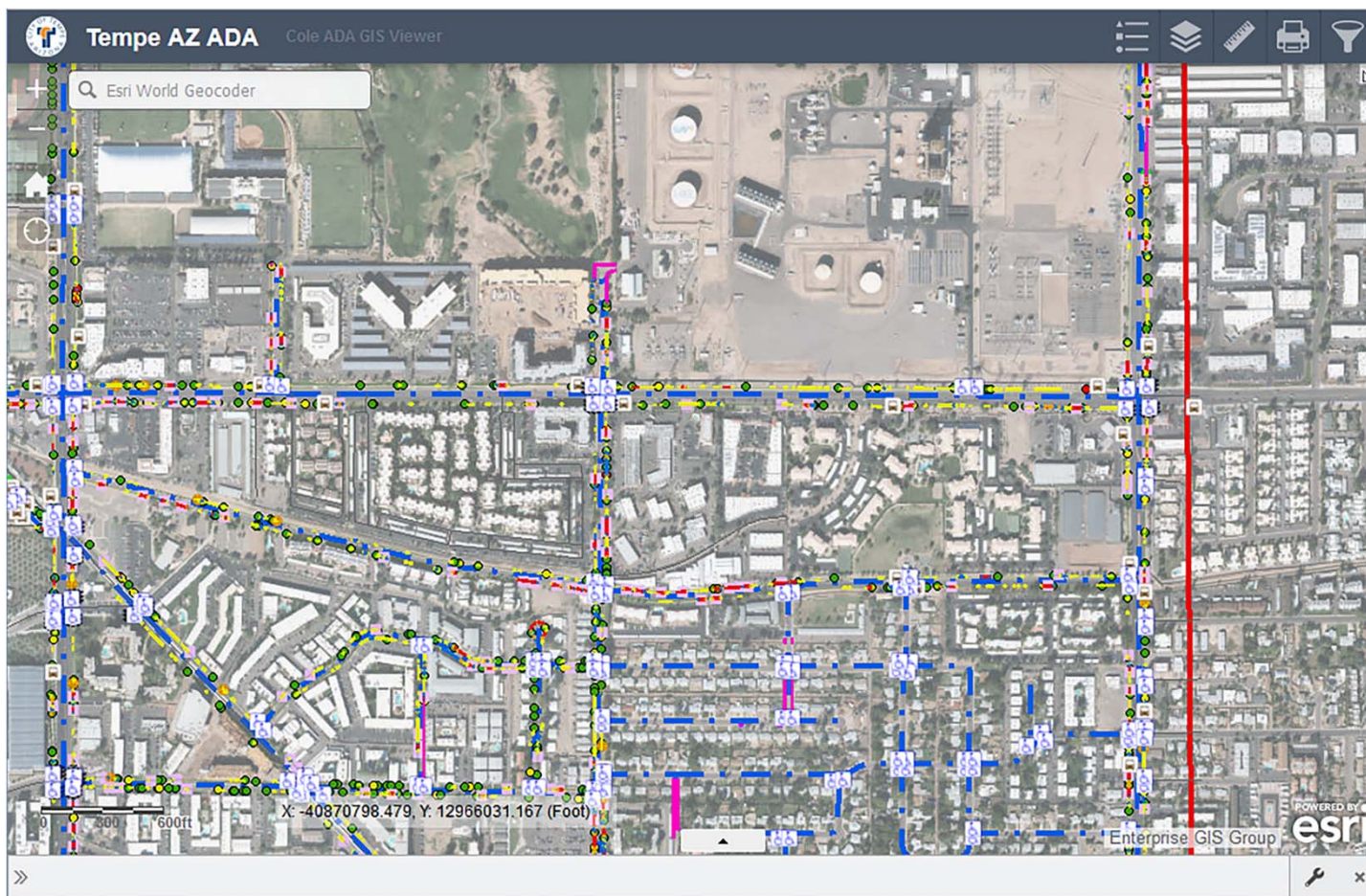
**ULIP-ADA: Ultra Light Inertial Profiler attached to a Segway to collect features of sidewalk compliance**



