



Summary of Findings—Phase II Easy English/Large Print

City of Tempe, Arizona - ADA Transition Plan



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ADA SELF EVALUATION AND TRANSITION PLAN – PHASE II UPDATE

EASY ENGLISH & LARGE PRINT

FEBRUARY 2018



Introduction

The Americans with Disabilities Act (ADA) says discrimination against people with disabilities is wrong. Disability discrimination makes life harder for people who have a hard time seeing, hearing, speaking, moving, thinking, learning, breathing or working. You can find out more about the ADA at www.ada.gov. We are checking to be sure Tempe does not make life harder for people with disabilities in:

- Rules and Policies
- Communications, including telephones, websites and meetings
- Programs, activities, events and services
- Sidewalks, crosswalks and curb ramps (This is called the “Right-of-Way.”)
- Bus stops
- Crosswalk buttons and signals
- Parks, parking and city-owned buildings



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

- A list of the barriers - known as a 'Self-Evaluation'
- An estimated time-line of when we can remove the barriers
- Ideas and comments from the public, called 'Public Involvement'
- Contact information of who is responsible for making the changes
- A complaint process and policy that shows how we handle complaints

We would like your comments on how Tempe can become more accessible. We want to change or fix what is needed so everyone can enjoy, work, live, shop, recreate, visit, or go to school in Tempe. Disability discrimination is not allowed in the City of Tempe. Please let us know how Tempe can become better.

Public Involvement

Presentations will be made to disability organizations, agencies, and Tempe Boards and Commissions. If you would like a presentation to your group, please let us know.

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.

More information, and a survey to provide public comments, is at www.tempe.gov/ada. The Plan will be updated to include your comments. We want everyone to have an opportunity to be involved in the decision making to remove barriers. Please take a few minutes to fill it out.



What are we reviewing? The entire evaluation or “scope” includes:

1. The Public Right-of-way, includes:
 - a) Sidewalks
 - b) Curb Ramps and street crossings
 - c) Intersections with signals
 - d) Bus Stops
2. Parking lots and buildings and On-Street Parking
3. City Parks, and Trails which are also called Multi-Use Paths
4. Emergency Operations Plan
5. Emergency Shelter
6. Public Buildings
7. Communications which includes computers and television

When are we reviewing this? Tempe is conducting the review in three parts or phases. The ADA calls the review a “Self-Evaluation.” We started in 2015 and will have the review completed by 2020.

Phase 1. The “**scope,**” or area, that was completed last year covered Downtown Tempe and 10 parks. We reviewed the public right-of-way, city parking lots, and the on-street parking in the downtown area. Phase 1 information is complete and the public comments are available at www.tempe.gov/ada.

Phase 1 - Cost. To fix Downtown Tempe street corridors, parking areas and 10 parks identified in Phase 1, it will cost about \$11,759,130. We plan to spend at least \$1,000,000, a million dollars, each year to make Tempe accessible. It will take us until about 2030 to fix all the non-compliant areas.



Phase 2. We are working on the Phase 2 Self-Evaluation, now. The Phase 2 includes the main streets located north of Guadalupe Road, nine parks, and over 13 miles of trails. It will cost about \$38,133,470 to fix non-compliant areas.

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 but is preferred by the City of Tempe.

