



# mesa·az Transportation Advisory Board Report

**Date:** July 19, 2016  
**To:** Transportation Advisory Board  
**From:** Mark Venti, Senior Transportation Engineer  
**Subject:** City of Mesa Transportation Department ADA Prioritization Plan

## **Purpose**

The purpose of this report is to provide information to the Transportation Advisory Board (TAB) regarding the development of an Americans with Disabilities Act (ADA) Prioritization Plan for the Transportation Department's policies and infrastructure.

## **Background and Discussion**

The ADA requires that all public agencies develop a Transition Plan that determines what components of the agency need to be brought into compliance, and how and when this will occur. The City of Mesa last updated a Citywide Transition Plan in 2002. This current effort is a focus by the Transportation Department to develop a prioritization methodology for evaluating and implementing improvements to City Transportation infrastructure.

Kimley-Horn has been contracted to assist with this work. The scope of work with Kimley-Horn includes the following tasks:

- 1) Review Current Design Standards
- 2) Identify Data Collection Options
- 3) Develop a Prioritization Process for data collection, and then for implementation of improvements
- 4) Develop a draft, and then final, ADA Prioritization Plan

Their work will also include project management and attending meetings.

With this plan, the Transportation Department will then continue the effort to inventory and evaluate existing Transportation facilities, and finally improve facilities to be in compliance with ADA requirements over future years.

**Summary**

Transportation is working to improve facilities to meet ADA requirements. The first step is a plan to determine what needs to be brought into compliance, and how to prioritize this effort. Kimley-Horn has an excellent record of experience with assisting communities to develop prioritization and transition plans. Therefore, we look forward to teaming with them on this project. These efforts will continue to address the goals of the Transportation Plan by making our facilities complete and accessible for all users in the public right-of-way.

**City of Mesa ADA Self-Evaluation and Transition Plan**  
*Proposed Prioritization Schedule for Intersections*

Priority	Criteria
1 (high)	<ul style="list-style-type: none"> <li>Complaint filed on curb ramp or intersection or known accident/injury at site</li> </ul>
2 (high)	<ul style="list-style-type: none"> <li>Existing curb ramp with any of the following conditions:               <ul style="list-style-type: none"> <li>Running slope &gt; 12%</li> <li>Cross slope &gt; 7%</li> <li>Obstruction to or in the ramp or landing</li> <li>Level change &gt; ¼ inch at the bottom of the curb ramp</li> <li>No detectable warnings</li> </ul> </li> </ul> <p>AND within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.</p>
3 (high)	<ul style="list-style-type: none"> <li>No curb ramp where sidewalk or pedestrian path exists</li> </ul> <p>AND within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.</p>
4 (high)	<ul style="list-style-type: none"> <li>No curb ramps but striped crosswalk exists</li> </ul>
5 (medium)	<ul style="list-style-type: none"> <li>Existing curb ramp with any of the following conditions:               <ul style="list-style-type: none"> <li>Running slope &gt; 12%</li> <li>Cross slope &gt; 7%</li> <li>Obstruction to or in the ramp or landing</li> <li>Level change &gt; ¼ inch at the bottom of the curb ramp</li> <li>No detectable warnings</li> </ul> </li> </ul> <p>AND NOT within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.</p>
6 (medium)	<ul style="list-style-type: none"> <li>No curb ramp where sidewalk or pedestrian path exists</li> </ul> <p>AND NOT within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.</p>
7 (medium)	<ul style="list-style-type: none"> <li>One curb ramp per corner and another is needed to serve the other crossing direction</li> </ul>
8 (medium)	<ul style="list-style-type: none"> <li>Existing curb ramp with any of the following conditions:               <ul style="list-style-type: none"> <li>Cross slope &gt; 5%</li> <li>Width &lt; 36 inches</li> <li>Median/island crossings that are inaccessible</li> </ul> </li> </ul>
9 (low)	<ul style="list-style-type: none"> <li>Existing curb ramp with either running slope between 8.3% and 11.9% or insufficient landing</li> </ul>
10 (low)	<ul style="list-style-type: none"> <li>Existing diagonal curb ramp without a 48 inch extension in the crosswalk</li> </ul>
11 (low)	<ul style="list-style-type: none"> <li>Existing pedestrian push button is not accessible from the sidewalk and/or ramp</li> </ul>
12 (low)	<ul style="list-style-type: none"> <li>Existing curb ramp with returned curbs where pedestrian travel across the curb is not protected</li> </ul>
13 (low)	<ul style="list-style-type: none"> <li>All other intersections not prioritized above</li> </ul>

