



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

Summary of Findings

City of Tempe, Arizona - ADA Transition Plan



EASY ENGLISH EDITION

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CITY OF TEMPE, ARIZONA - ADA TRANSITION PLAN

Summary of Findings - Easy English Style

Introduction

The Americans with Disabilities Act (ADA) says discrimination against people with disabilities is wrong. Disability discrimination is anything that makes life harder for people who have a hard time seeing, hearing, speaking, moving, thinking, learning, breathing or working. We are reviewing and checking to be there is nothing making life harder for people with disabilities in City of Tempe's:

- Rules and policies
- Communications, including telephones, websites and meetings
- Programs, activities and services
- Sidewalks, crosswalks and curb ramps (This is called the Right-of-Way),
- Bus stops, shade at bus stops
- Crosswalk signal buttons and signals
- Parks, parking, and city-owned buildings

We want to remove, change or fix anything that makes it harder for people with disabilities to enjoy, work, live, shop, recreate, visit, or go to school in Tempe. We don't want discrimination in the City of Tempe. We would like your ideas on how Tempe can be better for people with disabilities.

It will take the us three years to finish the review. Each year we will finish one part or "phase." The ADA calls the review a "Self-Evaluation." It calls the plan to remove, change or fix anything that makes it harder for people with disabilities, an "ADA Transition Plan."



The City of Tempe hired Cole and Accessology to help us with the Self-Evaluation and ADA Transition Plan because they have experience, tools and a good reputation for helping cities.

The City of Tempe ADA Transition Plan will include:

- What we will remove, change or fix first;
- How much it will cost Tempe to remove, change or fix things each year;
- How long it will take to remove, change or fix things and;
- Who will do the work.

This report shares some of the information we found in the first phase which began in July 2015. We decided to review the downtown area because it is the busiest area of Tempe where people visit, shop, work, go to school and attend events. The “scope” or area that was reviewed includes:

A. Public Right-of-way that the City owns in the downtown area

1. 38 miles of sidewalk and over 455 driveway locations
2. 664 curb ramp locations; there are 5 different kinds of curb ramps
3. 28 signalized intersections and 75 crosswalks
4. 131 bus stops; we also looked at shade that was at bus stops (not required)

B. Public Parking Areas:

1. City Hall Parking Garage
2. City Hall West Parking Lot
3. Tempe Beach Park Surface Parking lot
4. Tempe Town Lake Park, Parking Lot (north side only)
5. On-street accessible parking in downtown area (See map)



C. City Parks:

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 (North West Corner and South West Corner)
10. Tempe Town Lake Park (north side only)

We also need your help with this first phase! We cannot do this without you. You know what matters most to you and what you would like to see removed, changed or fixed first.

We would like you to tell us what would make it easier for you in Tempe. You can fill out a survey or just tell us where you are having problems in these areas of Tempe.

The survey is found at www.tempe.gov/ada. If you want, just ask, and we can mail you a survey, or help you fill one out. Just let us know! Our phone number and address are at the end of this report.

The next section shows areas that we need to remove, change or fix.



A. Public Rights-of-Way

Tools. Cole used survey crews who had measuring tools that had Global Position System (GPS) which helps to show information using a map. Survey crews used the computer to fill out forms for the curb ramps, signals and bus stops. For the sidewalk, Cole used the ULIP-ADA (Ultra-Light Inertial Profiler) to measure sidewalk cross slope, running slope or grade, gaps and bumps. Federal Highway Administration (FHWA) developed it and it is listed as a “Best Practice” approach. The ULIP-ADA looks like a Segway with devices that measure small changes in the sidewalk.

Standards. Generally, new sidewalks are accessible in Tempe. While they may have small or temporary problems, they meet with the standard. The standards for sidewalks include:

- 2011 Public Right of Way Accessibility Guidelines (PROWAG)
- 2010 ADA Standards (ADA).

Sidewalks

Older sidewalks made before 1991 may not be accessible. But since 1991, the City of Tempe updated the patterns they use to make curb ramps. The patterns are called Tempe Construction Standard Details.