# > Technology for Collection & Tracking

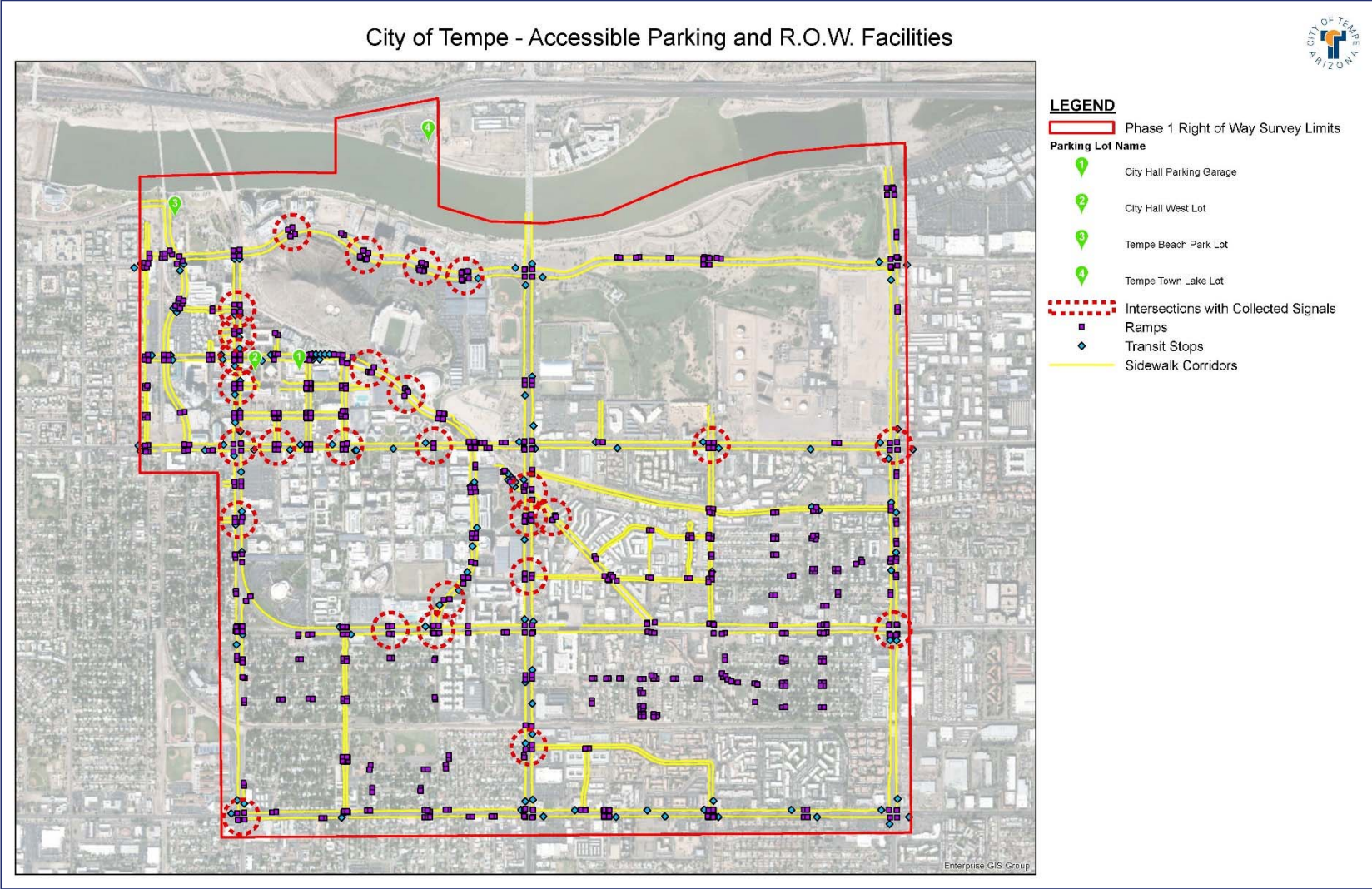


**GIS: We integrate all information in Tempe's Geographic Information System for better planning and tracking**





# > Boundaries of Phase I

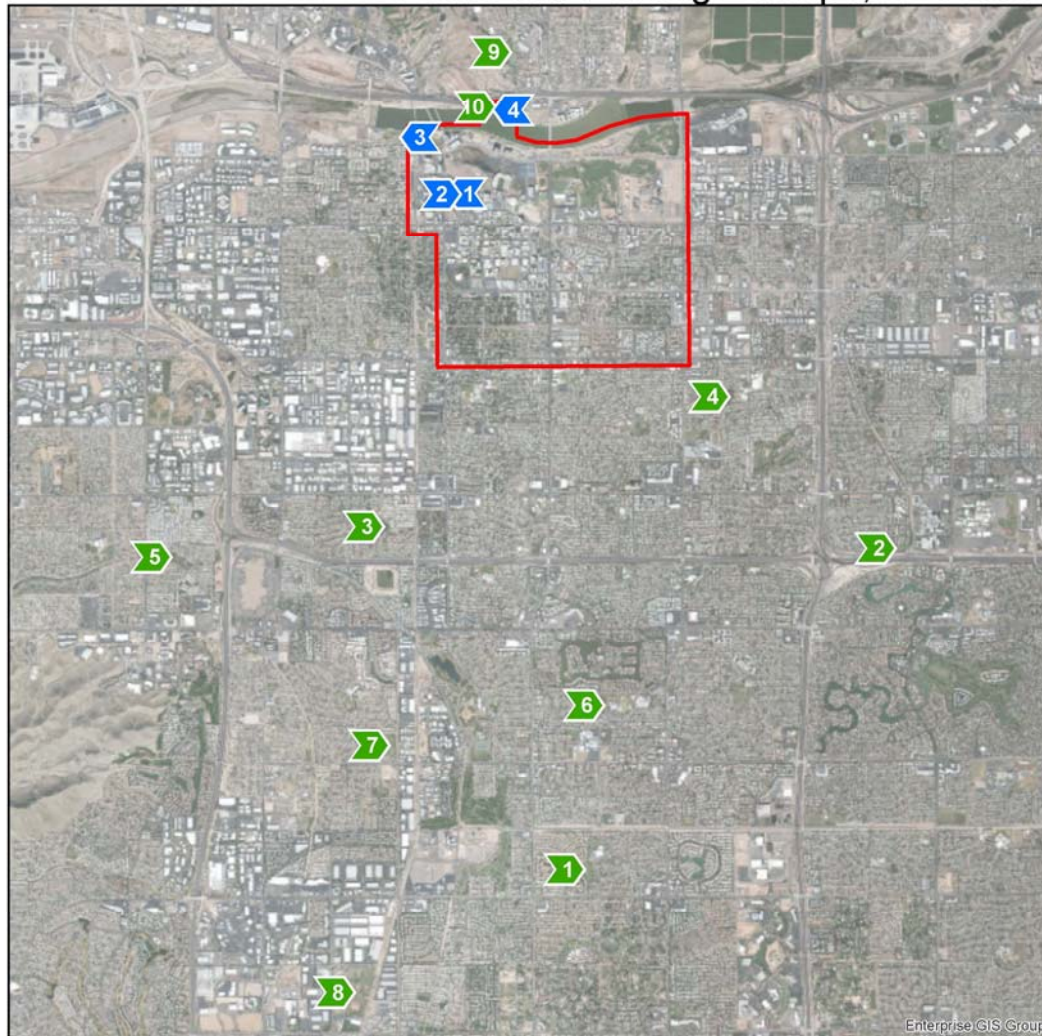




# > Boundaries of Assessment Phase I



Parks and Parking - Tempe, AZ : Exhibit A



**LEGEND**

Phase 1 Right of Way Survey Limits

**Parking Lot Name**

- City Hall Parking Garage
- City Hall West Lot
- Tempe Beach Park Lot
- Tempe Town Lake Lot

**Park Name**

- Corbell Park
- Ehrhardt Park
- Dwight Park
- Selleh Park
- Svob Park
- Scudder Park
- Benedict Field
- Tempe Sports Complex
- Papago Park
- Tempe Town Lake Park