**City of Mesa ADA Self-Evaluation and Transition Plan**  
*Proposed Prioritization Schedule for Sidewalk Corridors*

Item No. 3

Criteria	Priority		
	1 (high)	2 (medium)	3 (low)
Cross slope of sidewalk is greater than 2%	Value > 3.5	3.5 ≥ Value > 2.0	
Width of sidewalk is less than 48 inches	Value ≤ 36.0	36.0 < Value < 42.0	42.0 < Value < 48.0
Obstruction present along sidewalk	Obstruction - Permanent	Obstruction - Temporary	
Heaving, Sinking, or Cracking present on sidewalk	Heaving Sinking Cracking		
Ponding on sidewalk		Ponding	
Missing Sidewalk			Missing Sidewalk
Cross street cross slope is greater than 2%	Value > 6.0	6.0 ≥ Value ≥ 4.0	4.0 > Value > 2.0
Cross street running slope is greater than 5%	Value > 7.0	7.0 ≥ Value ≥ 6.0	6.0 > Value > 5.0
Driveway sidewalk width is less than 48 inches	Value ≤ 46.0	46.0 < Value < 48.0	
Driveway (or sidewalk if applicable) cross slope is greater than 2%	Value > 6.0	6.0 ≥ Value ≥ 4.0	4.0 > Value > 2.0
Driveway (or sidewalk if applicable) condition is poor or poor dangerous	Poor-Dangerous (elevation change greater than ½ inch or gaps greater than 1 inch)	Poor (elevation change between ¼ inch and ½ inch or gaps between ½ inch and 1 inch)	

# City of Mesa Transportation Department

# ADA Prioritization Plan

For further details please refer  
to Standard Construction  
Specification SD-229A and  
SD-229C

**Kimley»»Horn**

# US Population Statistics

- According to the 2010 Census, 21 percent (or approximately 52 million) of the U.S. population over the age of 15 has a disability.
- The National Council on Disabilities estimates that 70 percent of our country's population will eventually have a temporary or permanent disability that makes climbing stairs impossible.



Kimley»Horn

# US Population Statistics

- According to the 2010 National Health Interview Survey, 16.1 million American adults between the ages of 18 and 64 and 5.4 millions American adults 65 years and older report experiencing significant vision loss.
- Visual disability can range from total blindness to low vision.



**Kimley»Horn**

# Accessible Design Principles

- Construct the built environment to be usable by a broad spectrum of users
- Enable users to travel independently
- Integrate pedestrian facilities in planning and design - not as an afterthought



Depressed Curb

Curb Ramp

For further details please refer  
to Standard Construction  
Specification SD-229A and  
SD-229C

# Five Titles of ADA

- Title I Employment
- Title II State & Local Governments (28 CFR Part 35)
- Title III Public Accommodations (retail, commercial, sports complexes, movie theaters, et al) (28 CFR Part 36)
- Title IV Telecommunications
- Title V Misc., including requirements for the U.S. Access Board to develop design guidelines

# Title II - State and Local Governments

Basic Requirement – Must ensure that individuals with disabilities are not excluded from programs, services, and activities (pedestrian facilities are an example of a program)



# Title II – State and Local Governments

Basic Requirements for government entities with 50 or more employees:

- Designate an ADA Coordinator
- Development & postings of an ADA Policy Statement
- Development & postings of Grievance Procedures/Complaint Procedures
- Complete a self-evaluation of current services, policies, and practices
- Development of a Transition Plan

# Steps to Compliance

- Step 1 Designating an ADA Coordinator
- Step 2 Providing Public Notice about ADA Requirements
- Step 3 Establishing a Grievance Procedure
- Step 4 Developing internal design standards, specifications, details
- **Step 5 Developing Self Evaluation and Transition Plan**
- Step 6 Approving a schedule and budget to implement the Transition Plan
- Step 7 Monitoring progress on implementation of the Transition Plan

# Step 5: Developing Self-Evaluation & Transition Plan

## Implementation Plan Components

1. A list of physical barriers that limit accessibility to services/programs
2. A detailed outline of the methods proposed to address the barriers and prioritize
3. A schedule for achieving compliance including a yearly schedule if the transition plan is more than one year long
4. The name of the official responsible for the plan's implementation (likely department level)

