# ADA Self-Evaluation and Transition Plan Update

## Demonstrating compliance, accessibility and inclusionary practices

**Visit ScottsdaleAZ.gov and search "ADA"**

CITY OF SCOTTSDALE

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# 1. Executive Summary

This Self-Evaluation and ADA Transition Plan provides a report on Scottsdale's progress in making its programs, services and activities inclusive and accessible for those who use them. The City of Scottsdale 2018 ADA Transition Plan updates the two earlier transition plans which were created to satisfy the 1973 Rehabilitation Act section 504 and the self-evaluation and transition plan requirements of the 1991 ADA Regulations, due in January of 1993.

The ADA requires that government Title II entities keep their transition plans current, and periodically re-evaluate their policies, practices and facilities. Toward this end, the city manager's department and ADA coordinator assembled a team of key staff members in 2016 to meet together each month until the Transition Plan was completed. The team would oversee the evaluation of city departments for ADA compliance, participate in ADA training, and strategize the organization of departmental ADA coordinators who would carry ADA compliance processes and information throughout the city.

The updated plan includes historical events and timelines to add context to the progress in ADA compliance, as the ADA requires reasonable interpretation and decisions as new technologies and new guidelines become available. This historical information provides a glimpse of how Arizona as a whole, and Scottsdale in particular, have continued to grow in implementing better ways to serve those with disabilities. Scottsdale's long history of providing for persons with disabilities has created a city where all of its citizens can participate in the fabric of everyday life in Scottsdale's facilities and programs.

## The ADA Transition Plan Team

| | |
|---|---|
| Brent Stockwell | Assistant City Manager |
| Sharon Cini | ADA Coord. /Diversity and Inclusion Manager |
| Daniel Worth | Director Public Works |
| Ratna Korepella | Principal Transit/Transportation Planner |
| Craig Hanson | Public Works Street Operations Manager |
| Dave Lipinski | City Engineer |
| Michael Clack | Chief Development Officer |
| Linda Zarrella | Facilities Management Planning and Admin |
| Kevin Cullens | ADA Coord. /Service Area Manager-Facilities |
| Tom Barrs | ADA Technical Coordinator |

# Introduction

### What is a Self-Evaluation?

The Self-Evaluation is a comprehensive review of the public entity's current policies and practices, including communications and employment. Through the self-evaluation, the public entity must:

- Identify any policies or practices that do not comply with Title II requirements
- Modify policies and practices to bring them into compliance.

The self-evaluation acts as an assessment of the City of Scottsdale's internal knowledge and as an accessibility gauge to proactively understand the needs of each department city-wide. The information displays a moderate sense of disability training as well as a need for further accommodation for the public and training for staff members.

View **2017 Self Evaluation results** – City of Scottsdale
View **2019 Current Online ADA Public Survey**

### What is a Transition Plan?

The City of Scottsdale provides accessibility and inclusive participation to its citizens and visitors by following ADA Regulations for Title II entities. This civil rights law requires access to city facilities and services for persons with disabilities.

Local governments, such as Scottsdale, which employ fifty or more persons, must also create and maintain a 'transition plan' which identifies accessibility issues within their community. Where making structural changes to remove obstacles or otherwise improve accessibility, the transition plan is a mechanism to inform the public of proposed changes, as well as provide a schedule to implement the removal of these barriers to accessibility. The schedule must follow a systematic and prioritized ranking of projects, which complement the overall maintenance and construction activities of the City.

Public entities such as municipalities must develop a transition plan when structural changes to existing facilities are necessary in order to make a program, service, or activity accessible to people with disabilities.

The transition plan must include:

1) A list of the physical barriers in a public entity's facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities;
2) A detailed outline of the methods to be utilized to remove these barriers and make the facilities accessible;
3) The schedule for taking the necessary steps to achieve compliance with Title II. If the time period for achieving compliance is longer than one year, the plan should identify the interim steps that will be taken during each year of the transition period; and,
4) The name of the official responsible for the plan's implementation.

## Scottsdale's demographics – Persons living with disabilities

Scottsdale has a population of 249,947 people with 183.9 Square miles. An estimated 10 percent of the Scottsdale population are persons living with a disability(s) in Scottsdale (U.S. Census Bureau Quick Facts: Arizona). This equates to 25,244 total residents report living with a disability.

| **Scottsdale, AZ** | People |
|---|---|
| Population Living with a Disability | **25,244** |
| Disability: Vision Difficulty | **4,875** |
| Disability: Hearing Difficulty | **8,977** |
| Disability: Cognitive Difficulty | **8,328** |
| Disability: Ambulatory Difficulty | **13,017** |
| Disability: Self-Care Disability | **4,978** |

Highlights of ADA efforts for inclusionary and accessible participation:

- In 2018, Street operations completed 1,146 ADA ramp upgrades at a cost of $3,705,374, completed 179 locations of sidewalk repairs at a cost of $232,700 and completed 62 paving projects or 1,909,843 square yards of pavement treatment.

- In 2018, an updated Facility Condition Assessment (FCA) Program showed a proactive approach for scheduling ADA projects and its facilities. This FCA involves a team of specialists who evaluate multiple systematic conditions, including a review of ADA accessibility.

- In 2018, three city employees began their training program to become certified ADA coordinators. One employee recently completed her certification.

- In 2019, the Scottsdale EZ online citizen request form added for easy access for Requests for Accommodation forms and Filing a Complaint forms

- Implemented an updated city-wide ADA coordination team that includes liaisons in each division/department as part of a process improvement strategy.

- 2017/18: Capital improvements projects $17.5 million is budgeted in the Capital Improvement Plan for enhancing community facilities, while $20.1 million has been identified to address service facilities, such as city buildings and facilities.

- 2018: Scottsdale Parks and Recreation and Human Services have teamed up and built a new state-of-the-art, interactive and ADA accessible playground at Chaparral Park.

- 2018: Community Services implemented a Service Animal policy for all of its departments including: Parks & Rec programs and Services, Human Services, Senior Centers, Community Centers, Libraries, etc.

## Notice and ADA Policy Standards

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990, the City of Scottsdale will not discriminate against qualified individuals with disabilities based on disability in its services, programs, or activities.

**View City of Scottsdale NOTICE TO THE PUBLIC POSTER**

The following areas include employment, requests for accommodations or modifications and accessible communications, to ensure equal opportunity:

**Employment:** City of Scottsdale does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the ADA.

**Modifications to Policies and Procedures:** City of Scottsdale will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all its programs, services and activities. For example, individuals with service animals are welcomed in City of Scottsdale offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service or activity of the City of Scottsdale, should contact the City Manager's office/ADA coordinator – Sharon Cini or designee as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City of Scottsdale to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

Visit **www.scottsdaleaz.gov** search "**ADA**" for full resource page, including online submissions for requests for accommodation, filing a complaint and developer resources.

## 2. Legislative Overview Americans with Disabilities Act

### History of Federal and State Accessibility Requirements

1990 The Americans with Disabilities Act (ADA) was enacted to eliminate discrimination concerning persons with disabilities by establishing equal rights and equal opportunities, regardless of the funding source. For example, if a person with a disability cannot get to a city owned area or facility or participate in their activities, the barrier to access must be removed, or be subject to individual as well as federal lawsuits.

Both the Department of Transportation and Department of Justice have legal requirements which Scottsdale must comply with. These legal requirements are tied to funding obligations, such as transit operations, buildings, and rights-of-ways, policies and practices based on the Civil Rights Act of 1964 Title VI, and the Rehabilitation Act of 1973 section 504.

**1991** Title II & III Regulations and Standards. The ADA Regulations, and accessibility construction Standards for onsite develop, were published in 1991.
Standards for accessibility in the public rights-of-ways were still being developed

**1992 Arizona Law – Arizona State Legislature** Arizonans with Disabilities Act

ARS 41-1492.03. Incorporation of standards in building codes"The standards and specifications referred to in this article and its implementing rules as applying to public entities shall be incorporated in any building code in existence on or adopted after the effective date of this article by this state or any agency, department or political subdivision of this state. These standards and specifications apply to new construction and alterations and are not required in buildings or portions of existing buildings that do not meet the standards and specifications".

A. "The standards and specifications referred to in this article and its implementing rules as applying to public accommodations and commercial facilities shall be incorporated in any building code in existence on or adopted subsequent to the effective date of this article by this state or any agency, department or political subdivision of this state. These standards and specifications shall apply to new construction and alterations commenced after the effective date of such standards and specifications."

The ADA regulations and standards have been adopted by the City of Scottsdale as required by the State of Arizona.

## Arizona Adoption of Accessibility Standards

The state of Arizona has a long history surrounding adoption of accessibility laws.

**1968**

Arizona adopts **Arizona Accessibility Standards** as Title 34.

**1974**

Due in part to the Rehabilitation Act of 1973, AZ Title 34 accessibility regulations required local municipalities to adopt and enforce accessibility requirements for State funded projects. Incorporation into municipal building codes was required.

**1986**

Arizona updates their accessibility laws in ARS Title 34 to cover **public buildings and improvements**. Requirements for State funded projects (i.e. incorporation into municipal building codes) were required.

**1992**

ARS 41-1492.03. Arizona passes the **Arizonans with Disabilities Act**, and creates additional obligations for state and local governments, with somewhat ambiguous requirements. Arizona also moves toward creating and submitting their own accessibility standard in an effort to receive certification from the federal government, but during the four years of public hearings, drafts, etc., Arizona finds that the 1991 ADA Standards are the better solution for the State of Arizona. Many of the additional obligations in the state regulations are later removed in 2011 as Arizona updates their regulations and design standards to the 2010 ADA Regulations and Standards, in an effort to realign with federal ADA requirements.

**1996**

Arizona Adopts the **ADA Regulations & Standards**. The Arizona Implementing Rules R10-3-401–412 requires local jurisdictions in Arizona to incorporate the 1991 ADA Standards and Regulations into municipal building codes.

**2012**

Arizona Updates the **ADA Regulations & Standards**. Amended by final rulemaking effective Feb 7, 2012, Arizona adopted the 2010 Standards, and revised their Implementing Rules R 10-3-401 – 412.

# 3. ADA Self-Evaluation and Transition Plan Requirements

The Americans with Disabilities Act (ADA) prohibits discrimination in access to jobs, public accommodations, government services, public transportation and telecommunications.

The City of Scottsdale is required to undertake a comprehensive multi-year approach to re-evaluate policies, programs, and facilities to determine the level of accessibility of city services, activities and facilities for individuals with disabilities

The ADA Self-Evaluation and Transition Plan Update takes place every three years. This plan is a significant step in demonstrating the city's on-going commitment policies, programs and facilities that are inclusive for all its citizens.

### Discrimination and Accessibility

Title II of the ADA and its related federal EEOC, DOJ and DOT regulations link the concepts of discrimination and access which includes physical access and program access.

**Physical access** requires a facility be free of barriers preventing participation. Barriers are any obstacles that prevents or restricts access to or use of a facility, right of way, or park amenities as identified in ADA Title II, Section 35.149

**Program access** is defined by ADA Title II, Section 35.150(a). It may include physical accessibility, but also covers policies, practices, communications, and procedures. Program access requires that individuals with disabilities be provided an equally effective opportunity to participate in or benefit from programs and services. Program access may be achieved by either structural o non-structural methods. Non-structural methods include acquisition or redesign of equipment, assignment of auxiliary aids and assistance, or provision of services at alternate sites. In general, both may be utilized to ensure program access, but there are some exceptions where existing facilities are involved. ADA Title II, Section 35.150:

1. Does not require the City of Scottsdale to make each existing facility accessible;
2. Does not require anything that impacts the historic significance of historic property;
3. Require the City of Scottsdale to fundamentally alter services, programs, or activities;
4. Create hazardous conditions;
5. Require the City of Scottsdale to incur undue financial and administrative burden.

Program access includes advertisement, orientation, eligibility, participation, testing or evaluation, physical access, provision of auxiliary aids, transportation, policies, and communication.

**Undue Burden**

While it is rare that the City of Scottsdale may not be able to provide program access, there are some instances where it is permissible under the ADA. Access to each service, program, or activity is to be "viewed in its entirety." Program access does not require each facility be made physical accessible, in all instances. However, physical accessibility is a requirement for new facilities intended to provide city programs. The City of Scottsdale is not required to incur undue financial or administrative burden.