Enterprise GIS Group

# > Assessment - Phase I

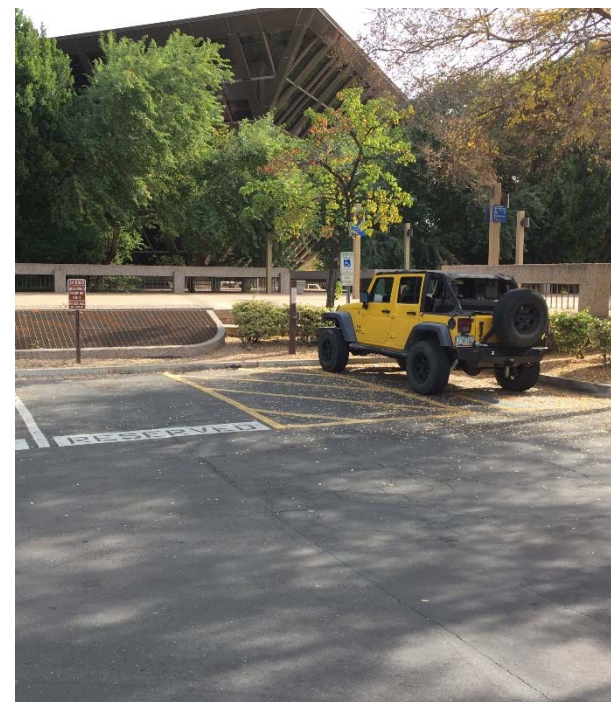


## Street Corridors included:

- › Sidewalks
- › Curb Ramps
- › Signals (at roadway intersections)
- › Bus Stops and Shade

## Public Parking Areas:

- › City Hall Parking Garage
- › City Hall West Lot
- › Tempe Beach Park Surface Lot
- › Tempe Town Lake Parking Lot (northside)
- › On-street accessible parking





# > Assessment - Phase I



## City Parks:

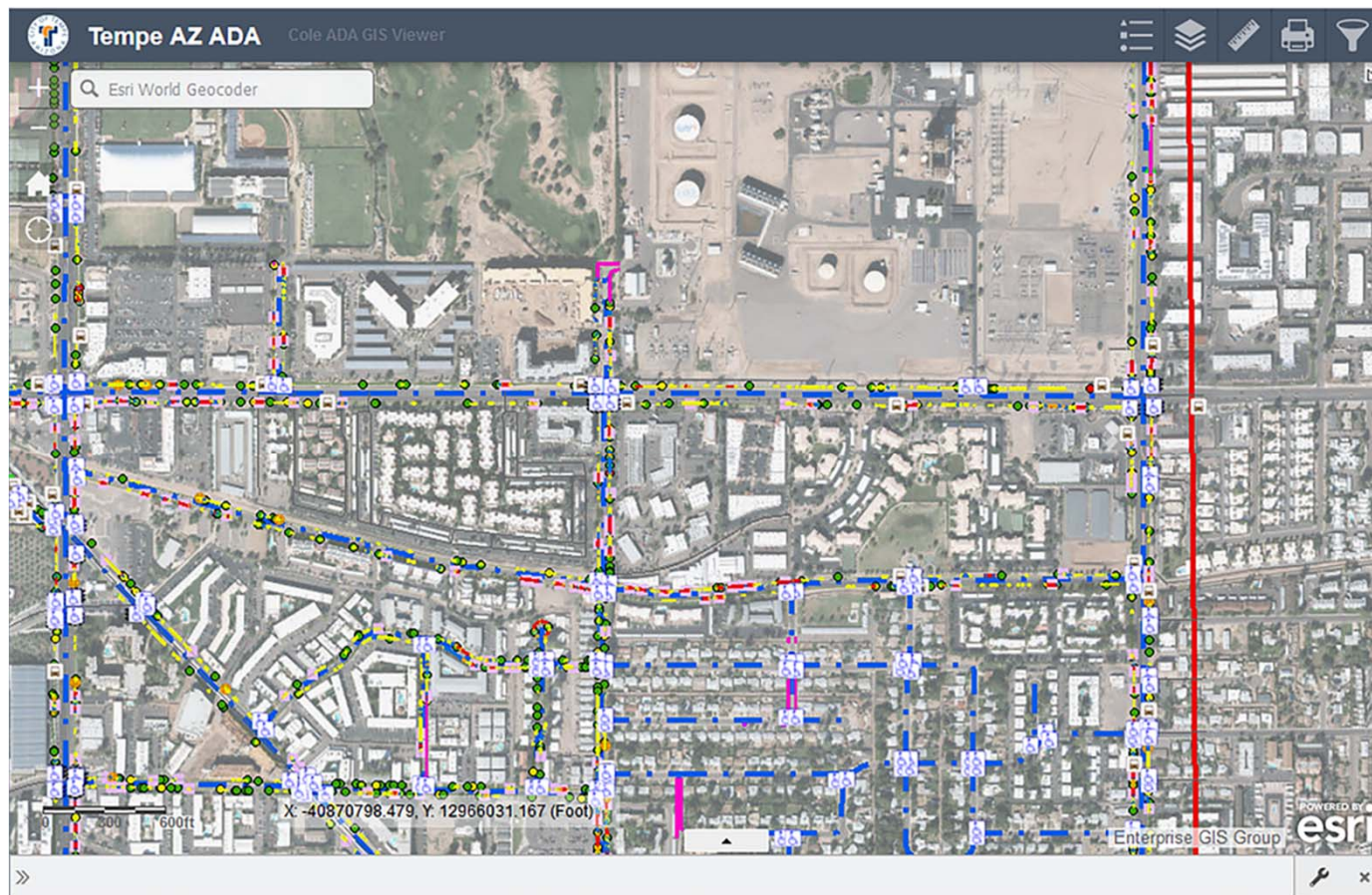
- › Corbell Park
- › Ehrhardt Park
- › Dwight Park
- › Selleh Park
- › Svob Park
- › Scudder Park
- › Benedict Field
- › Tempe Sports Complex
- › Pagago Park
- › Tempe Town Lake Park (north side only)