# Self-Evaluation

- Programs, Policies and Practices
- Design standards
- Infrastructure



# Public Right-of-Way Accessibility Guidelines (PROWAG)

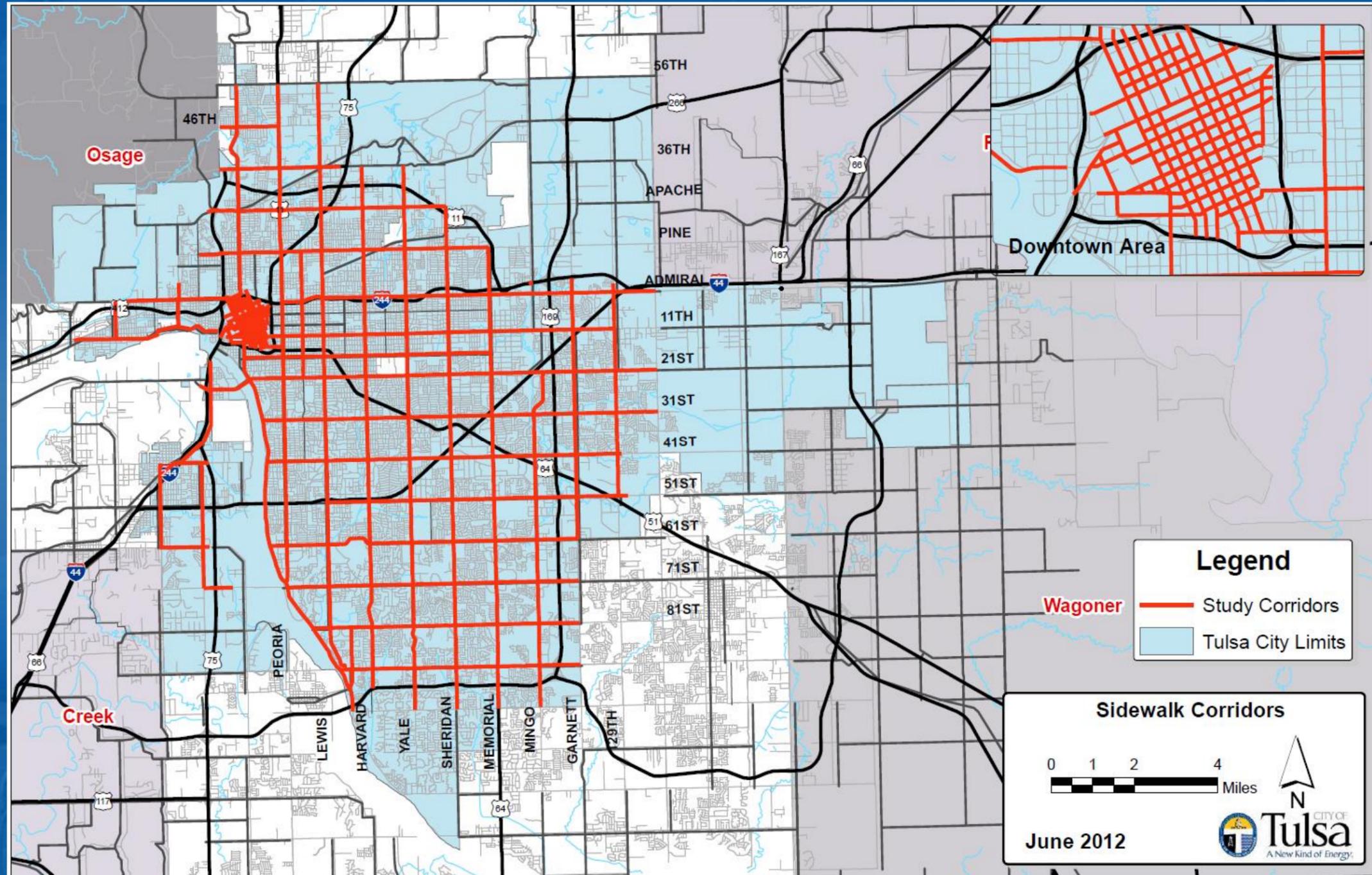
- Originally intended to supplement the ADAAG to provide standards specific to public rights-of-way; most recently formatted as a stand-alone document
- Applicable to new construction and alterations (of existing facilities)
- Undergoing the rulemaking process (2011 Notice of Proposed Rule Making published w/ updated guidelines)