***Definition of Undue Burden:*** The determination that an undue burden would result from actions must be based on a evaluation of all resources available for use in the matter. Entity must then consider options for providing access for programs that do not incur undue burden. The determination of "undue burden" may not be a permanent determination and should be continuously reviewed.

The decision that compliance would result in an undue burden must be made by the head of the public entity or his/her designee. Representing the City of Scottsdale, the city manager or his designee has the authority to identify an undue burden. The decision is to be accompanied by a written statement of reasons for reaching that conclusion.

## Special ADA Regulations for Large Local Governments

Large jurisdictions, such as Scottsdale, must follow additional requirements in the **2010 ADA Regulations** listed in 1-4 below.

### Requirement 1: MAINTAIN THE SELF-EVALUATION

A public entity that employs 50 or more persons shall, for at least three years following completion of the self-evaluation, maintain on file and make available for public inspection:

(1) A list of the interested persons consulted;
(2) A description of areas examined, and any problems identified; and
(3) A description of any modifications made.

### Requirement 2: ADA COORDINATORS - Designation of Responsible Employee

"Designation of responsible employee. A public entity that employs 50 or more persons shall designate at least one employee to coordinate its efforts to comply with and carry out its responsibilities under this part, including any investigation of any complaint communicated to it alleging its noncompliance with this part or alleging any actions that would be prohibited by this part. The public entity shall make available to all interested individuals the name, office address, and telephone number of the employee or employees designated pursuant to this paragraph."

Sharon Cini, Diversity and Inclusion Program Manager
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Email: SCini@scottsdaleaz.gov
Phone: (480)312-2727
Webpage:
http://www.scottsdaleaz.gov/diversity/accessibility

In addition to Sharon Cini as the city-wide ADA Coordinator, the city also identified key staff members throughout the organization as ADA department liaisons/coordinators. These staff members are in a variety of city departments and are the points of contact for issues in their areas. The individual coordinators names and phone numbers are available by request through the Office of Diversity and Inclusion.

### Requirement 3: GRIEVANCE - Adoption of Grievance Procedures

> *"Complaint procedure: A public entity that employs 50 or more persons shall adopt and publish grievance procedures providing for prompt and equitable resolution of complaints alleging any action that would be prohibited by this part."*

As a Title II entity, Scottsdale's programs and services must provide a procedure for a citizen to make a complaint and a process which complies with federal standards. If someone with a disability has a complaint, concern or problem accessing Scottsdale's programs, services, communications, activities, events, facilities, or vendors, we ask that they fill out the complaint form found on our online website called **Scottsdale EZ** and include the name, address, email and phone number of the complainant, as well as information about the problem.

Persons can also file a complaint in person or via mail: View **Grievance Procedures**

### Requirement 4: DEVELOP A TRANSITION PLAN

***Transition Plan – Public Input and Availability***

*"In the event that structural changes to facilities will be undertaken to achieve program accessibility, a public entity that employs 50 or more persons shall develop, within six months of January 26, 1992, a transition plan setting forth the steps necessary to complete such changes."*

> *Obtain Public Input: "A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments."*
>
> *Make a Copy Available: "A copy of the transition plan shall be made available for public inspection."*

A copy of the DRAFT City of Scottsdale ADA Transition Plan Update 2019 will be posted on the city website for public input. Visit www.scottsdaleaz.gov search "ADA Transition plan"

ADA laws state if a public entity has responsibility or authority over **streets, roads, or walkways**, its transition plan shall include **a schedule for providing curb ramps or other**

**sloped** areas where pedestrian walks cross curbs, giving **PRIORITY** to walkways serving entities covered by the Act, including:

- *State and local government offices and facilities,*
- *Transportation,*
- *Places of public accommodation, and*
- *Employers, followed by*
- *Walkways serving other areas."*

The City of Scottsdale began updating their transition plan in 2001 by reviewing, inventorying, and creating data bases on those areas needing ADA alterations. As work continues, new technology, and computer programs are being incorporated into work-order systems that allow for progress to be measured, tracked, and forecasted.

For example, recent trends toward more pedestrian use of public right-of-ways emphasize the need for increasing structural changes to pedestrian facilities. Such changes to sidewalks, street crossings, signals, and transit must be done in an accessible manner to the maximum extent feasible. The disability community is a significant user group of pedestrian facilities and rely on the accessible features in order to use the facilities and reach their destinations. Changes to existing public right-of-ways must be done in an accessible manner.

Another example is the continued need for accessible publicly owned buildings, sites, and public right-of-ways. Because of uncertain economic shifts, Title II entities now can include federal funding for many local projects. Utilization of federal funds includes oversight by both the Federal Highway Administration and Department of Transportation. Both agencies take a proactive role in assisting local governments to update their transition plans by providing guidance and training, as well as overseeing the efforts of local governments in removing barriers to people with disabilities.

In the event it is 'technically infeasible' to achieve (full) ADA compliance when an alteration project is being undertaken, the project must achieve compliance to the maximum extent that is technically feasible, not simply deferred to a future project. Alternate means of compliance are also allowed through 'equivalent facilitation' such as the use of the PROWAG where it meets or exceeds the ADA Standards for the area.

## Other ADA Title II Regulations effecting Transition Plans and Inventory

### New Construction & Alterations (Scope of Coverage)

*"The 1991 Standards and the 2010 Standards apply to fixed or built-in elements of buildings, structures, site improvements, and pedestrian routes or vehicular ways located on a site. Unless specifically stated otherwise, the advisory notes, appendix notes, and figures contained in the 1991 Standards and the 2010 Standards explain or illustrate the requirements of the rule; they do not establish enforceable requirements."*

The ADA Standards were developed primarily for on-site facilities. Our DSPM document includes design policies which address the use of the ADA Standards and the PROWAG when working with public rights-of-ways.

### New Construction & Alterations (Curb Ramps)

*"(1) Newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway."*

*"(2) Newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways."*

Whenever street resurfacing constitutes an alteration, curb ramp installation and/or analysis of any existing curb ramps must be conducted for determining potential upgrades or new installation.

# 4. Updating the Transition Plan - 2019

City of Scottsdale Transition Plan is an important "living" document ensuring that the city maintains schedules for compliance, work towards an accessible city and support inclusionary practices.

Those living with a disability may face vision, hearing, cognitive, or other difficulties that can cause difficulty in obtaining a driver's license, operating a motor vehicle, or utilizing traditional bicycle/pedestrian infrastructure. For example, the experience of crossing a street or traveling down a sidewalk may be completely different for an able-bodied individual versus an individual person utilizing a wheelchair.

**Resources**: https://www.scottsdaleaz.gov/codes/accessibility

**Recommendation:** Continue to find ways to go above and beyond ADA requirements when planning, designing and building active transportation infrastructure, especially in areas with a higher density of residents or visitors that are older adults or individuals with disabilities with special mobility needs.

The following requirements are required in each area, with an emphasis in the Public Works Division: Facilities, Capital Projects, Street Operations, Transportation:

**The updated plan includes:**

- ***Identify Methods*** *that will be used to ensure accessibility;*
- ***Identify Physical obstacles*** *in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;*
- ***Develop Schedule*** *for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period; and*
- ***Indicate the official*** *responsible for implementation of the plan.*

The Public Works Division is responsible for implementing this tracking plan and schedule. Contact Dan Worth, Public Works Director at 480-312-5555.

### Methodology and Schedule: City-wide approach

Over the past decade, the city has maintained a schedule for providing curb ramps, redesigned the city-wide ADA coordination team, completed an updated self-evaluation, maintained a complaint process and includes public outreach during major projects.

There are also several ways each division and departments chose to ensure accessibly. This included adopting their methods to ensure ADA needs are tracked and scheduled.

The next section speaks to specific areas of expertise and responsibility to identify and schedule barrier removals for full accessibility and inclusionary practices.

# FACILITIES – Barrier Removal

### Methodology and schedule: Archibus Tracking system

To track progress of barrier removal, an ADA Tracking System database was created based on facility inventory conducted over a four-year period from 2001 to 2004. Approximately 300 buildings, parking garages, parks, and other facilities were entered into the tracking system. ADA compliance issues were identified then entered into the database.

The previous data base system for tracking work orders and needed alterations to building, parking, and park facilities is being transferred to a new work order system. Rather than providing a schedule for facilities, the City of Scottsdale facilities management is actively transitioning to the new software system, '**Archibus'**. This system will track the improvements made to on-site buildings and facilities, especially relating to accessibility. The system will be used to enter ADA related features during the inventory phase and implementation phase.

An aggressive work order system was used to enter changes as facilities were remodeled and barriers removed. By 2010, the buildings were considered ADA compliant once the work orders for buildings and facilities were finalized.

In 2018, a proactive Facility Condition Assessment (FCA) Program approach was established. This FCA involves a team of specialists who evaluate multiple systematic conditions, including a review of ADA accessibility. This offers staff a system that includes the FCA Project number, what the project priority is, the building code, building name, address, date built, date of rehab, building use, estimated cost of project, the follow-up due date, the site point of contact and the site director.

Today, any changes to occupancy of a building, including remodeling, are altered according to the adopted building accessibility codes.

In addition, there is a contingency fund related to opportunities during remodeling to implement current ADA Standards. For current facility inventory and tracking, see the **Capital Improvement Planning Schedule and Budget**.

**Example of recent ADA upgrades:** In 2018/19, the Facilities department staff made updates to Scottsdale City Hall signage, including establishing a new idea to add a new process for the development of a sign standard manual for city-wide use.

All exterior signage was complete and meets ADA requirements. Signs included disclosures required, e.g. weapons, smoking, service animals, etc.

View example of **City Hall signage updates**

In general ADA is very specific and only requires some signage to have braille, raised lettering, at least 70% color contrast etc. However, the City of Scottsdale has decided to be more inclusive and nearly all new or updated signs should have raised lettering and universal symbols, braille, 90% contrast etc. For FY 2019/20, the Facilities department have earmarked funding to develop these Signage manual guidelines.

### Staff Training/Certification

Facilities department leadership have assigned a three-member team of facilities staff to perform ADA audits as well as to help to thoroughly understand and provide guidance on the standards and requirements including installation locations, heights, etc.

Facilities Service Area Manager is currently working on a certification as an ADA coordinator.

## 5. Capital Project Management

Capital Project Management (CPM) is responsible for managing the design and construction of most of the projects within the City of Scottsdale Capital Improvement Program.

### Methodology

CPM works with all the city departments to develop project concepts, manage the design and construction delivering a finished project to the respective department. The departments which CPM works with include Public Safety, Transportation, Transit, Parks & Recreation, Water Resources, Police and Fire.

It is the responsibility of the assigned CPM staff to ensure the designs are completed by competent professionals and to the latest building/construction standards, including the 2010 ADA Standards. This assurance to standards is completed through a series of plan reviews by the Project Manager, the client department representatives and the City of Scottsdale 'One-Stop-Shop' who issues the building/construction permits for the projects.

Once permitted, CPM inspectors are responsible for day-to-day inspections of the work to ensure conformance to the design drawings and standards.

This is completed through field observations and measurements for quality and accuracy. Public input is always accepted if there are issues or ideas, especially when related to ADA compliance.

## Featured Projects

### Civic Center Mall Master Plan

- Work is underway to develop a plan for future uses of the space and identify opportunities for needed improvements and renovations.
- The goal of the Civic Center Master Plan is to address infrastructure deficiencies, improve public park amenities, expand performance and festival capabilities, and create a destination point and economic catalyst.
- Ultimately, the project will provide the necessary plan and documents to update physical elements of Scottsdale's Civic Center based on input gathered from an extensive internal and external outreach process.

### Raintree Drive Extension Project

- This extension will simplify the route from Hayden Road to Scottsdale Road and help to relieve some of the traffic congestion currently experienced on Frank Lloyd Wright Boulevard.
- The City of Scottsdale is currently preparing a Design Concept Report for this segment of roadway which will include recommendations regarding number of travel lanes, raised medians, major intersections (roundabout, traffic signal or side street stop control), minor side street lane configurations, safety considerations, driveway access, landscape and streetscape concepts, public art, drainage improvements, and right of way needs.