# > Boundary – Pedestrian Access Routes



These are compliance issues plotted in GIS to allow for better planning and tracking:





# > Findings – Phase I Total Costs



City of Tempe - ADA Transition Plan Self-Evaluation Findings-Phase 1	
Facility Type	Total Cost
Curb Ramps	\$1,242,400
Sidewalks	\$9,068,630
Bus Stops	\$137,300
Pedestrian Signals	\$182,150
Benches	\$14,500
Parks	\$1,089,100
Accessible Parking	\$325,300
<b>Total</b>	<b>\$12,059,380</b>

## Findings – Pedestrian Access Routes



**We evaluated using 2010 ADA Standards and the 2011 Public Rights-of-Way Accessibility Guidelines Criteria, the following:**

- › Cross slopes and running slopes
- › Driveway crossings slope
- › Heaves in concrete
- › Gaps in connectivity
- › Obstructions
- › Curb ramp elements
- › Clear floor space at bus stops
- › Detectable Warnings (truncated domes) at curb ramps
- › Communication features at signalized intersections, such as audible tones, vibro-tactile & push buttons locations.

# > Findings – Pedestrian Access Routes



## General Findings

- Newly constructed facilities tend to comply with 2011 Public Rights-of-Way Accessibility Guidelines (PROWAG)
- Pedestrian facilities constructed before 2013 have a higher propensity of minor access issues
- Construction Standard Details were updated to increase accessibility

# > Findings – Pedestrian Access Routes



## **Sidewalks and common issues:**

- 38 miles of sidewalks were evaluated
  - 10.7 miles have cross slopes that exceed the 2% maximum
  - Driveway cross slope crossings often exceed the 2% slope limit
  - Changes in level or sidewalk joint displacement. There are 60 locations of 1 inch or higher.