Access of sidewalks. The crews measured 38 miles of sidewalk. They found that 10.7 miles of the sidewalks have problems and don’t meet the PROWAG standards. Most of the problems are small, but there are some common ones:



Sidewalk – common problems

- **Sidewalk Cross Slopes:** 10.6 miles of sidewalk have cross slopes that exceed the 2% maximum. Most of the cross slope problems are minor, this means that some sidewalks tilt just a little. The 2% cross slope standard means that the sidewalk has to be flat, not tilted from side to side.
- **Driveway crossings:** 455 individual driveways locations have cross slopes that exceed the maximum 2% cross slope limit or they tilt too much. They are required to have a flat sidewalk or accessible path at the top of the driveway. Most of the driveways with these problems were built before 1991, when the ADA became law.



Figure 1: Accessible path at top of the driveway – this is accessible.



Curb Ramps

Curb ramps: A total of 664 curb ramp locations were reviewed. There are different types of curb ramps. For a pictures of each type, see the last page.

Curb Ramp Type	Total	Percentage
Perpendicular	392	59.0%
Parallel	52	7.8%
Directional	39	5.9%
Diagonal	123	18.5%
Blended Transition	13	2.0%
No Ramp	45	6.8%
<u>Total</u>	<u>664</u>	<u>100%</u>

Access of curb ramps: At each location, the field technicians noted if there was a ramp or not, and if there was a ramp, they measured the running slope, cross slope, flares, landing slopes, presence of truncated domes and more. Overall, 75% of the locations or about 500 of them were non-compliant or missing a curb ramp.

Curb Ramps – Common Problems

Diagonal Curb ramps. There were 123 diagonal curb ramps surveyed. The 2011 PROWAG Guidelines recommend the removal and replacement of diagonal ramps. The ADA does not recommend diagonal curb ramps in new construction. These are not the best curb ramps.

- Some curb ramps had missing landings or missing truncated domes.
- In 45 locations, a curb ramp was missing.



Figure 2: Compliant Perpendicular Ramp *Figure 3: Needs truncated domes*

Intersections with traffic signals

Signalized Intersections. A total of 28 intersections were reviewed. There are 4 signals at an intersection, so 112 locations were reviewed. Cole also reviewed 75 street crossings. At each location the surveyors noted if there were pedestrian crossing signal controls. The signal features were measured against PROWAG Guidelines and other standards.

Access of Signalized Intersections. There were 60 signalized intersections did not have pedestrian signal components.

Signalized Intersections – Common Problems

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



Figure 4: Pedestrian Push Button

Bus Stops

Bus Stops. A total 131 bus stops were reviewed. Areas evaluated included access to the bus stop, boarding areas, clear floor space next to seats and signs. A total of 82 bus stops comply with ADA and are good; 49 bus stops are not. Cole also looked at shade at each stop, at our request, even though it is not required by ADA or other laws. Shade is important to safety in the summer; there were 101 bus stops that had full or partial shade. The remaining 30 bus stops, had no shade.

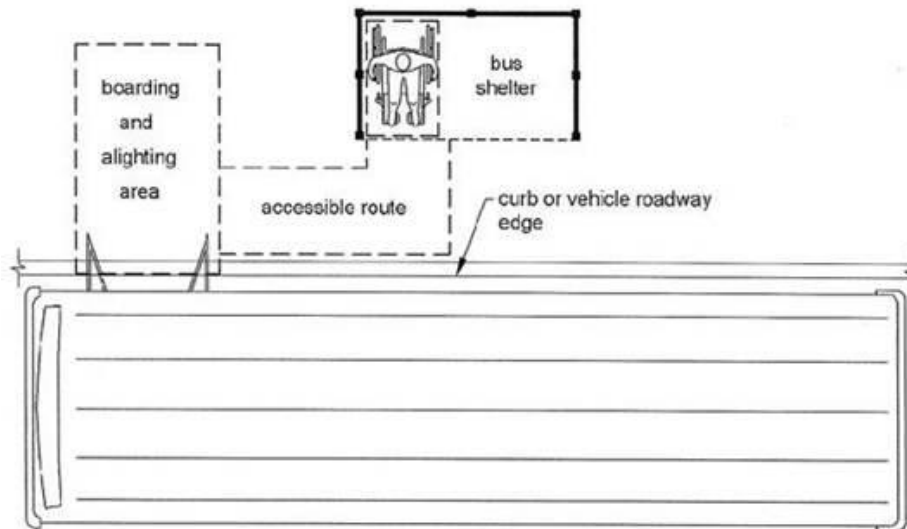


Figure 5: Transit Stop Diagram



Bus Stops – Common Problems

- Bus stop landing pad: the landing pad next to the curb was either too small or had sloped too much
- Clear floor space: the area next to the seating was not available or the space was too small.