### Scottsdale Stadium

- The first Phase of the Scottsdale Stadium Renovations includes the addition of a new San Francisco Giants clubhouse, a 10,000 SF multi-use event space, new press-level renovations and a new front entry into the stadium. These improvements will provide ADA access to each of these areas within the stadium and provide ADA access into the new Multi-use event space.

### Happy Valley Road: Pima Road to Alma School Road

- The Happy Valley Road project will provide for the design and construction of a four-lane roadway section, new sidewalks and a stabilized decomposed granite trail for the length of the corridor. Currently no sidewalk exists along this section of roadway.

**Fraesfield and Granite Mountain Trailheads**

- The Fraesfield and Granite Mountain trailheads both provide ADA Parking, accessible trailhead buildings and access to the McDowell Sonoran Preserve trails.

**Scottsdale Airport**

- The new Aviation Business Center building meets 2010 ADA standards for State and Local government facilities. Some of the ADA features include; parking, building access, restroom facilities, signage and more.

## Capital Improvement Planning Schedule and Budget

With the size and population of the City of Scottsdale, improvements, including removing barriers from city facilities and buildings will be a continuous process throughout the year. The City of Scottsdale reserves the right to modify barrier removal priorities in order to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, changes in City programs, ongoing evaluations and funding constraints and opportunities. All new buildings, parks, and right-of-way facilities are built to current standards and are not included in barrier removals.

Every fiscal year, the City of Scottsdale releases the adopted budget, which includes capital improvements. These projects include new construction and remodel for public right-of-ways as well as on-site during the fiscal year. For example, $17.5 million is budgeted in the Capital Improvement Plan for enhancing community facilities, while $20.1 million has been identified to address service facilities, such as city buildings and facilities. Some projects included in the budget are specifically targeted for ADA improvements, but most are an opportunity to improve the life of all of the citizens of Scottsdale. Most recently, Scottsdale Parks and Recreation and Human Services have teamed up to build a new state-of-the-art, interactive and ADA accessible playground at Chaparral Park, which opened early 2018.

**Renderings provided by Parks and Recreation**

Another example of these improvements is North 75th Street south of Indian School Road from East 1st Avenue to Scottsdale Stadium. The sidewalk on the west side of North 75th Street has been reconstructed to provide a complete, accessible route. The sidewalk was widened around tree wells, the cross-slope routes around driveways were improved, and new curb ramps were installed. Additionally, the Downtown Sidewalk Improvements estimate a completion circa June 2019. The goal is to design and construct pedestrian improvements including continuous sidewalk corridors, widen narrow sidewalks, add accessible ramps where needed, modify sidewalk to conform to ADA requirements and install pedestrian related amenities, such as lighting along these areas as appropriate.

# STREET OPERATIONS

The City of Scottsdale Street Operations Department plan creates an accessible transportation system for people with disabilities and complies with the Americans with Disabilities Act Title II regulations.  Street Operations is committed to improving the accessibility of city-maintained assets, including streets and sidewalks.

Progress has been made to reduce the number of missing and non-compliant curb ramps in recent years, and a commitment to ongoing improvements will address remaining shortcomings.

The priority for improving the ADA compliance of Street Operations-maintained assets outside of paving projects will be to address missing ramps and other areas where functionality presents a barrier. Street Operations will address these areas based on citizen request or complaints.

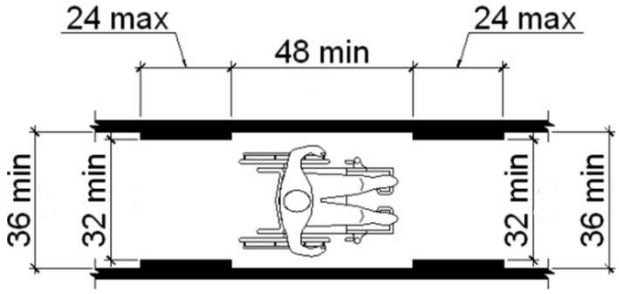
Street Operations is currently working to have a full inventory of curb ramps. The plan moving forward is to inventory curb ramps ahead of paving projects, following their

five-year paving plan, and to upgrade all curb ramps to ADA standards as the roads are scheduled to be paved.

**Current tracking:** In 2018, Street operations completed 1,146 ADA ramp upgrades at a cost of $3,705,374, completed 179 locations of sidewalk repairs at a cost of $232,700 and completed 62 paving projects or 1,909,843 square yards of pavement treatment.

### 2003 Sidewalk Inventory

An inventory and mapping of missing segments of sidewalks in the southern portions of the city was conducted. The mapping and data were used as an action plan for funding sidewalks where needed. Technical requirements from the 1991 ADA Standards were used to assess sidewalk compliance.




**Graphic from 2010 ADA Standards showing obstructions in the right-of-way limited to 32 inches**

### Pavement Management, Resurfacing & Curb Ramp Scheduling and Budget

Providing complying curb ramps is required by the DOJ/DOT technical memo on "resurfacing during alterations" clarified the difference between "maintenance" and "alteration" as they apply to roadway resurfacing.

In response to this clarification, an accelerated program of installing accessible curb ramps has been directly tied to the scheduling and budgeting of street maintenance

projects. The scheduling considers the additional work of replacing non-compliant curb ramps at the time of resurfacing within the scope of the project. The software 'Lucity', which provides tools for asset and work management as well as analysis and modeling based on industry best practices, has become the primary method for pavement data analysis and management. For the most up-to-date information, contact the City of Scottsdale Street Operations department at 480-312-5665.

Street Operations will continue to make progress, bringing pedestrian curb ramps up to federal ADA standards by installing and upgrading curb ramps where improvements are necessary, as a part of all paving projects.

**VIEW** **Completed paving schedule for 2018/19**
**VIEW** **Street Operations Estimated Project SY 2019/2020**
**VIEW** **Lucity Model for 2019 Fall Projects Fiber seal map**

# TRANSPORTATION

## Methodology - 2004-2009 Changes to Public Right-of-Ways

The city is responsible for creating safe and supportive routes among different modes of transit allows for people with disabilities to have more mobility and independence in their daily lives. Providing access to all modes for those of all abilities is necessary for a transportation system to be equitable and to thrive. Mobility is a priority issue for individuals with disabilities and plays a dominant role in whether these individuals can participate in the community and retain employment.

View **Right of Way Management Plan**

The City of Scottsdale initiated an updated phase of inventory within Scottsdale's public right-of-ways for pedestrian movement. The **2008 Transportation Master Plan** incorporated Complete Streets language to recognize the growing efforts to plan and design for bicycle and pedestrian use within the city right-of ways.
Through the mid-2000s, the Transportation Department experimented using color and contrast of Detectable Warning Surfaces (DWS) (i.e. "truncated domes"). The work culminated in a boundary map indicating various DWS colors and how they relate to the colors of concrete sidewalks. The goal was to provide light-on-dark or dark-on-light contrast for vision impaired pedestrians.

**Detectable Warning Surface (DWS) colors and contrast:**

Disability access to high-traffic areas with pedestrian crossing include detectable warning surfaces (DWS). DWS are intended as a warning for blind/low vision pedestrians who are approaching a street intersection. For DWS designed on public right-of-ways, curb ramps or sloped surfaces at pedestrian street crossings shall comply with the required contract between the DWS and the adjacent walking surface of light-on-dark or dark-on-light.

The graphic in the DWS map link depicts the color differences for detectable warning surfaces for the entire City of Scottsdale. North and east of the Central Arizona Project (CAP) is a brown, Western Reserve color, south and west of the CAP is the default Safety Yellow, and the Downtown area is designated as Brick red.

**VIEW** **Sidewalks and Truncated Dome colors map**

## Shared Use Paths

The following proposed and existing shared-use paths from the 2016 Transportation Master Plan. Shared use paths are intended for pedestrians, bicycles, skateboards,

wheelchairs, strollers, and similar mobility aids. The installation and upgrading of shared-use paths affect the accessibility of curb ramps and crossings throughout the City and must meet ADA Standards. See the City of Scottsdale Transportation Master Plan or DS&PM for more information on shared-use paths.

**VIEW Shared Use Path Map**

The graphic also depicts each of the colors contrasted against the sidewalk, including a B&W contrast image, which assists in verifying contrast visibility important primarily for pedestrians with low vision.

### 2007 Downtown Pedestrian Mobility Study

The City measured pedestrian mobility in Downtown Scottsdale to determine how and where to make improvements to mobility. Overall, Downtown districts showed common problem areas. Several areas did not achieve the minimum criteria set by the consolidated guidelines. All districts had areas where walkway pavement was less than 3 feet wide, the minimum width for ADA accessibility.

Beyond ADA accessibility, this criterion had relevance to families with strollers, accommodation of crowds, and anyone with a disability, whether temporary or permanent.

**View 2007 Downtown Pedestrian Mobility Study**

### 2008-2009 Pedestrian Improvement Team

A task force of city staff was assembled to begin an updated inventory of city-wide pedestrian facilities. The inventory would include city owned parking facilities, on-street parking, including accessible parking spaces and access from the facilities, transit stops, pedestrian signals, curb ramps, sidewalks, parks, and shared use paths.

The City of Scottsdale Transportation Department has also installed an innovated pedestrian traffic control device to help make crossing safer and easier.

View **High-intensity Activated crosswalk (HAWK visual sheet)**

### 2009-2011 Intersection APS Signal & Curb Ramp Inventory

Intersection features are now tracked through entries in a newly created right-of-way database. Notations include status of Accessible Pedestrian Signals (APS), feature entries such as pedestrian pole location, type of pedestrian push button, type of audio device, curb ramp with or without DWS. Over 200 intersections were inventoried during this three-year period.

In addition, an online system called **Scottsdale EZ- Streets, Alleys & Sidewalks** provides citizens to make a report on pavement, potholes, damaged sidewalks or sign problems.

### 2012-2016 Transit Stop Database

Transit system data is continually updated as facilities are added and relocated. Each transit facility is to comply with the PROWAG for boarding and alighting areas, seating, clear space, and connectivity to the public sidewalk system on an accessible route. The City of Scottsdale evaluates accessibility within one quarter mile of transit stops. The image below depicts a sample of the inventory that is continuing to be collected to ensure ADA compliance of transit stops.

### 2015 Downtown Parking Study

Numerous parking studies have been conducted in the last ten years. Each of these studies included an analysis of accessible parking spaces in the downtown area. The 2015 Downtown Parking Study was used to prioritize sites based on criteria such as current and projected needs, costs, efficiency, and where future parking resources might best help to encourage economic growth. The recommendations from the conclusion of this study were to reorganize parking management and enforcement into a single parking department within city government and recommending market-based solutions to supply/demand issues that may eventually lead to pay parking for off-street facilities and metered parking in key areas.

View **2015 Downtown Scottsdale Parking Study**

### Paratransit Services – Scottsdale Cab Connection

Another project is the **ADA Cab Connection Rides program**, which offers more flexibility and greater independence for many individuals, including those with disabilities. The program sends a number of vouchers per month to each participant. Each voucher helps purchase a one-way trip from the participant's residence to one destination. Two vouchers are required for a round trip. The vouchers are subsidized by the City of Scottsdale and pay at the rate of 80 percent, up to a maximum of $10. The participant pays the remainder of the trip cost and any tip. Cab Connection, under special circumstances, is also available for those individuals with a temporary disability.

### 2017-2018 Curb Ramp Inventory of Priority Pedestrian Areas

During 2017 and 2018, an action plan prioritizing areas of high pedestrian usage within the public right-of-ways are being inventoried.

As stated in the 2010 ADA Regulations *"if a public entity has a responsibility or authority over street, roads, or walkways, its transition plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the Act, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas"* (Title II §35.149).