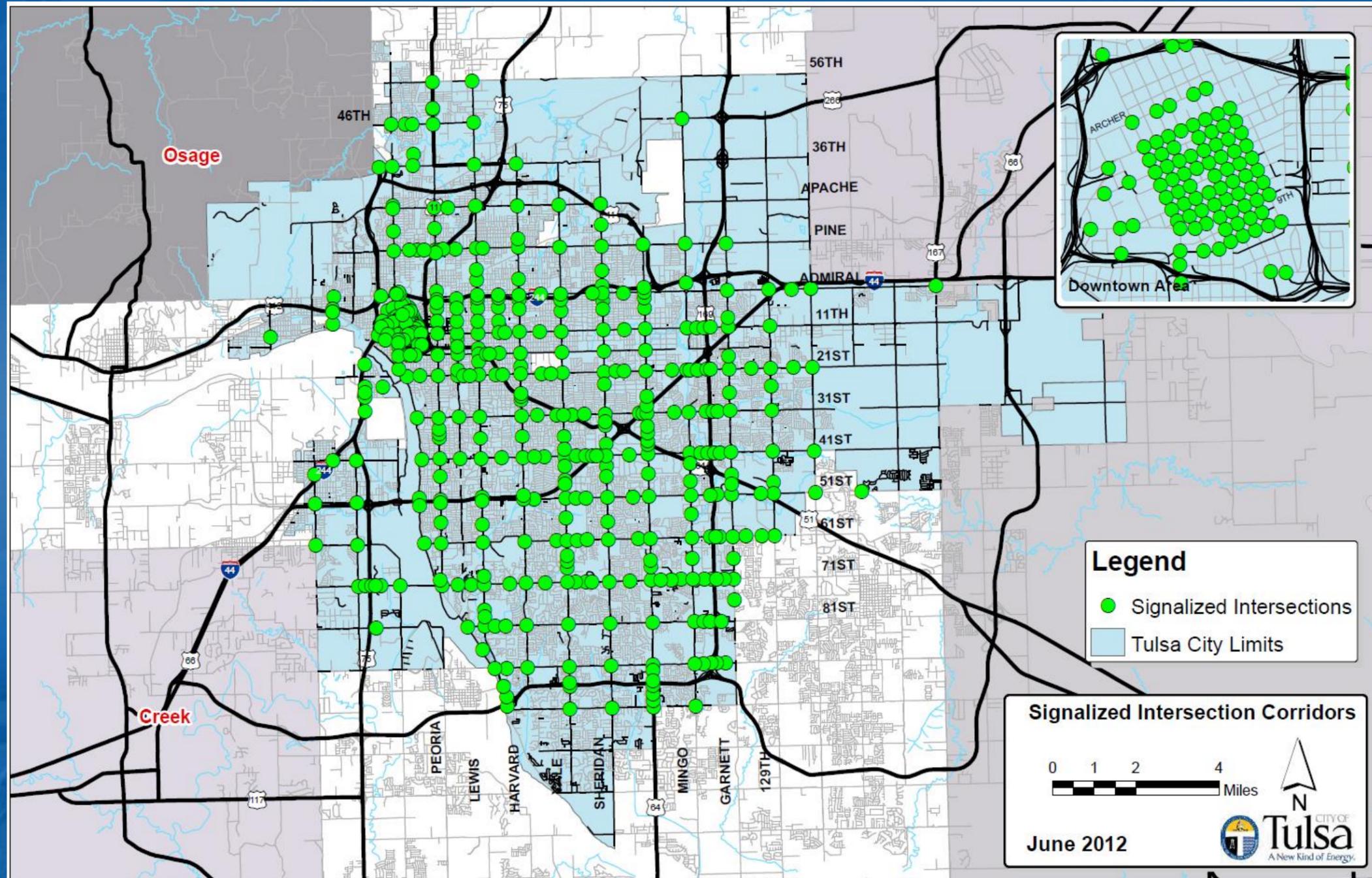
Kimley»Horn



# Sidewalk Corridors



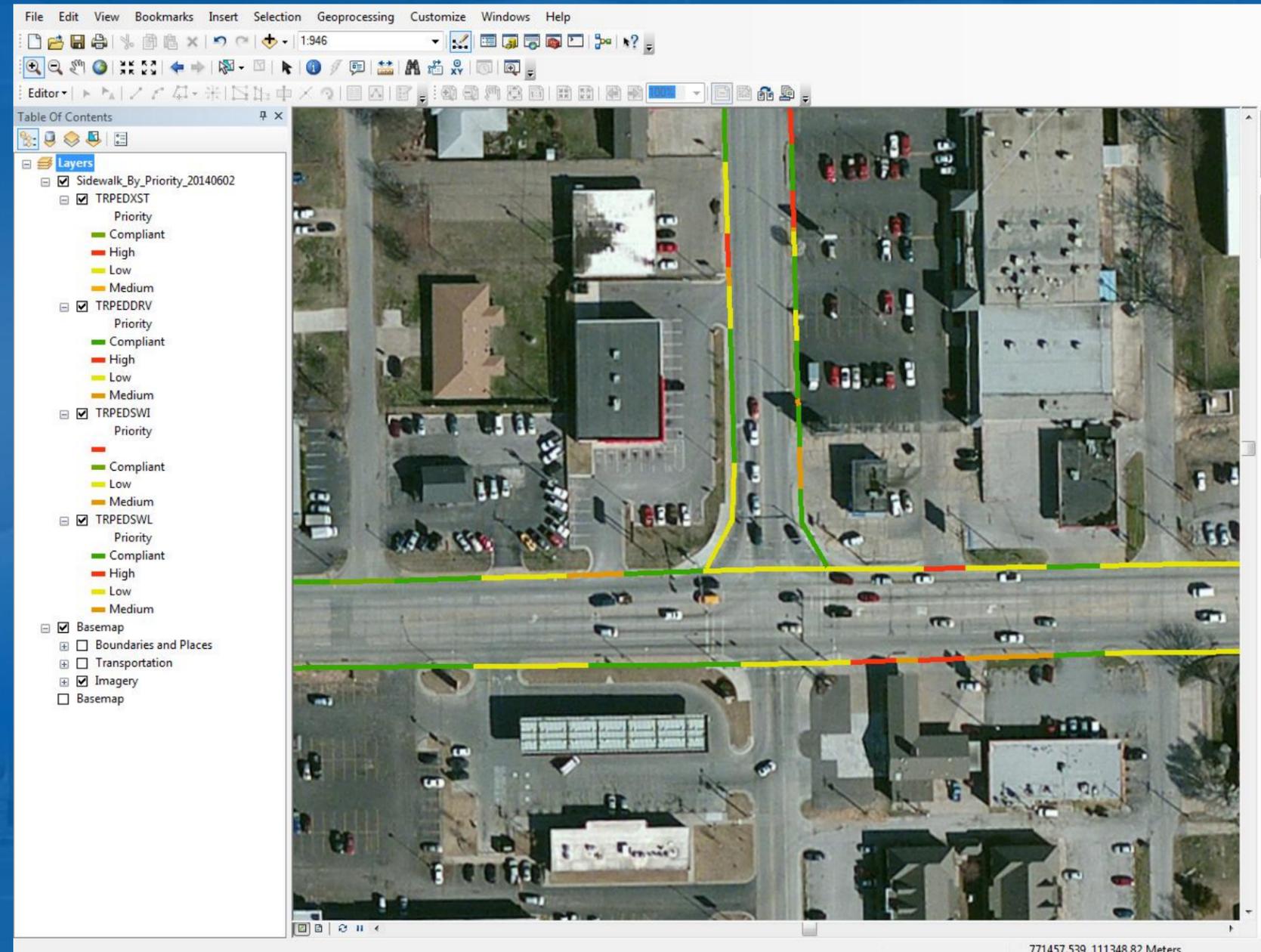
# Signalized Intersections



# Prioritization Methodology

- Adherence to ADA and access standards
- Type, status, and proximity of surrounding land uses
- Nature of request / demand
- Potential health risks
- Pedestrian / automobile accident frequency
- Existing infrastructure
- Potential funding availability
- Implementation costs