** Parks include many features – not all features need to be fixed.

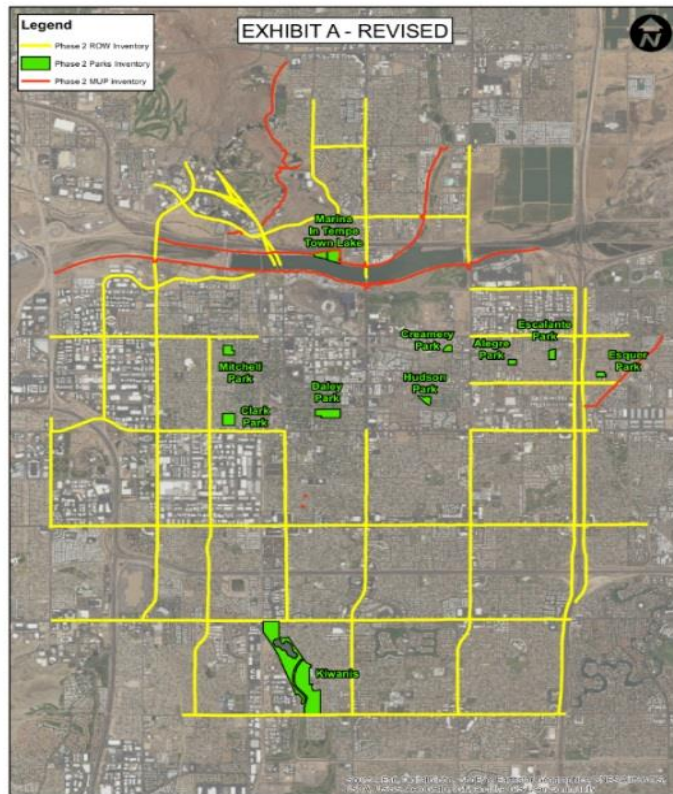
Phase 3. We will begin Phase 3 later this year. It will complete the street corridor review, south of Guadalupe Road, and include the remaining parks, on-line computer access, all city buildings and facilities that serve the public, and a review of the Emergency Operations Plan and Emergency Shelter accessibility.

ADA Transition Plan. The ADA calls the plan to fix non-compliant areas, an “**ADA Transition Plan.**” It describes how we will change and improve. The City of Tempe hired two companies, Cole and Accessology, to help us with this plan because they have the experience, tools and a good reputation. Tempe’s ADA Transition Plan includes:

- What we will change or fix and when we plan on doing it;
- An estimate of how much it will cost to change or fix things each year;
- When and what standards we will use to change or fix things and;
- Which city department will do the work;
- Who is responsible.

The 104 sidewalk miles include:

- McClintock
- Rural
- College
- Mill
- Kyrene
- Hardy
- Priest
- Guadalupe
- Baseline
- Southern
- Broadway
- Apache
- University
- Rio Salado
- Curry
- McKellips



The nine Neighborhood Parks reviewed were:

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

The 13.4 miles of Trails/Multi-Use Paths reviewed were:

- Rio Salado
- Tempe Canal
- Crosscut Canal

Self-Evaluation Information

The Self-Evaluation process includes collecting information to determine how we are complying with these regulations and guidelines:

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

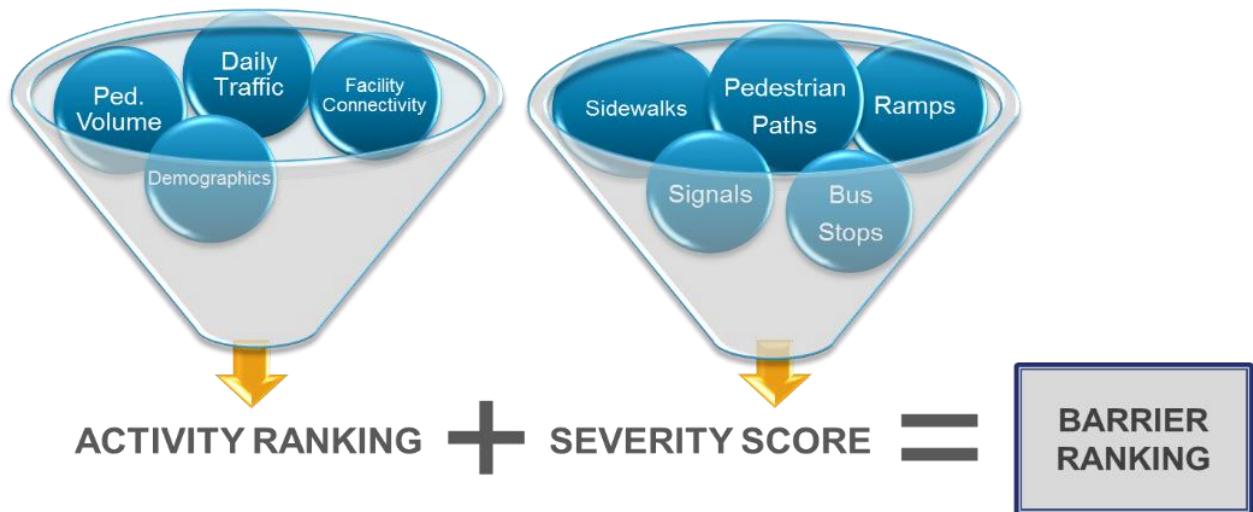
Tools

For the sidewalk review, an ULIP-ADA (Ultra-Light Inertial Profiler) was used. The ULIP-ADA measures sidewalk cross slope, running slope (grade), gaps and heaves using Global Position System (GPS) to help show information when using a map. At the same time, Field Specialists collect information on curb ramps, pedestrian signals and transit stops. The ULIP-ADA is shown below. It looks like a Segway with devices that measure small changes in the sidewalk.



Prioritization Factors

To prioritize what needs to be fixed first we assign a number, a “Barrier Ranking” to determine if a barrier is a “High, Medium or Low” priority. This information includes how often the element is used and whether the barriers is severe and needs to be fixed immediately. Safety issues are always prioritized first.



Findings

Sidewalk Corridors Surveyed

Reviewed: 104 miles of sidewalk were evaluated for running and cross slopes, obstructions, joint heaving, joint gaps and non-compliant driveway crossings. A total of 4,474 heaves protrude more than 0.25 inches; and 65 heaves are greater than 1 inch in displacement.

Sidewalk Corridor Cross Slope	Miles	Status
0% to 2%	61.1	Compliant
2% to 3%0	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

Reviewed: 26.7 miles of path were surveyed on 13.4 miles of trail, addressing both directions.

- Rio Salado
- Tempe Canal
- Crosscut Canal

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

Curb ramps

Reviewed: 1,690 curb ramps. There are different types of curb ramps. Overall, about 93% of the locations are non-compliant, missing truncated domes, or have no 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

Reviewed: 157 pedestrian pushbuttons at intersections. At each location the surveyors noted if there was a pushbutton and whether it was accessible. Findings include:

- 151 were not compliant, in some areas:
 - pushbutton locations had clear ground spaces that were not flat,
 - pushbutton locations were too far away from the curb and the crosswalk.

Transit Stops

Reviewed: 386 transit stops, including:

- access to the transit stop,
- landing and boarding areas,
- clear floor space next to seats,
- signs.

Findings include:

- 325 transit stops were not compliant
- Landings: too small or exceed slope
- Clear space: not available or too small

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

Shade was reviewed, as it is important to residents, but is not required by ADA.

Park Facilities

Reviewed: 9 parks; all parks had non-compliant areas. The findings include:

- accessible parking space markings are faded or have no access aisle
- accessible parking spaces have no compliant path of travel
- inaccessible picnic tables/grilles
- inaccessible routes to playgrounds, picnic areas, sport courts and ball fields
- inaccessible playground elements or surfaces
- Inaccessible drinking fountains



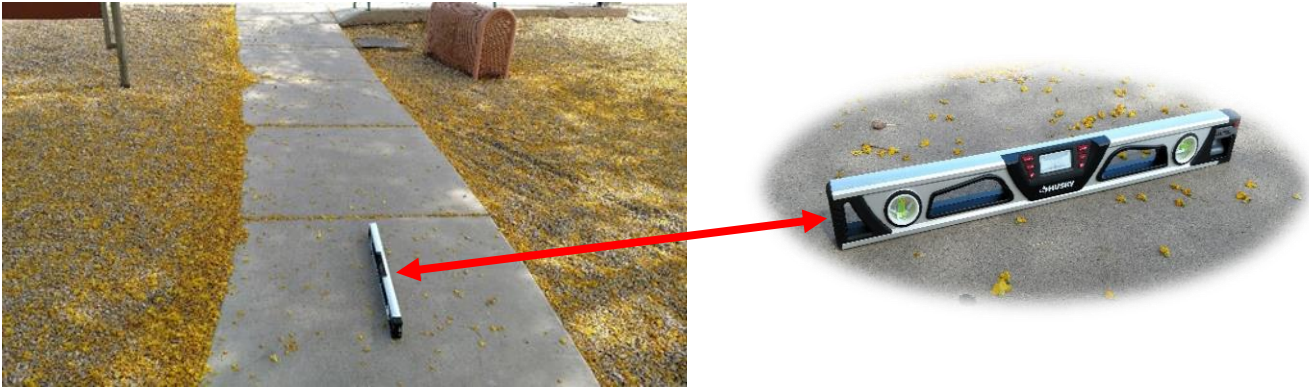
Drinking fountain with no accessible route.