Title II, 28 CFR Part 35 Sub D Program Access in §35.150 requires existing pedestrian walks to have curb ramps or blended transitions where they cross curbs. Using the priority list noted in §35.150, the following area/sidewalk routes are being inventoried for curb ramp compliance:

- Local Government Offices and Facilities (city government, access to city parks, and school routes)
- Transportation (parking garages, transit facilities)
- Public Accommodation (retail areas likely to have significant pedestrian sidewalk usage)
- Employers
- Other

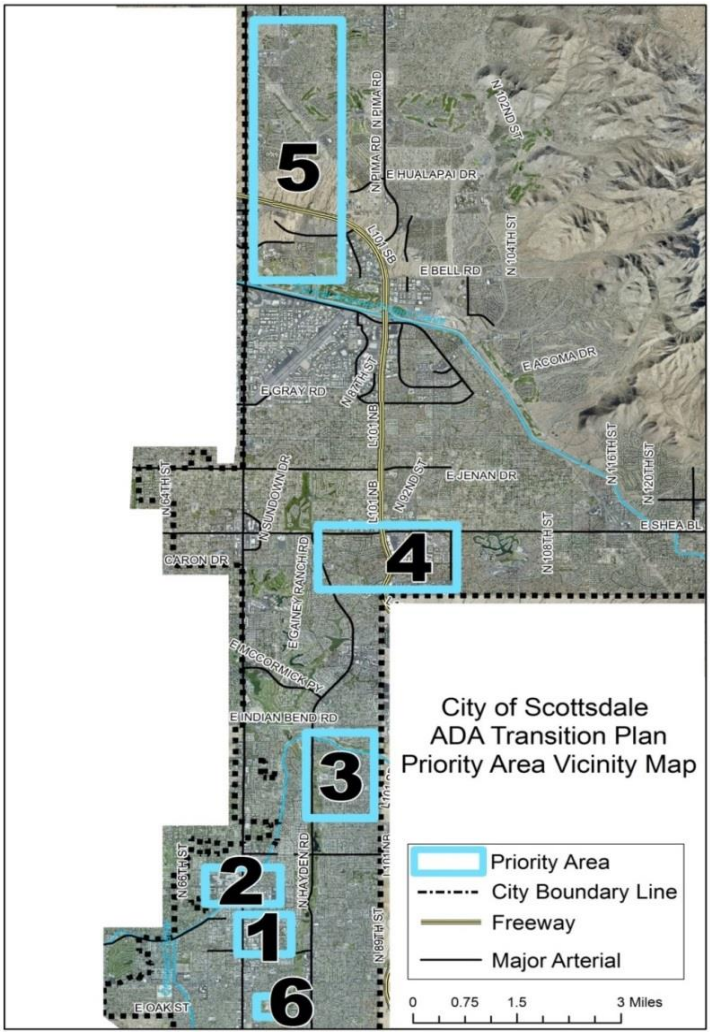
**Curb Ramp by Appaloosa Library**

Curb ramps, blended transitions and sidewalks shall comply with the **City of Scottsdale Design Standards & Policy Manual (DS&PM),** standard details, codes and ordinances, as well as the **2010 ADA Standards.** The City of Scottsdale also uses the 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) as best practice document when measuring sidewalks, curb ramps, and crossings adjacent to pedestrian generators.

The criteria for the analysis were modified to closely match the **Safe and Accessible Pedestrian Facility Inventory Model** (SAPFIM) to inventory and check compliance of the curb ramps, sidewalks, and street crossings. In this way, future coordination with a nationwide inventory system may be possible. The method moving forward will be that the measurements should always comply with ADA Standards as a minimum, and if they do not, they are the priority to upgrade. If the pedestrian element also meets the PROWAG, it is noted. The Manual on Uniform Traffic Control Devices (MUTCD) is referenced for measuring accessibility of pedestrian signals in relation to the curb ramp/blended transition and crossing of an intersection.

Pedestrian generators are any of the facilities listed in the ADA Regulations as a public place where people are willing to walk or take transit and are important when assessing sidewalks, curb ramps, and crossings for accessibility. Maximizing pedestrian connectivity, safety, and accessibility is the goal for the City of Scottsdale.

The map below shows the six priority areas identified by the City of Scottsdale as a first phase through which this transition plan is meant to affect for the first year. These areas are subject to change as they continue to be improved. This action plan is the first step to developing a full curb ramp inventory.



# Community Services – Parks & Rec, Human Services, Housing, Library Services

The Community Services Division is one of the largest divisions in the city. They serve thousands of citizens and visitors each year with hundreds of requests for accommodations each year. Each area has a designated ADA Liaison who helps with ADA specific training, information to gain certain accreditations, and can handle both request for accommodations and handle any complaints that come forward.

Recent strides in ADA accessibility and inclusionary practices include a state-of-art accessibly playground, a fully accessible kitchen for cooking classes, sensory rooms, equipment for public needs, updated service animal signage and on-going staff training.

## Adaptive Recreation

**Mission Statement**

Adaptive Services provides comprehensive programs and services that meet the expressed needs of our citizens with disabilities, so as to enhance quality of life and promote inclusive community participation. Our programs are both inclusion based and population specific and are geared for persons with varying ability levels of all ages. The City of Scottsdale supports the Americans with Disabilities Act and full inclusion of citizens with disabilities.

The majority of Adaptive Services' programs operate out of the Adaptive Services Center in Central Scottsdale.

**Description of Services**

**Afterschool and Summer Programs**

- Population-specific afterschool and summer teen programs for teenagers with disabilities aged 12-22.
- Inclusion services for children with disabilities in city's mainstream afterschool and summer programs.
- All city afterschool and summer programs offer a variety of activities including fitness, cooking, social skill development and community excursions.

**Sensory Room at the Adaptive Recreation Program**

**Adult Community Integration Programs**

- Weekly Spectacular Saturday Club is an adult day program including a variety of programmed activities, experiences and community excursions.
- Monthly therapeutic cooking day program.
- Weekly adult cooking and life-skills classes.
- Monthly Social Club community excursions for adults. Activities include plays, sporting events, museum visits, community festivals, local attractions, etc.
- Monthly dances for teens and adults on the second Saturday of every month.

**Outdoor Recreation**

- Annual spring three-day outdoor retreat. Past locations have included Whispering Hope Ranch, Camp Shadow Pines, and Lake Pleasant.

**Program Accommodations**

- Adaptive Services staff assists, accommodate and facilitate participation for participants with disabilities in mainstreamed Parks & Recreation, Human Services, Leisure Education, and Community Services programs.

**Scottsdale Bobcats Special Olympics Sports**

- Adult sports (18 years+) include: Aquatics, Bowling, Golf (Individual Skills and Unified), Basketball (Individual Skills, Traditional, Unified), Track & Field, Flag Football (Unified)
- Jr. sports (8 - 17 years) include: Aquatics, Bowling, Basketball, Golf
- (Individual Skill) and Track & Field

**Social Services**

- Adaptive Services offers social services and resources in finding and navigating independent living, Arizona State's Division of Developmental Disabilities, respite care/therapy referrals, transportation, and Supplemental Security Income (SSI). In addition, our Social Services team organizes speakers, workshops and parent advocacy groups at the Center to help share and educate about resources relevant to our community. Services are free of charge.

**Awards Program for People with Disabilities**

- This annual awards ceremony recognizes those who provide counseling, education and jobs for people with disabilities. In addition, the community pays tribute to those with disabilities who have provided outstanding examples of courage, perseverance and love in the face of adversity.

**Scottsdale Unified School District SCORE program**

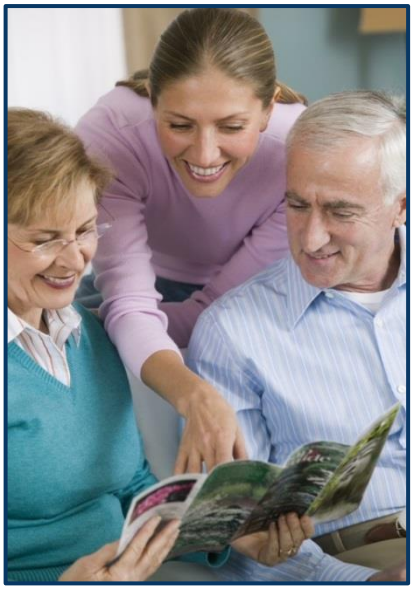
- The Adaptive Services Center hosts the Scottsdale Unified School District's Special Education transition and vocational skills program. Special Education students in the program are in class at the Center Monday through Friday learning job and independent living skills in their final two years of study.

# Libraries

## Mission Statement

Scottsdale Public Library fosters lifelong learning by providing access to information, knowledge and ideas. Library values include planning and innovating for the future, learning and growing continuously, focusing on quality customer service, and showing care and compassion for others. The Scottsdale Public Library seeks to make its services, facilities and programs accessible to all patrons, including those who have disabilities.

## Accessibility Services



- Access to library facilities may include ADA parking spaces; automatic entrance doors that are wheelchair accessible; elevators for the multi-storied Civic Center Library; wheelchair-accessible restrooms, drinking fountains, braille signage and external and/or drive up book drops at all library facilities.
- Wheelchairs are available at all libraries and a motorized cart is available at Civic Center Library. Assistive devices such as large screen computer monitors with access to Microsoft Windows as well as magnifying glasses are available at all libraries.
- Sign language interpreters and assistive listening devices for library sponsored programs upon request. Please call 480-312-READ (7323) fourteen days in advance to make arrangements.

**Large Print:**

- The Library makes print materials available in alternative formats such as large type, audio recording and electronic formats. A print enlarging machine is available at Civic Center Library.
- These easy-on-the-eye books are available for both adults and children. Choose from classics, bestsellers, westerns, mysteries, romances, and non-fiction. Look for them at each of our libraries.

**Home Delivery:**

- Any Scottsdale resident who is physically unable to visit the library, confined to home for more than sixty days, or live in a non-driving household can utilize the home delivery service.

**Books by Mail:**

- The library offers postage-free mailing of large type books to vision impaired and homebound patrons.

## Parks and Recreation

**Mission Statement**

Scottsdale's Parks and Recreation Department Manages parks and recreation facilities; provides positive leisure activities for youth, teens and adults; and produces community special events and programs.

**Description of Services**

**Senior Programs:**

- Scottsdale Senior Services provides an integrated system of services, resources and opportunities to help people improve their lives, neighborhoods and community through recreation, social services and health and wellness services.

**Youth Sports:**

- Basic fundamentals, positive peer interaction, and good sportsmanship are the foundation for the City of Scottsdale's Youth Sports program.

**After School Programs:**

- Children are able to participate in fun and exciting recreational activities in programs after school including crafts, sports, games and much more. When related to children with disabilities, staff will determine appropriate accommodations after meeting with families. Children with disabilities are included into existing programs with their non-disabled peers.

**Summer Programs:**

- Parks and Recreation summer camps offer dynamic, enriching recreational opportunities for youth. The activities conducted in the camps will contribute to the physical, social and mental growth of each participant.

**Teens from Scottsdale Parks and Rec Youth Corps Volunteer program ready bags that were distributed to seniors for "Beat the Heat"**

# Schools

## Mission Statement

Scottsdale Unified School District is a community that engages, educates, and empowers all to excel. To deliver a world-class education promoting the highest level of academic achievement, creativity and personal growth that will inspire greatness in today's students and tomorrow's leaders. Our goals include promoting academic achievement, financial stability, external communication, organizational health, school safety, and student support.

## Description of Services

### Homebound Instruction:

- Homebound services are provided to SUSD students who cannot attend school due to an acute illness, disease, accident or other health condition for 60 or more school days.
- A certified teacher(s) will provide one hour per subject per week up to four hours per week in core subjects.

### Special Education:

- Special Education is defined by the specially designed instruction developed to meet the unique needs of a student with a disability.
- Parent involvement in program development, support services and school and home collaboration is very important to us.

**Scottsdale Unified School District provides services while promoting education and fostering growth**

# Mayor's Committee on Employment of People with Disabilities scholarship program

Each year, the Mayor's office and the Office of Diversity and Inclusion receive a grant from Gila River Indian Community and provides $1000 scholarships to students living with disabilities. The goal is to support and provide financial funding to help success rates as students transfer to college or need additional funding for tutors and special needs.

# City Court and Public Safety Divisions

## Courts

**Mission Statement**

Our mission is to provide a professional and dignified forum for the timely resolution of legal disputes. The court is dedicated to customer service that is friendly, efficient and accurate. It is important that the court continues to improve the programs and services offered in order to enhance the customer's experience. The court is constantly working on improving our services and programs to provide our customers the most efficient, fair and accessible justice services.

**Description of Services**

**E-Services**

- The court offers a variety of online services to reduce the need to come to the court.

**Self-Help Videos**

- The court offers information on what to expect beforehand.

**Home Detention and Electronic Monitoring Program**

- Jail alternative for customers that must serve mandatory incarceration and allows continued employment.