Figure 4: ADA compliant Transit Stop



Figure 5: Need to expand the Bus Pad

Parking

Parking downtown. The metered parking spaces located downtown was evaluated. The downtown boundaries are:

- Rio Salado Parkway to the north,
- University Drive to the south,
- College Avenue to the east and
- Ash Avenue to the west.



Based on the 500 metered parking spaces, Tempe needs to add more accessible parking spaces. 2011 PROWAG requires 27 accessible parking spaces for every 500 regular parking spaces. There are 16 provided now, so 11 more are needed.

Parking - Common Problems

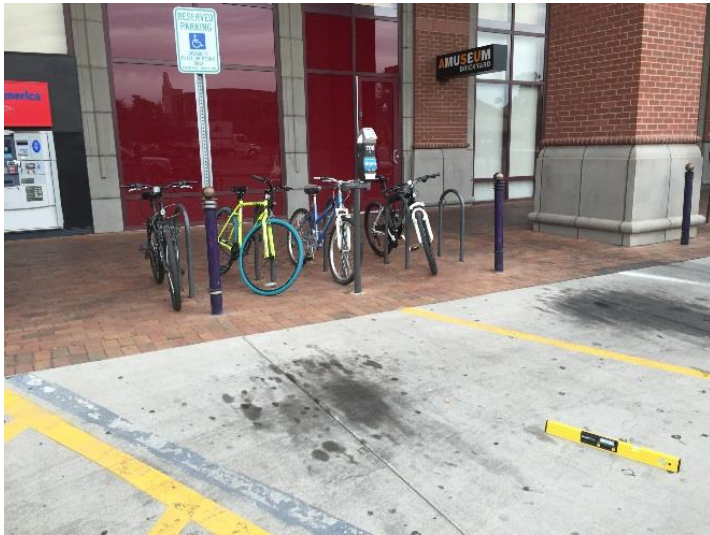
- Curb ramps within the parking space access aisle is not permitted.
- Access aisle slopes are too steep; this is not accessible.
- Accessible parking signs are too low. They are to be posted at 60 inches above the ground.



Figure 6: 3rd St. – Curb ramp within access aisle and 15% slope on curb ramp



Figure 7: 4th St. – Curb ramp within access aisle



Figures 8 and 9: E. 7th St. – Slopes up to 6.0% within parking spaces



Figures 10 and 11: W. 4th St. – 4.9% slope within parking spaces



Figure 12: Parking signs too low.

City Hall Garage. One accessible parking space should be relocated to the “hotel van only” parking space to provide a shorter route to the entrance.



Figure 13: “Hotel Van Only” is a closer space to the hotel entrance, should be accessible.

City Hall West. The accessible parking is not in compliance. Issues include obstructed accessible parking signs and excessive slopes in the spaces and aisles.



Figure 14: City Hall West – Curb ramp within access aisle



Figures 15 and 16: City Hall West – 4.0% slope within space and 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 there is a non-compliant slope with the current van accessible parking space. The overhangs of vehicles parked at the sidewalk could obstruct the sidewalk. Wheel stops are recommended for these parking spaces. The sidewalk connection to the van accessible parking space has a change in level greater than 1/2".



Figure 17: Change in level at access point



Figure 18: Parking signs are too low.



Figures 19 and 20: Slopes greater than 1:48 within accessible parking



Tempe Town Lake (East – lower parking area). The accessible parking spaces are in compliance; however, the connection between the asphalt surface and the sidewalk has a level change greater than $\frac{1}{2}$ ". Sand is constantly covering 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 Mill Avenue to the lower level, but no accessible route is provided. An accessible route is required in the same general location as the general circulation route. Pedestrians with disabilities traveling north along Mill Avenue can't get to the lake.



