



mesa·az Transportation Advisory Board Report

Date: September 20, 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 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 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 has developed the following components of the plan:

- Graphical diagrams associated with the various elements required to be in compliance per ADA.
- The steps required to effectively collect data, and methods to prioritize improvements based on compliance.
- Descriptions, along with pros and cons, of the various techniques available to collect ADA data.
- Methods for developing an existing facilities inventory, and then a "self-evaluation" per ADA requirements.

- Concepts for developing an effective “Action Plan” to prepare for the Self-Evaluation.

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. The components outlined in this report will be added to the evaluation of our standard details conducted at the start of this project. The report will be finalized and compiled into a document that can then be used to determine resources required to begin the data collection and self-evaluation process. The final plan is anticipated to be submitted by the end of October, 2016. 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 Transportation Department

ADA Prioritization Plan

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September TAB Meeting

- Various pedestrian facilities within the public rights-of-way required to be ADA compliance
- Steps required to effectively collect data
- Overview of various ADA data collection techniques
- Methods for developing an existing facilities inventory and completing a “Self-Evaluation” per ADA requirements
- Methods to prioritize improvements based on ADA compliance
- Concepts for developing an effective “Action Plan” to prepare for the Self-Evaluation

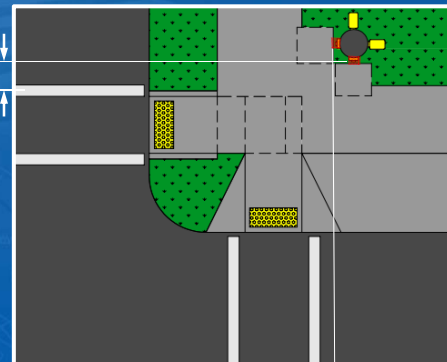
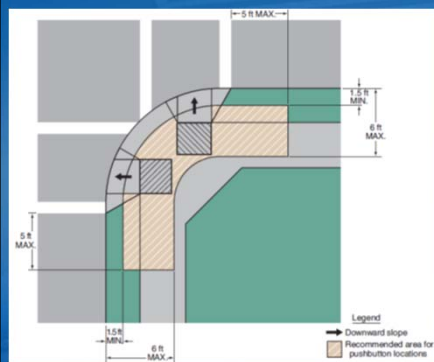
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Public Rights of Way Elements Required to be in ADA Compliance

- Pedestrian Signal Equipment
- Sidewalks
- Curb Ramps
- Cross Streets
- Driveways

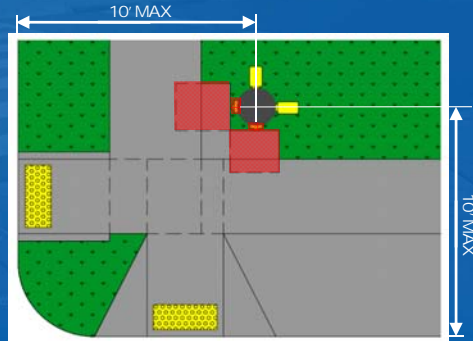
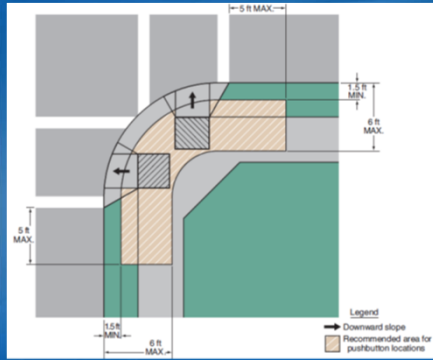


Pedestrian Signal Equipment

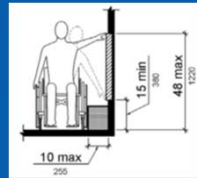


Pushbutton offset from crosswalk < 5'

Pedestrian Signal Equipment

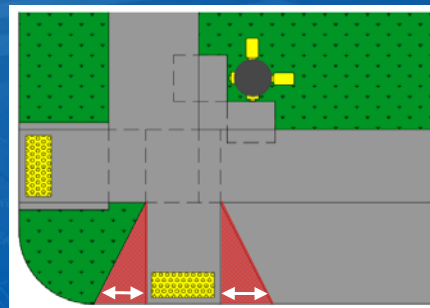


- Pushbutton offset from curb < 10'
- Clear floor space required
- Push button height (15" – 48")



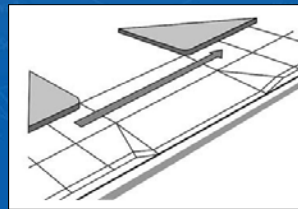
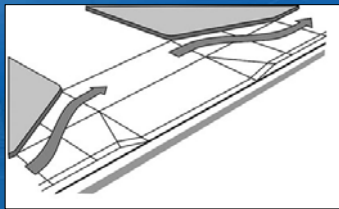
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Sidewalks and Curb Ramps



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Cross Streets and Driveways



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Steps Required to Effectively Collect Data

- The Department of Justice does not have any requirements or guidelines on how to prioritize facilities for evaluation
- All facilities must be evaluated in order for an agency's ADA Transition Plan to be complete
- Goal of the Transition Plan should include minimizing risks for pedestrians and litigation

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Steps Required to Effectively Collect Data

- Several Factors that can Increase Risk Include:
 - Number of existing complaints
 - Proximity to pedestrian attractors
 - Proximity to residential areas
 - Number of crashes
 - Age of facility
 - Street classifications
 - Pedestrian/vehicle volumes
 - Existing sidewalks
 - Public input

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Data Collection Methodologies

- Hand Data Collection
- Specific Technologies
- LIDAR



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Methods to Prioritize Improvements based on ADA Compliance

- The Department of Justice does not have any requirements or guidelines on how to prioritize improvements for public rights-of-way
- Best practices suggest improvement prioritization consider the following:
 - Number of complaints
 - Severity of non-compliance
 - Proximity to pedestrian attractors
 - May vary by facility type

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Questions

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