# > Findings – Pedestrian Access Routes



## Sidewalks, common findings:



*accessible  
path behind  
driveway*

## > Findings – Pedestrian Access Routes



### **Curb Ramps, common issues:**

- 664 curb ramps were evaluated
  - Documented the presence of and type of curb ramp
  - 45 locations had missing curb ramps
  - Evaluated elements such as running slope, cross slope, side flares, landings, detectable warning truncated domes and transitions from ramp to pavement

# > Findings – Pedestrian Access Routes



## **Curb Ramps, common issues:**

- Most new curb ramps comply with 2011 PROWAG
- Of non-compliant curb ramps, the most common issues:
  - Non-compliant or missing landings
  - Missing detectable warning truncated domes
  - Missing curb ramp where one needs to be installed

# > Findings – Pedestrian Access Routes



## **Curb Ramps, common issues:**



*Compliant Perpendicular Ramp*



*Missing Curb Ramp*



## > Findings – Pedestrian Access Routes



### **Signals at Intersections, common issues:**

- 28 pedestrian signalized intersections were evaluated
- 75 individual pedestrian street crossings were evaluated
- Documented if street crossing signal controls existed
- Evaluated using 2011 PROWAG and 2009 MUTCD standards. All standards, such as proximity of pushbutton to street crossing and duration of timing, were evaluated

## > Findings – Pedestrian Access Routes



### **Signals at Intersections, common issues:**

- Of the non-compliant signals, the most common issues:
  - Pushbutton locations had clear floor space that was not flat, with slopes that exceeded 2% grade
  - Some pushbutton locations were located too far away from the curb and crosswalk

# > Findings – Pedestrian Access Routes



## Signals at Intersections, common issues:



*Pedestrian Push Button*

# Findings – Pedestrian Access Routes



## **Bus Stops, common issues:**

- 131 bus stops
- Evaluated for access to the stop, the landing, boarding areas, clear floor space next to seating area, and signage
- 63% of bus stops were found to be in full compliance

# > Findings – Pedestrian Access Routes



## **Bus Stops, common issues:**

- Of the non-compliant bus stops, common issues:
  - Landing pads adjacent to the curb were either too small or had cross slope issues
  - Clear floor space: the area adjacent to seating was not available or the space was insufficient



# > Findings – Pedestrian Access Routes



## Bus Stops, common issues:



*Compliant Transit Stop*



*Expand Bus Pad Landing*

## > Findings – Parking



**We evaluated using 2010 ADA Standards and the 2011 Public Rights-of-Way Accessibility Guidelines Criteria, the following:**

- Lots/Garages - Total number of parking spaces vs number of accessible parking spaces provided
- On-Street Parking - Total number of parking spaces per block perimeter vs number of accessible parking spaces
- Accessible parking signs
- Accessible parking space dimensions/slopes
- Access aisle dimensions/slopes
- Curb ramps to accessible parking spaces

## > Findings – Parking



### Common Issues:



*City Hall West Lot – curb ramp extends into accessible parking access aisle*



*Tempe Beach Parking Lot – accessible parking signs too low*



## > Findings – Parking



### Common Issues:



*Tempe Town Lake  
– transition  
between asphalt  
and concrete  
exceeds ½ inch*



# > Findings – Parking



## Common Issues:



*Downtown Parking – slope within accessible parking spaces exceeds 2% or 1:48*

## > Findings – Parking



### Common Issues:



*Downtown Parking – curb ramp extends into access aisle and has slope in excess of 1:12*



## > Findings – Parking



### Common Issues:



*Downtown Parking –  
accessible parking signs too  
low*

## > Findings – Parking



Parking Facility	Estimated Cost
Tempe Beach Park	\$9,300
Tempe Town Lake North	\$69,600
City Hall Parking Garage	\$400
City Hall West Parking Lot	\$18,900
Mill District On-Street Parking (boundary is E. Rio Salado Pkwy. to the north, S. Ash Ave to the west, S. College Ave to the east and E. University Dr. to the south)	\$227,100
<b>TOTAL</b>	<b>\$325,300</b>



## > Findings – Parks



**We evaluated using 2010 ADA Standards and the 2011 Public Rights-of-Way Accessibility Guidelines Criteria, the following:**

- Parking
- Playgrounds
- Picnic tables and grills
- Restrooms
- Benches
- Sports courts/sports fields
- Pavilions
- Drinking Fountains
- Interior sidewalks/paths