Figure 21: Sand covering accessible route



Figure 22: Level change between parking and accessible route



Figure 23: No accessible route from Mill Ave.

Tempe Town Lake (West – upper parking area). There are not enough accessible parking spaces in this parking lot. Signs say that there is no accessible route to the lake from this level. However, there are stairs that provide 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 Mill Avenue to the lake edge. Pedestrians without disabilities are able to utilize the stairs down to the lake edge and pedestrians with disabilities traveling south along Mill Avenue have no access the lake edge.



Figure 24: No accessible route to lake edge



Figures 25 and 26: Curb ramp slope 10.9%

Parks

In addition, to Tempe Town Lake (north side), nine city parks were evaluated.

- Benedict
- Corbell
- Dwight
- Ehrhardt
- Papago
- Selleh,
- Scudder,
- Svob
- Tempe Sports Complex

Parks – Common Problems

- No access to on-street parking, accessible picnic tables or grilles;
- No accessible routes to park amenities (playgrounds, picnic areas, basketball courts, ball fields, soccer fields, etc.).

- One playground, at Papago Park, has accessible playground elements, although the playground was not fully compliant. The remaining eight parks included playground equipment and playground surfaces that are not in compliance.



Figure 27: Corbell – Ex: Playground equipment and surfaces not accessible



Figure 28: Corbell – Ex: No accessible route to amenities



Figures 29 and 30: Dwight – Ex: No accessible route to amenities



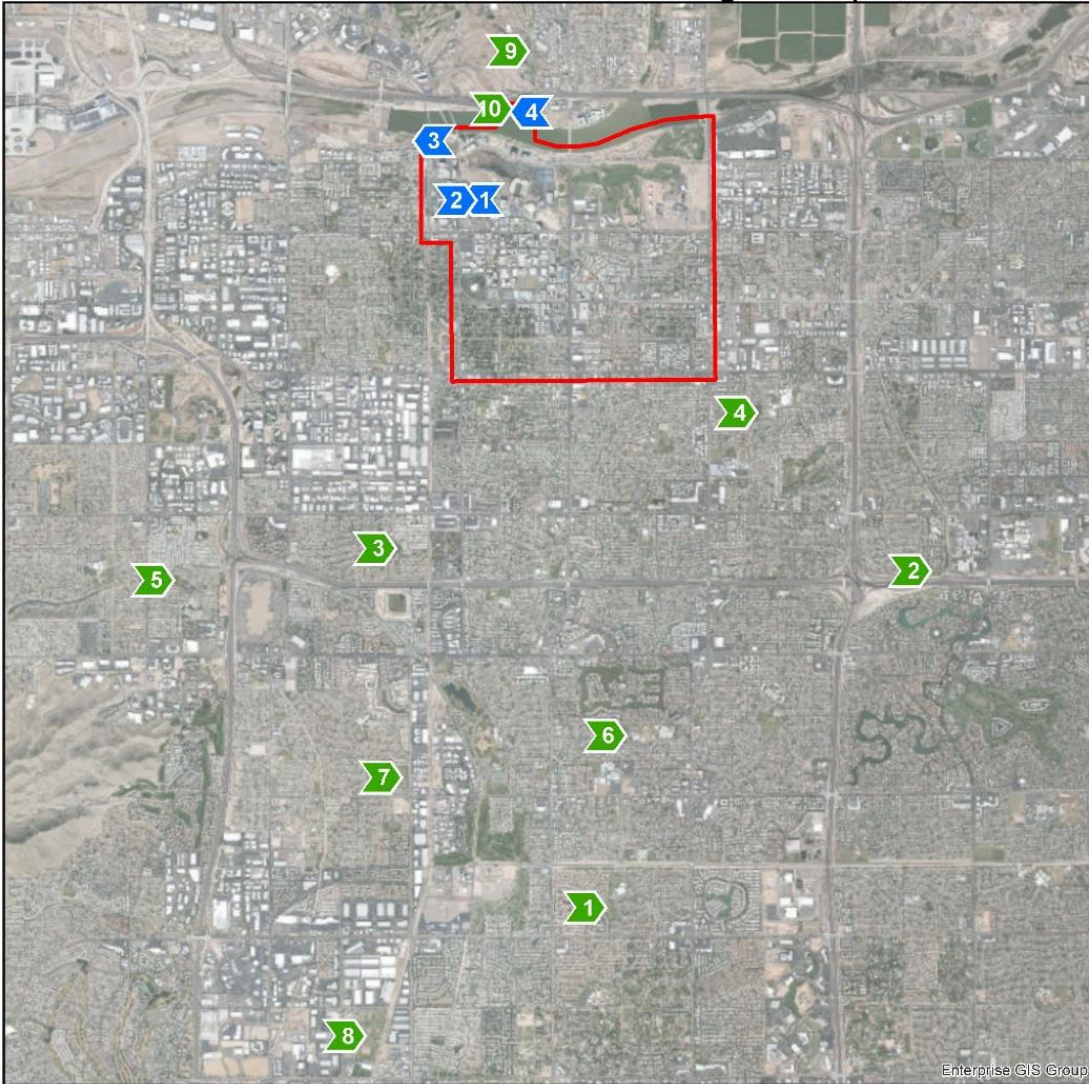
Figure 31: Selleh – non-compliant routes