**Specialty Courts**

- Participation in the Regional Homeless court and both the Annual Veterans' Stand Down and Up Court.
- Assign public defender to defendants that have disabilities.

**Interpreting Services**

- The court is dedicated to ensuring all people have equal access to justice by utilizing interpreters of all types including ASL during courtroom proceedings.
- Tele-coil loops in courtrooms.
- Low vision and blind auxiliary aids.

# Police

## Mission Statement

We have a dedicated group of sworn officers, civilian employees and volunteers committed to safeguarding the lives and property of the Scottsdale community. Their commitment to providing world class community policing to the citizens that live, work and visit our city has continually resulted in Scottsdale being recognized as one of America's safest cities. Our Police Department, in partnership with the citizens of Scottsdale, recognizes the changing needs of our community and law enforcement's role in addressing those needs. Furthermore, we pledge excellence, initiative and integrity to enhance the quality of life throughout our City knowing those we serve deserve no less.

## Description of Services

### Vacation Watch Request

- This long standing service allows residents to request Police Officers drive by their home to check when they are on vacation. There is no guarantee officers will be able to check the home each day and is subject to department priority calls for service.

### Community Emergency Notification System

- CENS (also known as Reverse 911) is the Community Emergency Notification System. The system is designed to rapidly notify an affected area of an emergency by sending a recorded message through the telephone system.

# Fire

## Mission Statement

The men and women of Scottsdale Fire Department are highly trained, extremely motivated, and focused on their core mission of *caring* for the community. Scottsdale Fire has a rich history of service to a growing Scottsdale and now offers comprehensive fire, hazardous incident response and emergency medical services in a diverse service area which includes densely populated residential, robust entertainment districts, major corporate and industrial providers, and the world-famous wild land McDowell Sonoran Preserve. Your SFD Firefighters have bravely and successfully confronted the hazards of our growing urban environment and continue to mitigate complex life-safety problems through risk management, strategic planning, disciplined deployment, and an aggressive fire attack and rescue philosophy. The hard-working professionals of the SFD are dedicated first and foremost to guarding the quality of life for the citizens and visitors of our community through multi-dimensional emergency response and the protection of life, property, and the environment. Put simply, we are sworn to "*care*."

## Description of Services

### Home Safe Home – Fall Protection

- Trained fire department volunteers visit seniors in their homes and point out potential tripping and falling hazards.
- Volunteers can replace smoke alarms batteries or install a new alarm and give free nightlights to ensure you can see well at night.

### Lockboxes for Seniors

- Lockboxes for seniors allows police or firefighters to gain entry to your home, without breaking in, if you are unable to get to your door in an emergency.

### Emergency Medical Services

- Work together with emergency room medical staff to provide advanced care for patients.
- We have advanced the scope of the department's physician oversight to include real-time ECG review, real-time follow up with crews and real-time physician notification during cardiac arrest cases.

## Emergency Management – Access and Functional Needs

The City of Scottsdale recognizes considerations must be made to accommodate the whole community populations during emergencies. Emergency management includes the city's preparation for disasters and emergencies. The Emergency Manager coordinates large-scale emergency responses and includes procedures in the city's Emergency Operations Plan.

The City of Scottsdale is engaged in several activities which aim to improve response plans and operations to address access and functional needs (AFN) during an emergency event. All voluntary, private, faith-based, non-governmental, or similar agencies requested by the jurisdiction, or through legal agreement and authorization by the jurisdiction, will comply with all applicable Federal, Tribal (as applicable), State and Local laws during drills, exercises, training, or other events that support a full-cycle disaster or emergency event. Multiple annexes within this plan outline or identify specific guidance to support the whole community.

The Rehabilitation Act of 1973 and the Americans with Disabilities Act (ADA) will be followed in every aspect of disaster operations, explicit or otherwise, contained in this Emergency Operations Plan (EOP). Emergency and disaster response services and activities will be accessible and usable to the whole community regardless of disability, access and functional need.

This plan is committed to the principle that it takes the full range of government, private, non-government, faith-based and volunteer groups to successfully meet the needs of the whole community during times of disaster. Persons with disabilities, access and functional needs or representatives from unique populations are included in local emergency planning.

The City of Scottsdale acknowledges at times the best support for such needs is to request assistance from regional or state partners. Specifically, the following will be addressed in this EOP:

- Identification of AFN populations: Basic Plan, AFN Planning System, ADA criteria in References and Authorities.
- Notification: Annex 2 - ESF 2 Communications
- Evacuation and Transportation: Annex 1 - ESF 1 Transportation
- Sheltering: Annex 6 - ESF 6 Mass Care
- First aid and medical care: Annex 8 - ESF 8 Public Health and Medical Care
- Temporary lodging and housing: Annex 6 - ESF 6 Mass Care
- Transition back to the community: Annex 14 - ESF 14 Long-Term Community Recovery
- Recovery: Annex 14 - ESF 14 Long-Term Community Recovery

**1. Pets and Service Animals**

This plan takes into consideration the needs of individuals with disabilities relying on service animals. The Americans with Disabilities Act (ADA) protects the rights of all individuals with disabilities and requires that State and local governments comply with Title II of the ADA in the emergency and disaster-related programs, services, and activities they provide.

The sheltering and protection of companion animals are the primary responsibility of their owners. When owners are unable to provide for the care and needs of their household pets and service animals, the local jurisdictions will provide assistance as outlined in the Pets Evacuation and Transportation Standards Act of 2006 (PETS) and FEMA DAP 9523.19. The Pets Evacuation and Transportation Standards Act of 2006 requires that local governments plan for sheltering and care of household pets and service animals during emergencies where shelters are established. The City of Scottsdale has included pet sheltering as part of Annex 6 - ESF 6 Mass Care. The following is specifically addressed in Annex 6 - ESF 6 Mass Care:

- Pre-event planning
- Animal sheltering operations
- Animal registration and return
- Coordination with human shelters

**2. FEMA Disaster Assistance Policy 9523.19**

The Policy identifies the expenses related to state and local governments' emergency pet evacuation and sheltering activities that are eligible for reimbursement following a major disaster declaration under Category B, Emergency Protective Measures, and provisions of the Public Assistance Program. The terms household pet, domestic pet, service animal, and congregate household pet shelters are defined. The policy details eligible reimbursements related to shelter facilities, supplies and commodities, eligible labor, equipment, emergency veterinary services, transportation, shelter safety and security, cleaning, reunification, and restoration, and the removal and disposal of

animal carcasses.

**3. American Sign Language and Communication Access Realtime Translation**
City of Scottsdale may request American Sign Language (ASL) and Communication Access Realtime Translation (CART) services through a ICS Form 213-RR to either Maricopa County Department of Emergency Management or the Arizona Department of Forestry and Fire Management.

ASL interpreters will support public meetings, media briefings, one-on-one public interactions in shelter operations, and informational videos. When event videos are produced, ASL interpreters will caption audio and/or video files that will be posted to social media. The CART captioners will support public meetings and shelter operations by translating the oral word to the written word, usually projected on a large screen.

These interpreters and captioners have been specially trained in Emergency Management by the State of Arizona and Maricopa County to provide services to public agencies during times of disaster.

# Inclusion and accessibility

With a culture that supports innovation, the city provides staff members avenues of learning and developing their specific competency around diversity, inclusion and accessibility.

City cultural expectations include an adequately and respectful response to people with disabilities to ensure they are provided the opportunity to equally participate in city programs and activities, within integrated settings.

Scottsdale is dedicated to on-going reviews for improving its policies, practices, buildings and infrastructure. We continue to increase "Simply Better Services for a World-class Community" and a quality level of service to its citizens and visitors with disabilities.

**The future of Digital Accessibility:**
The City of Scottsdale is currently assessing our digital accessibly needs for city websites, Scottsdale EZ systems, forms, etc. to ensure they are user friendly.

**On-going Staff Training - Human Resources & Office of Diversity and Inclusion/ADA city wide coordination team:** Respectful Interactions and Disability Etiquette classes are available several times per year through Human Resources, outside webinars and training is available through ADA team coordination and Maricopa County ADA Coordinators Coalition.

**Future Disability Advisory Group:**
For on-going input from citizens, the city will establish a citizen-based disabilities advisory group by the end of FY 19/20.

We will also maintain regular updates to both internal and external stakeholders using electronic communication, local publications and communicating successes and accomplishments.

# Public Involvement Plan

The City of Scottsdale values public input and believes that community members should be engaged and have a voice in decisions that affect them. The purpose of the Public Involvement Plan is to create an open and transparent process to guide the ADA Transition Plan. The intent is a shared community vision.

*"A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the self-evaluation process by submitting comments."*

The scope:

- Provide objective information to assist the public in understanding the purpose of the ADA Transition Plan.
- Seek and encourage the involvement of all community members.
- Provide a variety of opportunities for the public to contribute ideas and provide feedback through all phases of the process.
- Make the process accessible and engaging to community members and other stakeholders.
- Consider the public input in the implementation of the ADA Transition Plan.
- Provide an opportunity for public participation by all stakeholders including people with disabilities and those who speak other languages but have limited understanding the of the English language.

**View City of Scottsdale Public Involvement Plan – April 2019**

## Online Complaint forms – Grievance Procedures

**View Scottsdale EZ ADA online Complaint form**

The complainant information involves accessible formats requested, location, new incident or on-going complaint, persons are required including their email address and contact phone number so follow up can be addressed accurately. Departments will maintain complaint log and review each quarter with ADA coordinator.

Alternative means of filing a complaint, such as a personal interview will be accepted. Accommodations or alternate formats will be provided upon request during this process.

The complaint is to be submitted as soon as possible, but no later than 60 calendar days after the alleged violation to:

**City of Scottsdale Office of Diversity and Inclusion**
Attn: Sharon Cini
7506 E. Indian School Road
Scottsdale, AZ 85251
**Email: ada@scottsdaleaz.gov**
**Phone:** (480)312-2727

**Grievance Procedures:**
This provides information on specific grievance procedures for those who need to utilize this process in order to find resolution to a complaint. The city is required to have a process in place for citizens to address their concerns in a timely and professional manner.

View the city's **Grievance Procedures**

# Conclusion

The City of Scottsdale is works diligently to ensure we meet our requirements for the Americans with Disabilities Act. We also strive to go beyond just compliance and have accessibility and inclusionary practices on the forefront to ensure all to enjoy our city.

The public involvement plan is a valuable means for addressing areas of need, using innovation in our approaches and listening to our community.

We look forward to on-going improvements, staff training, and a future of a fully accessibly city.

# Appendices

## Appendix A – Glossary of Terms
## Appendix B - Departments

## Appendix C – Priority Areas
Priority Area Map
E1. Civic Center Priority Area
E2. Fashion Square Priority Area
E3. Saguaro High School Priority Area
E4. Scottsdale Healthcare Shea Priority Area
E5. Scottsdale Healthcare Thompson Peak Priority Area
E6. Coronado High School Priority Area

## Appendix D – Curb Ramp Schedule
Curb Ramp Schedule with Resurfacing

## Appendix F
Related Codes and Ordinances

# Appendix A - Glossary of Terms

Terms relating to accessibility used throughout the transition plan have been included in this glossary. Also, many of the terms are more easily expressed by their 'acronyms'. Acronyms are especially useful when repeating the codes, standards and guidelines commonly used by the City of Scottsdale. Six of those codes and guidelines are enumerated below and their acronyms shown.

1. The 2009 ICC ANSI A117.1 Standards (ANSI A117.1)
2. The 2010 ADA Standards for Accessible Design (ADA Standards)
3. The 2011 DRAFT Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG)
4. The 2015 International Building Code (IBC)
5. The 2015 International Existing Building Code (IEBC)
6. The 2018 Design Standards and Policy Manual (DS&PM)

**Access Board –** An independent federal agency devoted to accessibility for people with disabilities. The Access Board developed the ADA Accessibility Guidelines (ADAAG) which was later adopted by the DOJ as the 1991 ADA Standards, and provides technical assistance and training on these guidelines. The agency also is referred to as the Architectural and Transportation Barriers Compliance Board.

**Americans with Disabilities Act (ADA) –** A Federal civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life and guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, state and local government services, and telecommunications. As a Title II entity, the City of Scottsdale uses the ADA as its one of its primary regulatory accessibility documents.