Neighborhood Parks – Parking

Findings:

- no parking available at Creamery & Mitchell parks
- inaccessible on-street parking at Esquer park
- accessible parking signs posted below 60 inches at Clark, Daley, Escalante and Hudson parks.

Neighborhood Parks - Path of Travel around the Parks



At Creamery Park, the sidewalk from the transit stop to the Ramada has a noncompliant running slope. Handrails are required if running slope exceeds 8.33% slope.

Neighborhood Parks – Restrooms

Some restrooms 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 are not wide enough. In some, the toilet paper dispensers obstruct the grab bar.

Playgrounds

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



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.



Clark Park dog park gate is missing 18” clear space on the pull side of the gate.

Sport Courts and Fields

Clark Park’s sand volleyball pit and baseball area need accessible routes.



Clark Park volleyball pit has no route.



Clark Park baseball area has no route.

Town Lake Marina

Parking and Path of Travel:

Town Lake Marina is relatively new and is mostly compliant. Areas out of compliance considered a high priority. In some parking lots the parking is compliant, but the striping has faded.



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 in each area need to be accessible, to allow a person using a wheelchair to use the table.



Accessible picnic tables need to be provided where picnic tables are offered.

Tempe Town Lake (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 access to the lake edge. An accessible route is required.

No accessible route is provided on southbound Mill Avenue to the lake edge. People without disabilities can use the stairs down to the lake edge but people with disabilities traveling south along Mill Avenue have no access to the lake edge.





Preliminary Cost Summary – Phase II

Public Right-of-Way

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

Recommendations for Barrier Removal

The City of Tempe may change priorities to accommodate community requests, and for reasonable modifications from persons with disabilities, changes in City programs, ongoing evaluations, and funding constraints and opportunities. Phase 2 will be evaluated and integrated with Phase 1, once all information is received. Phase 1 work has already begun.

Implementation Schedule

The City of Tempe has identified barriers to remove systematically, citywide, to ensure equality among City programs. The City plans to remove barriers by 2030. This may change depending on City Council approval, immediate necessity, degree of complexity, and overall cost.



Public Comment and Next Steps

March 13, 2018: An ADA Transition Plan Open House will be at the Tempe Public Library from 10-12 p.m. and 5-7 p.m. in Room B. All are welcome to join us to hear about the findings, ask questions and provide feedback. This is open to the public; all are welcome to attend.

April 17, 2018: A public display will be at the 30th Annual Tempe Mayor's Disability Awards, at Cole's Table, at the Tempe Center for the Arts from 3:00 p.m.– 5:30 p.m. **Tickets are required**; for information contact: [Michele Stokes@Tempe.gov](mailto:Michele_Stokes@Tempe.gov).

Presentation at Tempe Commission and Board Meetings

The Tempe City Council has boards and commissions to provide advice to the Council. They make recommendations on issues they are responsible for. Some have responsibilities that include ADA in the community, parks, and transportation areas. This 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 agencies serving people with disabilities

Presentations will be provided to agencies upon request from March through May 2018

On-line Survey

We need your opinion on what we should fix first! Parks? Curb ramps? Sidewalks? Go to www.tempe.gov/ada and let us know your priorities and if there are others 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 via email at: [Michele Stokes@Tempe.gov](mailto:Michele_Stokes@Tempe.gov).