Next Steps:

1. An ADA Transition Plan Open House is scheduled for May 4, 2016 at the Tempe Library from 10 - 12 and 5-7 p.m. Hope you can join us.
2. We will provide presentations to agencies serving people with disabilities and others upon request. Contact: Michele_Stokes@Tempe.gov.
3. We need your opinion on what we should fix first! Parks? Curb ramps? Sidewalks? Parking spaces? Go online to www.tempe.gov/ada to find the survey. Please let us know what we should fix first and if there are other areas we need to know about!

Contact us if you have questions at: 480-350-2704 or Michele_Stokes@Tempe.gov
Relay users: 711.

Parks and Parking - Tempe, AZ : Exhibit A



LEGEND

Phase 1 Right of Way Survey Limits

Parking Lot Name

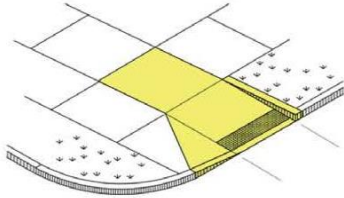
- City Hall Parking Garage
- City Hall West Lot
- Tempe Beach Park Lot
- Tempe Town Lake Lot

Park Name

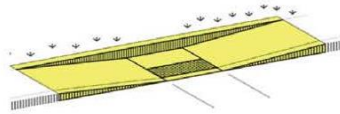
- Corbell Park
- Ehrhardt Park
- Dwight Park
- Selleh Park
- Svob Park
- Scudder Park
- Benedict Field
- Tempe Sports Complex
- Papago Park
- Tempe Town Lake Park

Enterprise GIS Group

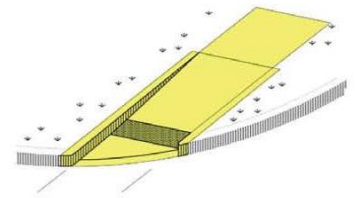
Tempe, AZ : Exhibit B



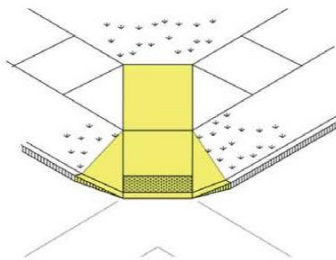
Perpendicular Ramp



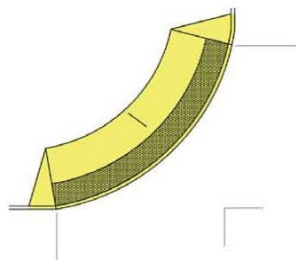
Parallel Ramp



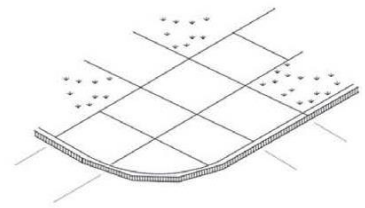
Directional 1 Ramp



Perpendicular Diagonal Ramp



Blended Transition Ramp



No Ramp