**Americans with Disability Act Accessibility Guidelines (ADAAG) –** Various ADA guidelines were created by the Access Board from 1991 to 1994, and contained scoping and technical requirements for use during design, construction, and alteration for accessibility to buildings and facilities. Beginning in 1991, these were to be applied by local jurisdictions under Title II of the Americans with Disabilities Act (ADA) of 1990 to the extent required by regulations issued by Federal agencies, including the Department of Justice and the Department of Transportation. When the 1991 ADA Guidelines (ADAAG) was adopted in January of 1991, the guidelines became a 'standard', but due to the many proposed revisions throughout the years, the acronym (ADAAG) found favor with disability and enforcement communities and continues to be used. However, the proper terms are the 1991 ADA Standards, and the 2010 ADA Standards for Accessible Design and the 2010 Americans with Disabilities Act Title II Regulations.

**Blended Transition –** A raised pedestrian street crossing, or a depressed sidewalk, or similar connection between the pedestrian access route at the level of the sidewalk to the level of the pedestrian street crossing that has a slope of 5 percent or less (2011 PROWAG R105.5). The original ADA regulations used the term "sloped surfaces", indicating that these sidewalk connections were less than 5% running slope.

**2018 Design Standards & Policy Manual (DS&PM) –** One of the official Scottsdale documents setting forth city requirements, standards, policies and procedures to enable development professionals to bring a development concept to fruition, including preparing plans, reports and related documents necessary to meet city standards.

**Curb Ramp –** A short ramp cutting through a curb, sometimes called a 'curb cut'. Most cities like Scottsdale publish their own curb ramp details which can be used as an aid to design sidewalk transitions to streets and parking areas. Curb ramps can be classified as perpendicular or parallel, or a combination of the two. A curb ramp is typically sloped between 5% minimum to 8.33% maximum and do not require handrails. (see 2011 PROWAG 105.5 and 2010 Standards for Title II).

**Detectable Warning Surfaces (DWS) –** Detectable warning surfaces consist of small truncated domes built in or applied to a walking surface that are detectable underfoot. On pedestrian access routes, where a curb or other detectable barrier does not exist at a street crossing, detectable warning surfaces are installed. The DWS indicate the boundary between a pedestrian route such as a raised sidewalk and a vehicular route, where a curb ramp or blended transition is installed. The detectable warning surface assists pedestrians who are blind or have low vision to warn them of vehicle traffic areas where curbs have been cut out and sloped access is provided. (2011 PROWAG R.208)

**Effective Communication –** Under Title II of the ADA Regulations, all state and local governments are required to take steps to ensure their communications with people with disabilities are as effective as communications with others. ''[t]he type of auxiliary aid or service necessary to ensure effective communication will vary in accordance with the method of communication used by the individual, the nature, length, and complexity of the communication involved, and the context in which the communication is taking place. In determining what types of auxiliary aids and services are necessary, a public entity shall give primary consideration to the requests of individuals with disabilities.'' § 35.160(b)(2)

**Equivalent Facilitation –** Where new technologies, research, or guidelines become available, a public entity may utilize these "best practice" methods as an alternate to the ADA Standards on a case-by-case basis. For example, the ADA Standards were written primarily for on-site development, where the PROWAG was written to be a separate chapter within the ADA Standards for pedestrian facilities in the public right-of-

ways. Because the PROWAG provides specific guidance on the unique issues of roadway design and pedestrian access, it may be used to meet or exceed the ADA Standards where deemed appropriate.

**Federal Highway Administration (FHWA) –** An agency within the Department of Transportation that supports state and local governments through financial and technical assistance for highway and other road systems.

**Manual on Uniform Traffic Control Devices (MUTCD) –** Nationwide standard published by FHWA for installing and maintaining traffic control devices on all public streets, highways, bikeways, and private roads open to public travel. The PROWAG document provides the scoping language for Accessible Pedestrian Signals which references the MUTCD, due to the ADA requirement for effective communication.

**Pedestrian Generator –** Public spaces, including government offices and facilities, transportation, places of public accommodation, and employers, where people are willing to walk or take transit to arrive or depart from these areas. Pedestrian Generators are of the highest priority when assessing accessibility of nearby sidewalks, curb ramps, street crossings, pedestrian signals, and transit stops.

**Priority Area –** An area with multiple Pedestrian Generators studied across the City of Scottsdale. These areas take first priority when when implementing the 2018 ADA Transition Plan. The ADA Regulations contain a specific focus on providing curb ramps where they do not yet exist (See 2010 ADA Title II Regulations 35.150 (D)(2)).

**Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) –** A draft document supplemental to the ADA Standards containing scoping and technical requirements to ensure facilities for pedestrian circulation and use located in the public right-of-way are readily accessible to and usable by pedestrians with disabilities. The PROWAG provides many items and requirements which differ from the ADA Standards, as the two documents were designed to complement each other. The draft PROWAG focuses on public right-of-ways rather than on-site development, making it more suitable for street grades, diverse terrain, vehicle traffic/pedestrian interface.

**Reasonable Accommodation –** A requirement under the ADA to modify programs, facilities, work environment, and policies to allow persons with disabilities an opportunity to participate in the same manner as others.

**Safe and Accessible Pedestrian Facility Inventory Model (SAPFIM) –** Many data capturing and data base systems are available nationwide for buildings, faciities, and public right-of-ways. The SAPFIM from Florida is one data capturing/data base pilot program allows

for data collection of sidewalk, curb ramps, and crossings. The matrix they provided allows for a comparison of ADA Standards versus the PROWAG.

**Self-Evaluation –** A requirement from ADA Title II to identify and inventory barriers in programs, facilities and activities that prevent persons with disabilities from access.

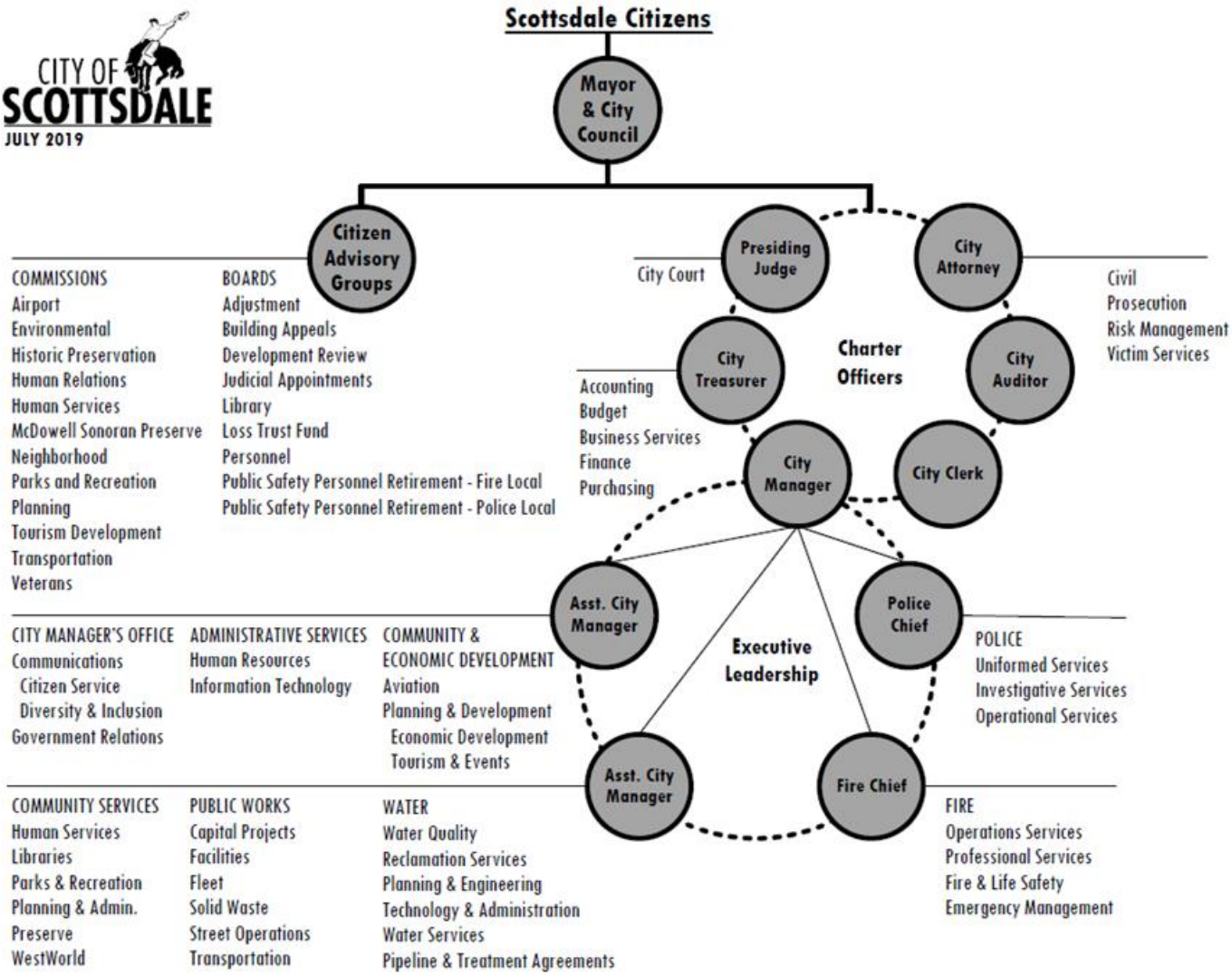
**Technically Infeasible –** Something that has little likelihood of being accomplished because of: A. An alteration of a building or a facility where existing structural conditions would require removing or altering a load-bearing member that is an essential part of the structural frame; or B. Existing physical or site constraints prohibit modification or addition of elements, spaces, or features that are in full and strict compliance with the minimum requirements. § 35.106.5

**Transition Plan –** An ADA Title II requirement where-in local municipalities set forth steps necessary to complete modifications identified in their self-evaluation.

**Transportation Equity Act for the 21st Century (TEA-21) –** A law enacted from 1998 to 2003, which authorized the Federal surface transportation programs for highways, highway safety, and transit.

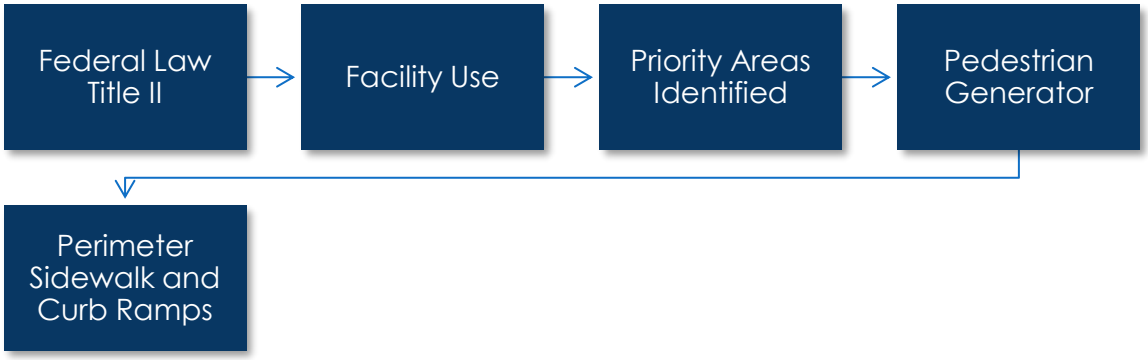
**"The West's Most Western Town"**

# Appendix B – Departments



# Appendix C – Priority Areas

The following graphic indicates the process of selecting priority areas and pedestrian generators as described in **2017-2018 Curb Ramp Inventory and Schedule for Priority Pedestrian Areas.**




Each of the priority areas are broken down into smaller areas with a designated pedestrian generators (PG). This PG may have multiple buildings, sidewalks, private roads, or transit stops, but have been grouped together for the purpose of this study. The format for each of the PG is the background information, the measurement, data collection, and significant findings. A recommendation for all obstructions within the priority areas is to provide alternative accessible routes. It is also recommended that an alternative accessible route plan be designed and formulated for public pedestrian use. A barricade map is located on the **City Map Center** and people with disabilities are encouraged to use this to be aware of areas that may temporarily include sidewalk blockage.

**Assumptions**

After measuring the Downtown area, the City of Scottsdale shifted to a city-wide system which focused on priority areas and pedestrian generators (PG). This is the first step into developing a full curb ramp inventory. Although many high use pedestrian areas exist south of the canal, some areas, such as Old Town, are excluded due to prior mobility studies.