## > Findings – Parks



### Common Issues:



*Benedict Fields – Insufficient number of accessible parking spaces, accessible parking signs are too low, no van accessible parking sign, no accessible routes to ball fields and no accessible bleacher seating*

## > Findings – Parks



### Common Issues:



*Corbell Park – On-street parking is provided; recommend accessible parking spaces. Surface within the playground area is not accessible*



# > Findings – Parks



## Common Issues:



*Dwight Park – No accessible route to drinking fountains and no accessible picnic table areas*



## > Findings – Parks



### Common Issues:



*Svob Park – Dog waste bag dispensers located too far from accessible route*



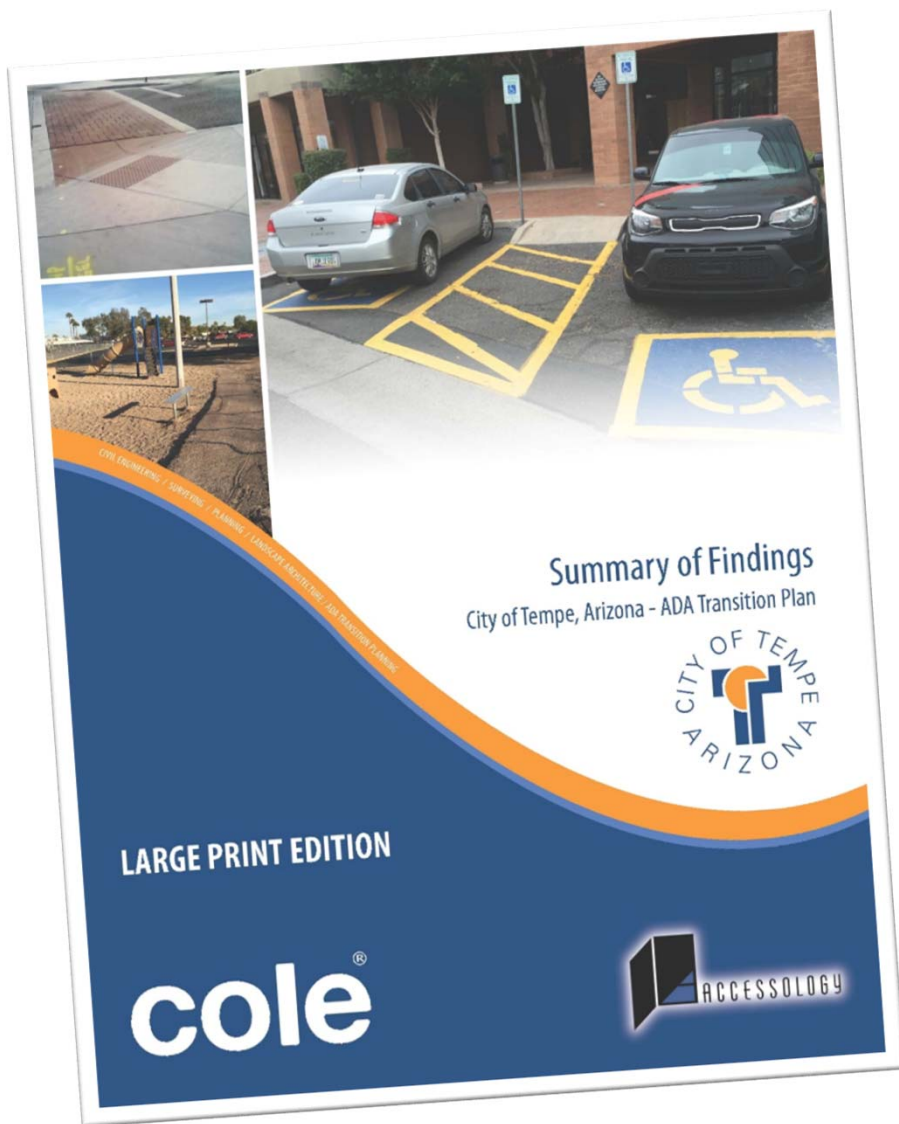
*Tempe Sports Complex – Flush control on wrong side; toilet paper dispenser not in correct location*

## > Findings – Parks



Park Name	Estimated Cost
Benedict Park	\$107,400
Corbell Park	\$117,800
Dwight Park	\$92,800
Ehrhardt Park	\$42,400
Papago Park (North)	\$65,400
Papago Park (South)	\$61,100
Scudder Park	\$51,600
Selleh Park	\$162,800
Svob Park	\$89,200
Tempe Sports Complex	\$298,600
<b>TOTAL</b>	<b>\$1,089,100</b>

# > Summary of Findings



Summary of Findings document available to the public for review.

