



# mesa·az Transportation Advisory Board Report

**Date:** March 21, 2017  
**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 an update 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's assets 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.

Since the previous presentation to the TAB, Kimley-Horn submitted a final ADA Prioritization Plan in December 2016. This plan includes the following information:

- An introductory section giving the background and requirements for ADA Transition Plans.
- Descriptions and methods for conducting a Citywide Self-Evaluation. This is the process of collecting facility data to determine the level of ADA compliance. The Self-Evaluation produces a comprehensive list of non-compliant facilities within the City's right-of-way.
- Steps to implement the improvements required to bring facilities into ADA compliance. This includes schedule and prioritization.
- A prioritization methodology. This consists of two tables that provide criteria to

compare against each data measurement. The “scoring” from the prioritization criteria determines where an element ranks against all other similar elements for improvement and implementation.

- A summary of the next steps to continue the ADA Transition Plan process.

### **Summary**

Transportation is working to improve facilities to meet ADA requirements. Armed with this Prioritization Plan, Transportation can move into the steps outlined in the last section of the report:

- Complete an existing ADA facility inventory.
- Select a method and technology to collect field data of the ADA facilities and process this data into report format.
- Conduct a Self-Evaluation from the processed data which consists of:
  - A data report as described above.
  - Recommended improvements.
  - Estimated cost of improvements.
  - Prioritization.
- Develop an Implementation Plan.
- Make improvements and continuously update the Transition Plan as improvements are made.

These steps are anticipated to begin during 2017. Transportation is currently considering requesting bids from consultants who specialize in ADA Transition Plans. Most likely the bulk of the data collection and processing work will be done by the selected consultant. It is undetermined how much of the 2017 scope will include prioritization and implementation. 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 while meeting the requirements of the ADA.

**CITY OF MESA  
TRANSPORTATION DEPARTMENT  
ADA PRIORITIZATION PLAN**

March 2017 TAB Presentation

City of Mesa, AZ

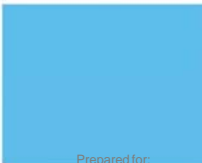
# City of Mesa Transportation Department ADA Prioritization Plan

December 2016

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# ADA Prioritization Plan

## *Final Plan Includes:*

- **Introduction on background and requirements**
- **Methods for conducting Citywide Self-Evaluation**
- **Steps to improve facilities to ADA compliance**
- **A prioritization methodology**
- **Summary of next steps**

Table 1. Prioritization Schedule for Intersections (Signalized and Unsignalized)

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; 33 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>

Table 2. Prioritization Schedule for Sidewalks

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 36 inches	Value ≤ 30.0	30.0 < Value < 33.0	33.0 < Value < 36.0
Obstruction present along sidewalk	Obstruction - Permanent	Obstruction - Temporary	
Heaving, Sinking, or Cracking present on sidewalk	Heaving, sinking, and/or cracking that causes an elevation change greater than ¼ inch or gaps greater than ½ inch		
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 36 inches	Value ≤ 30.0	30.0 < Value < 33.0	33.0 < Value < 36.0
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 non-compliant	Elevation change greater than ½ inch or gaps greater than 1 inch	Elevation change between ¼ inch and ½ inch or gaps between ½ inch and 1 inch	

# ADA Prioritization/Transition Plan

## *Next Steps:*

- **Complete an existing inventory**
- **Select methods to collect and process ADA data**
- **Conduct a Self-Evaluation consisting of:**
  - **Data Report**
  - **Recommended Improvements**
  - **Estimate of Costs**
  - **Prioritization**
- **Develop an Implementation Plan**
- **Make improvements and continuously update Transition Plan**



# Questions

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