When measuring curb ramps, sidewalks, and crossings, many different parameters are taken into account. Curb ramp types are documented as perpendicular or parallel, then either directional or diagonal. If the crossing is not closed and there is only one curb ramp on the intersection, it will be considered a diagonal. If there are two curb ramps on an intersection, or the sidewalk is deliberately closed with a vertical curb, landscaping, etc., it will be considered a directional. Blended transitions are also measured but are checked against different criteria than curb ramps. If no grade breaks are present between the ramp run and flared sides, the curb ramp will be measured for a 36 inch by 48 inch ramp.

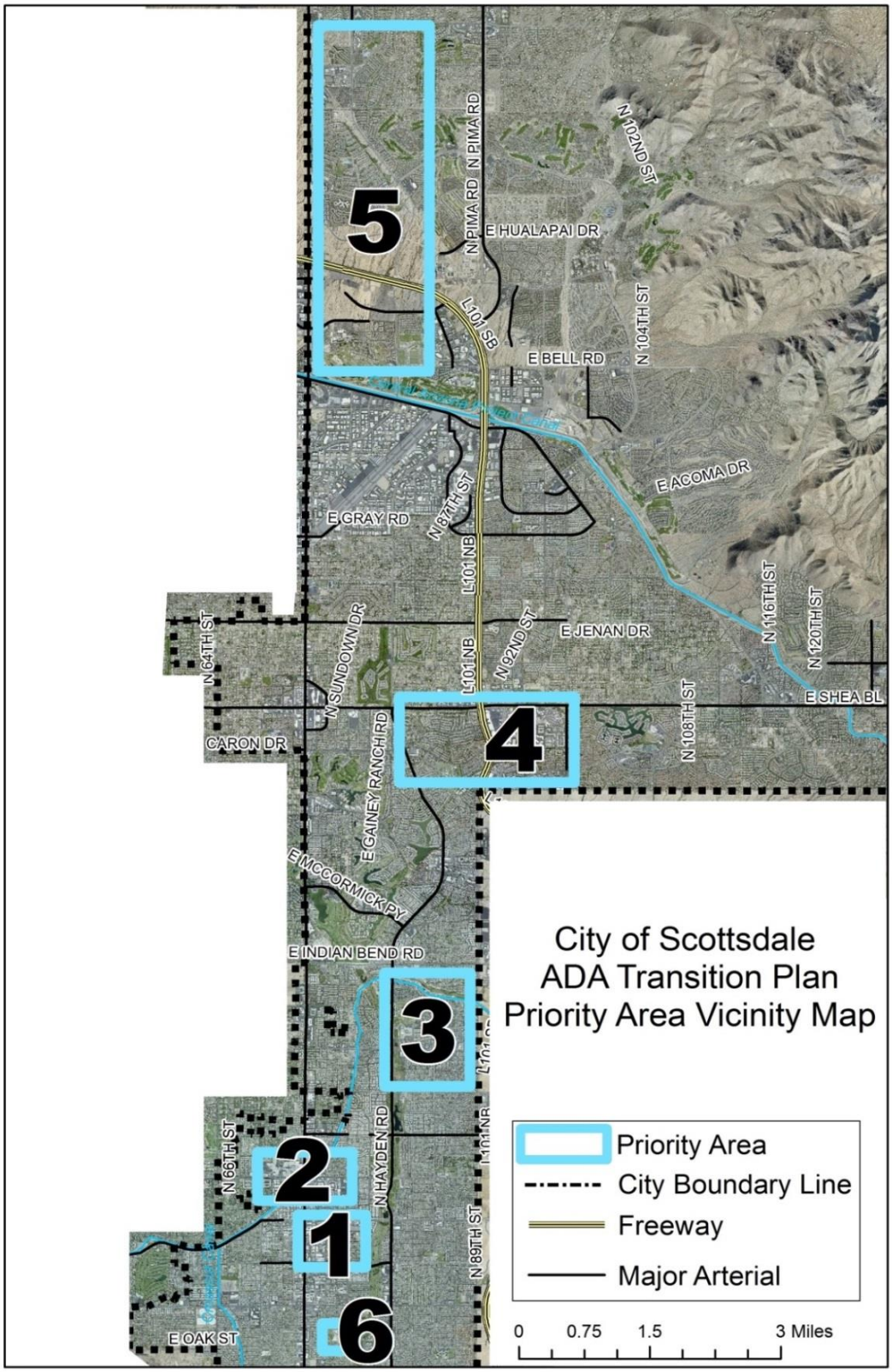
The most common intersections measured in this survey were the four-way, or all-way intersection, the T intersection, and a midblock. The midblock has a designated curb ramp or marked crossing only for the pedestrians located away from an intersection. The City of Scottsdale is not measuring curb ramps at midblock crossings. Although midblock pedestrian crossings were not inventoried, they still need to be accessible and should be considered as part of the pedestrian transportation system.

Sidewalks are measured by a visual, cursory walk for items that severely prohibit accessibility to the pedestrian generator. The perimeter of the pedestrian generator is always measured first, followed by the perimeter sidewalk across the street from the pedestrian generator, if applicable, and all feature areas are measured in clockwise rotation while noting which direction. Transit stops are the final units of measurement when measuring the journey to the pedestrian generator.

Although we know public streets are changing every day, it is important to understand we are measuring what is current and happening now. This includes current and future construction that may change the status of a non-compliant curb ramp in this study. It is also important to understand the dynamics of social actions on public streets. There may be new ways that people meet with their friends, or a new coffee shop, restaurant, or convenience store that has opened on the route from the pedestrian generator to the public transit stop. These priority areas and the transition plan itself are living documents that will continue to improve as projects are completed.

Although all aspects of ADA Standards, PROWAG, and SAPFIM are measured, some of the data was not taken into account when determining compliance (i.e. top or bottom landing length).

**Priority Area Map**

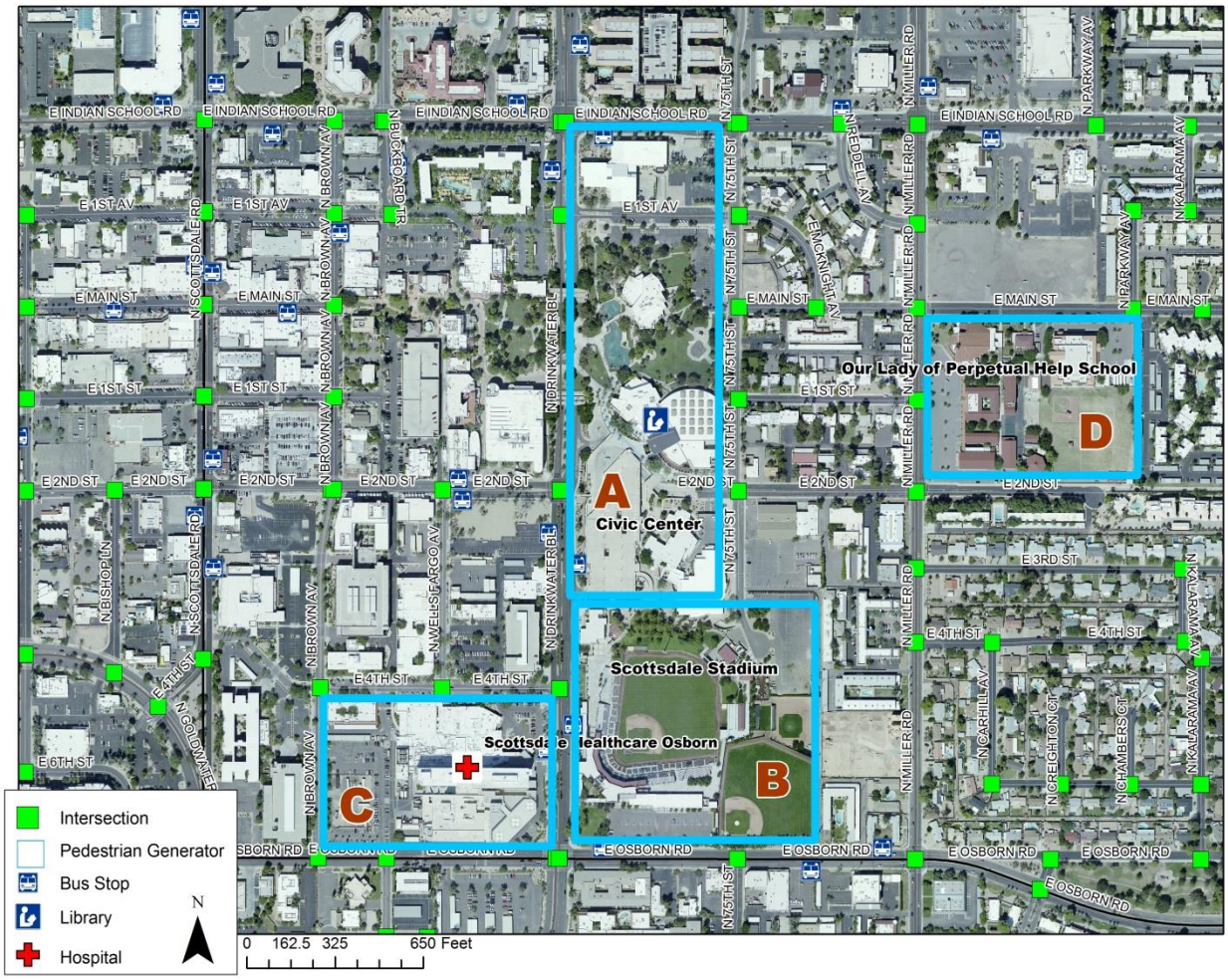


# Civic Center Priority Area

## Vicinity Map

The map below shows the vicinity of the Civic Center Priority Area. This square mile block between Indian School Road, Miller Road, Osborn Road, and Scottsdale Road has a multitude of pedestrian generators (PG). The blue shapes represent the PG: Civic Center Plaza (A), Scottsdale Stadium (B), Osborn Medical Center (C), and Our Lady of Perpetual Help School (D). These are analyzed by the number of curb ramps, number of curb ramps out of compliance, number of curb ramps in compliance with ADA Standards, and the number of curb ramps in compliance with PROWAG (which can include the number of curb ramps in compliance with ADA standards and is the most desirable). The sidewalks and crossings are also measured to ensure connectivity from the PG to transit stops within the area.

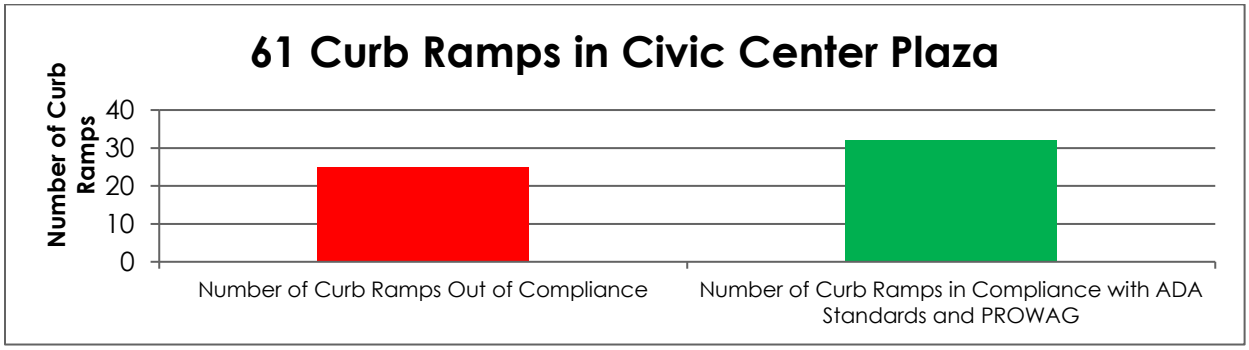
**Civic Center Priority Area**



## PG A. Civic Center

Scottsdale Civic Center includes Civic One Center, City Hall, Justice Center, Civic Center Library, and Civic Center Mall, all of which can be considered pedestrian generators. This area is bordered by Indian School Road to the north, Drinkwater Boulevard to the west, Miller Road to the east, and stops at the southernmost part of 75th Avenue and the Justice Center.