# Sidewalk Prioritization

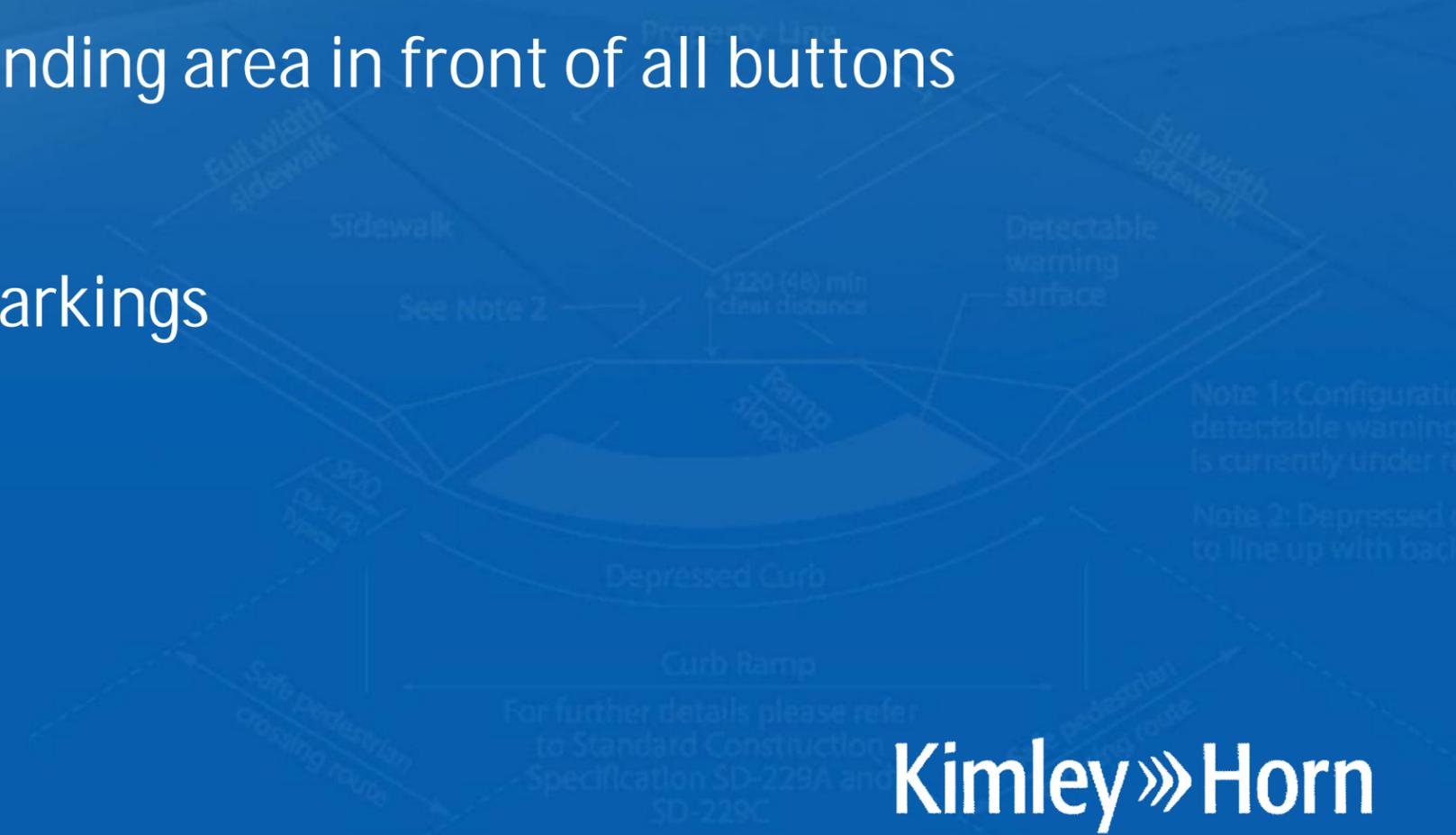


Note 1: Configuration detectable warning is currently under review.  
Note 2: Depressed to line up with back

For further details please refer to Standard Construction Specification SD-229A and SD-229C

# Signalized Intersection Prioritization

- Prioritization Factors
  - Curb ramp design
  - Height of push buttons
  - Compliant landing area in front of all buttons
  - Signage
  - Pavement markings