[www.tempe.gov/ADA](http://www.tempe.gov/ADA)

# Community Input/Survey



## **Is Tempe accessible to you?**

The City of Tempe is conducting an **Americans with Disabilities Act Self Evaluation and Transition Plan** to determine steps to take to ensure inclusion and access for people with disabilities. In the first phase we are surveying Tempe residents and others about the city's sidewalks, curb ramps, street crossings, parks and on-street parking. Subsequent surveys will look at additional sidewalks, parks and facilities as well as programs, services, activities, events, policies, emergency management, training, general inclusion efforts and communications.

**Tempe would like YOUR help to determine what is most important to you! You may also take the survey on-line at [www.tempe.gov/ada](http://www.tempe.gov/ada).**

**The following nine demographic questions are optional. If you choose to respond, please mark all that apply:**

1. I am a Tempe resident, attend events, go to school, shop, and visit or work in Tempe.
  - Yes
  - No
2. I am a family member, caregiver, employer of, or individual that has functional needs or disabilities affecting: (mark all that apply)
  - Vision
  - Hearing
  - Thinking
  - Breathing
  - Walking
  - Moving
  - Working

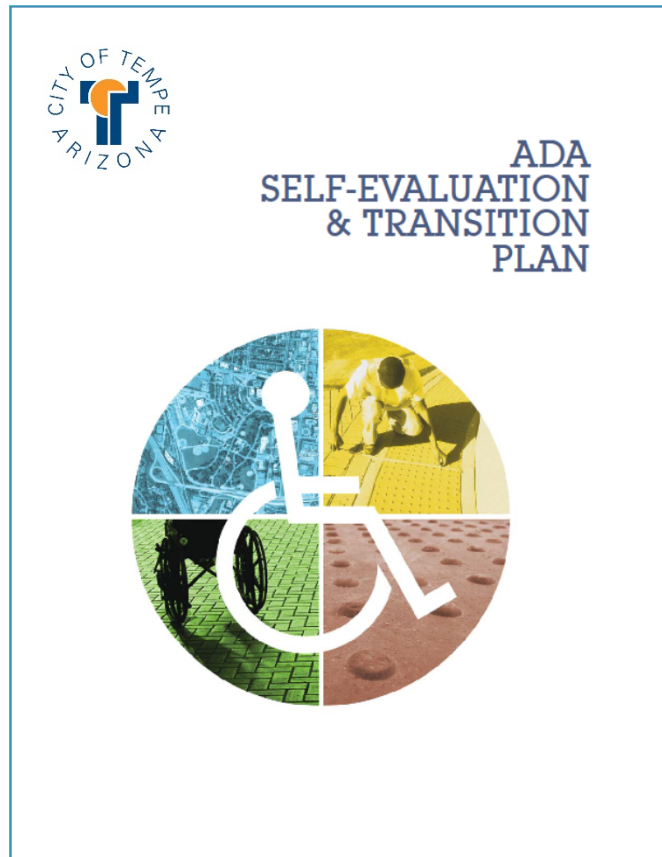
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*Survey document available to the public for input on accessibility priorities.*

[www.tempe.gov/ADA](http://www.tempe.gov/ADA)



# Next Steps



*Sample of a formally approved ADA Self Evaluation & Transition Plan*

- 3 week public involvement with on-line survey and presentations
- Transition Plan will be created using public involvement info
- Transition Plan includes cost, time line and responsible parties for barrier removal
- Transition Plan approved by City Council
- City of Tempe will implement the Plan over a number of years

# > Question & Answer



# > Next Steps