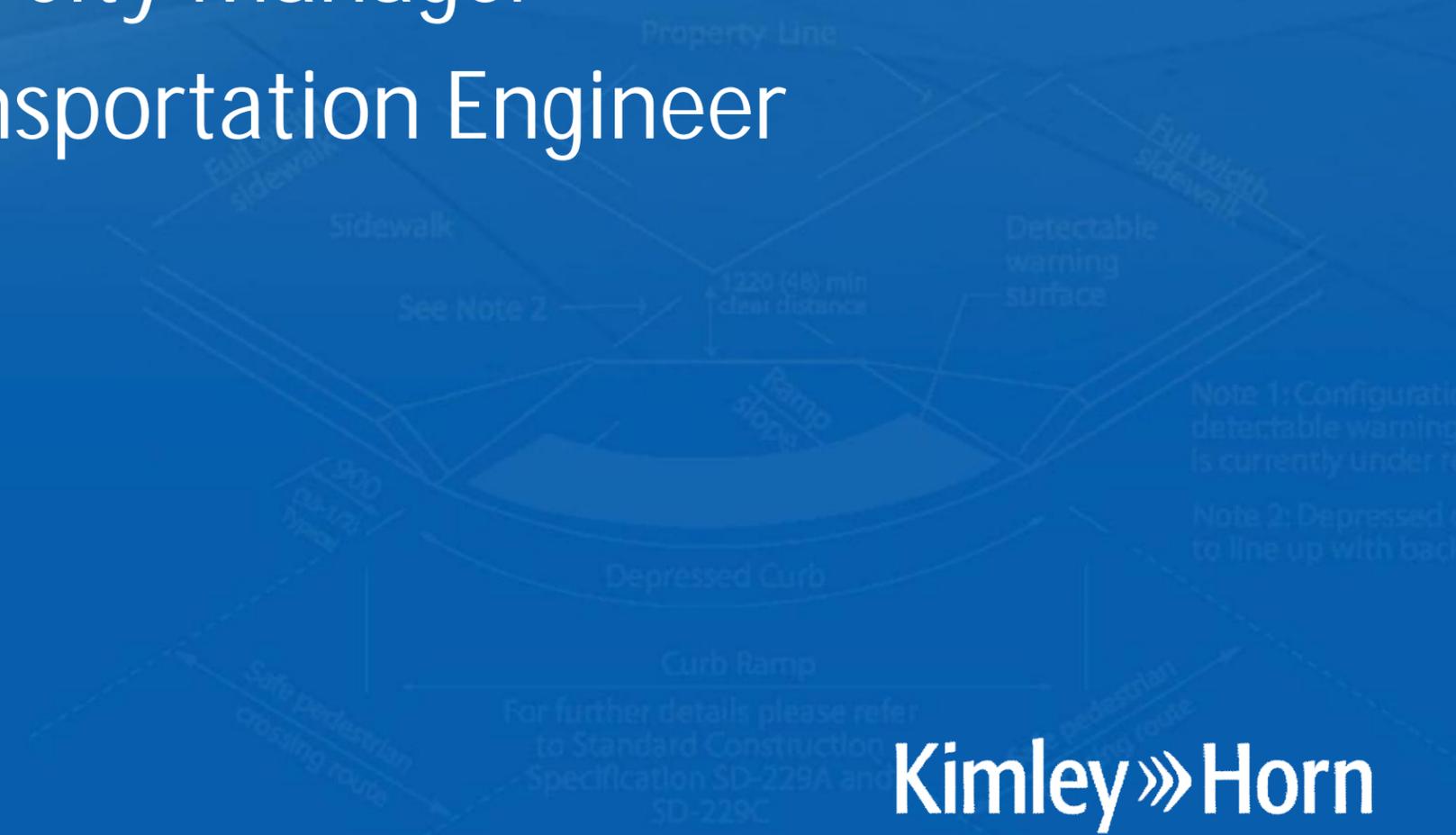


# Schedule

- Schedule actions each year to address barriers
- Regularly occurring programs
  - say 4 crosswalks/year for X years
  - resurfacing projects...others
- Prioritization Ranking
  - Government Centers/Transit/Public Services...
  - Pedestrian Level of Service
  - Citizen requests/complaints
  - Population Density
  - Presence of Disabled Community

# Responsible Official

- City Manager
- Deputy City Manager
- Assistant to City Manager
- Deputy Transportation Engineer
- Etc.



# City of Mesa Scope of Work

- Review Current Design Standards
- Identify Data Collection Options for Self-Evaluation
- Develop a Prioritization Process for Data Collection
- Develop a Ranking Process for Implementing Improvements
- Develop a Draft and Final ADA Prioritization Plan

# Questions



# Contact Information

**Ray Yparraguirre, P.E., PTOE**

**ray.yparraguirre@Kimley-horn.com**

**(602) 906-1324**

**C. Brian Shamburger, P.E. (TX, OK), PTOE**

**brian.shamburger@kimley-horn.com**

**(817) 335-6511**

**Erin P. Eureka, P.E. (TX)**

**erin.eureka@kimley-horn.com**

**(817) 335-6511**