*See Appendix D on measurement of curb ramps and data collection. Where midblock crossings exist, they should be independently evaluated to see if they provide a safe, accessible route (see Assumptions). As shown in the vicinity map below, there are 15 intersections in the Civic Center Plaza and 61 curb ramps. The data classifies this area as a highly accessible pedestrian generator with some improvements to be made.




*Four curb ramps have not yet been measured due to construction
*Because all curb ramps that complied with ADA Standards also complied with PROWAG, they were not counted twice

### Significant Findings

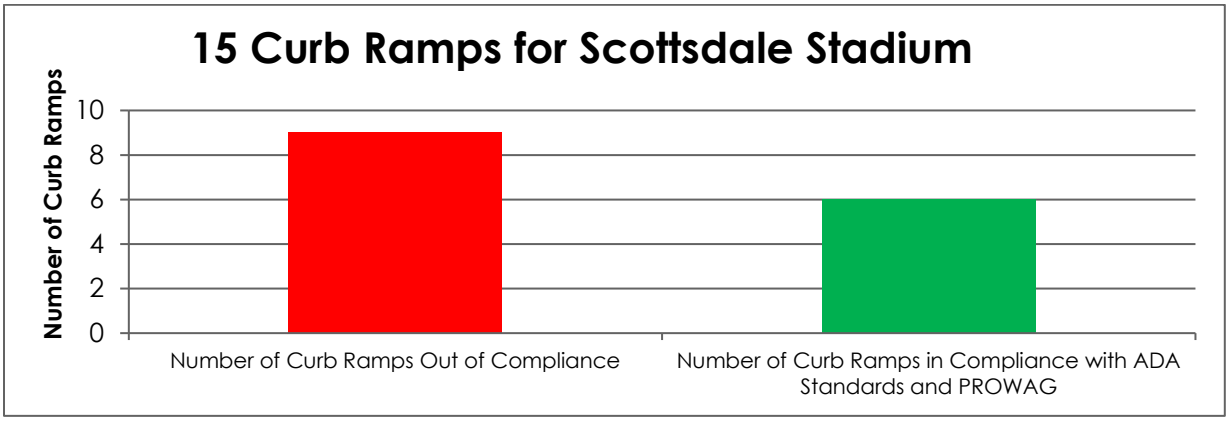
When walking down the east side of Drinkwater Boulevard there is a bridge before Indian School. Before the pedestrian sees the sidewalk closing, there is a pedestrian bridge to enter the Civic Center garage and utilize the shared use paths of Civic Center Park. If crossing for the first time, it would be hard for a person with disabilities to navigate this area. Before the bridge, from Indian School Road heading south on Drinkwater Boulevard, there is a bus stop with no notice of a closed sidewalk 150 feet south. It would be discouraging for a person with disabilities to walk down to the closed sidewalk, turn around, and cross at Indian School Road. An investigation could be considered for more signage for closed sidewalks closer to transit stops and convenient exits for all pedestrians entering this area.

## PG B. Scottsdale Stadium

Scottsdale Stadium is located on the northeast corner of Drinkwater Boulevard and Osborn Road. This stadium is home to the San Francisco Giants Spring Training, Arizona Fall League, and a multitude of special events and festivals. Seasonally, Scottsdale Stadium generates up to 200,000 patrons.

*See Appendix D on measurement of curb ramps and data collection. Where midblock crossings exist, they should be independently evaluated to see if they provide a safe,

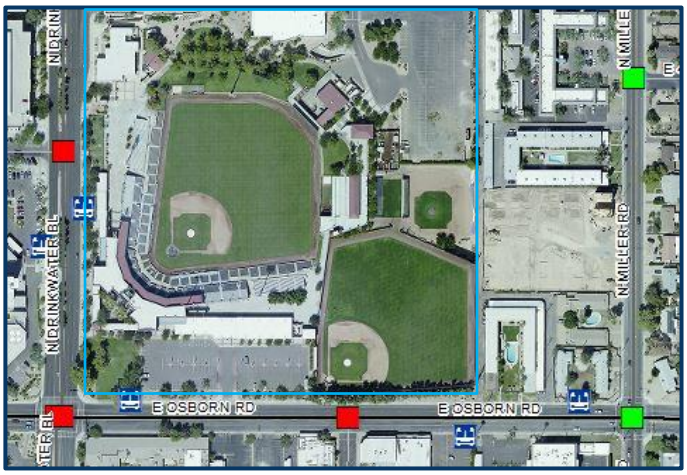
accessible route (see Assumptions). As shown in the vicinity map below, there are 5 intersections for Scottsdale Stadium and 15 curb ramps. Although this is a very high pedestrian generator, the data classifies this area as moderately inaccessible with improvements to be made.




*Because all curb ramps that complied with ADA Standards also complied with PROWAG, they were not counted twice

## Significant Findings

On the south side of Osborn Road near 75th Street, there is a water valve with a sidewalk built around it, leaving a 30 inch opening around a curve. ADA Standard calls for no less than a 32 inch clearance for accessibility. On the other side of the street parallel to this obstruction, there is a curb ramp on this intersection leading to two vertical curbs with no striping, across a four lane road with no pedestrian signage. An investigation could be considered for signage and striping to create a safer crossing, and if possible, adding at least two inches of concrete where the obstruction is on the sidewalk to allow for a more accessible route.

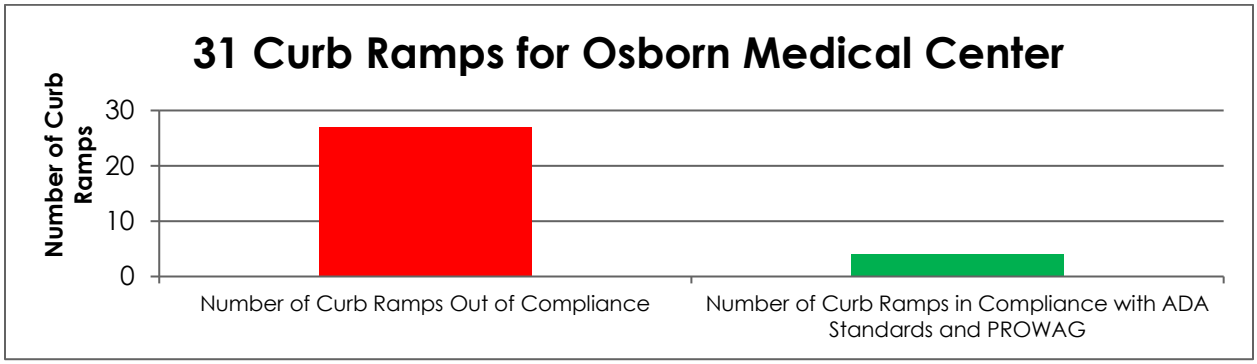



**Aerial view of Scottsdale Stadium on the northeast corner of Drinkwater Boulevard and Osborn Road. There are 5 intersections in this study area.**

## PG C. Scottsdale Osborn Medical Center

Scottsdale Osborn Medical Center is a 337-bed, full-service hospital that is a leader in the fields of trauma, orthopedics, neurosurgery, cardiovascular services and critical care. The medical center generates 160,000 patients per year. Scottsdale Osborn Medical Center is on the northwest corner of Drinkwater Boulevard and Osborn Road, across the street from Scottsdale Stadium.

*See Appendix D on measurement of curb ramps and data collection. Where midblock crossings exist, they should be independently evaluated to see if they provide a safe, accessible route (see Assumptions). As shown in the vicinity map below, there are 9 intersections for Scottsdale Medical Center and 31 curb ramps. Although this is a very high pedestrian generator, the data classifies this area as inaccessible with many improvements to be made. It is important to note that most of these curb ramps are classified as incompliant because they do not have detectable warning surfaces as required under ADA.




*Because all curb ramps that complied with ADA Standards also complied with PROWAG, they were not counted twice
*Most of the compliance issues in this case were due to a lack of detectable warnings

### Significant Findings

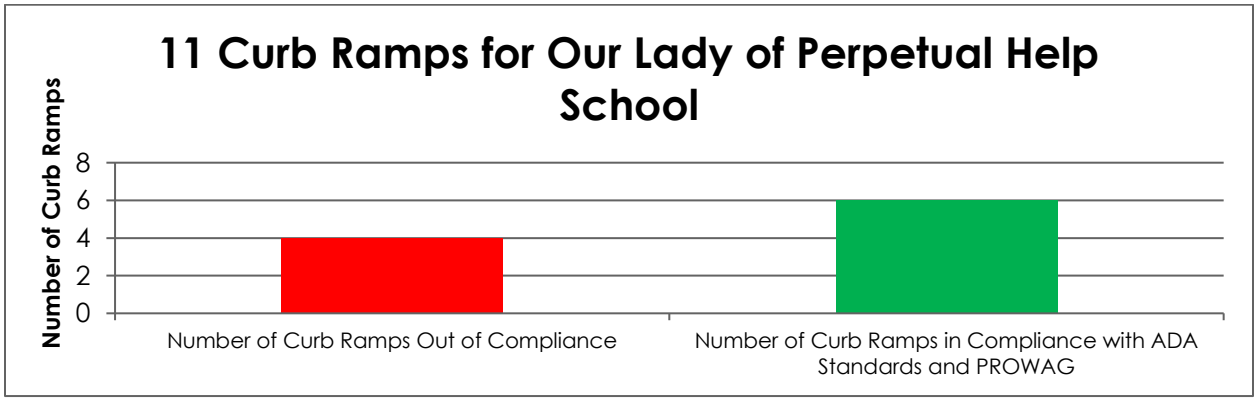
There are two areas of obstruction on Brown on the west side of Scottsdale Osborn Medical Center leaving a less than 32 inch clearance. On Osborn between Brown Avenue and Drinkwater Boulevard, there are only midblock crossings (orange circles) and no utilization of the intersections along this road. An investigation could be considered to repair existing obstructions and protruding objects on the perimeter of the medical center, marked crossings for intersections, and non-compliant curb ramps.

## PG D. Our Lady of Perpetual Help School

Our Lady of Perpetual Help School is a Catholic parish and school that enrolls over 450 students per year from kindergarten through eighth grade. Our Lady of Perpetual Help is located on the Miller Road between Main Street and 2nd Street.

*See Appendix D on measurement of curb ramps and data collection. Where midblock crossings exist, they should be independently evaluated to see if they provide a safe, accessible route (see Assumptions). As shown in the vicinity map below, there are 4

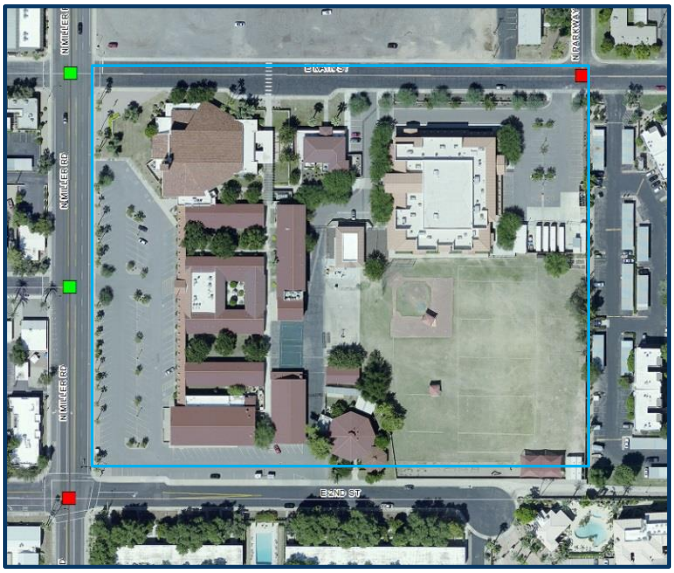
intersections for Our Lady of Perpetual Help School and 11 curb ramps. The data classifies this area as an accessible pedestrian generator with slight improvements to be made.




*Because all curb ramps that complied with ADA Standards also complied with PROWAG, they were not counted twice

## Significant Findings

Our Lady of Perpetual Help School had significant accessibility and high quality sidewalks. An investigation could be considered for the obstruction on the west side of Miller Road as an electrical cover, as a vertical obstruction is along the sidewalk. 2nd Street and Miller Road, which is a non-compliant intersection, is currently under construction. Parkway Avenue and Main Street is also a non-compliant intersection, due to the lack of curb ramps. An investigation could be considered to identify the appropriateness of curb ramps for this intersection.



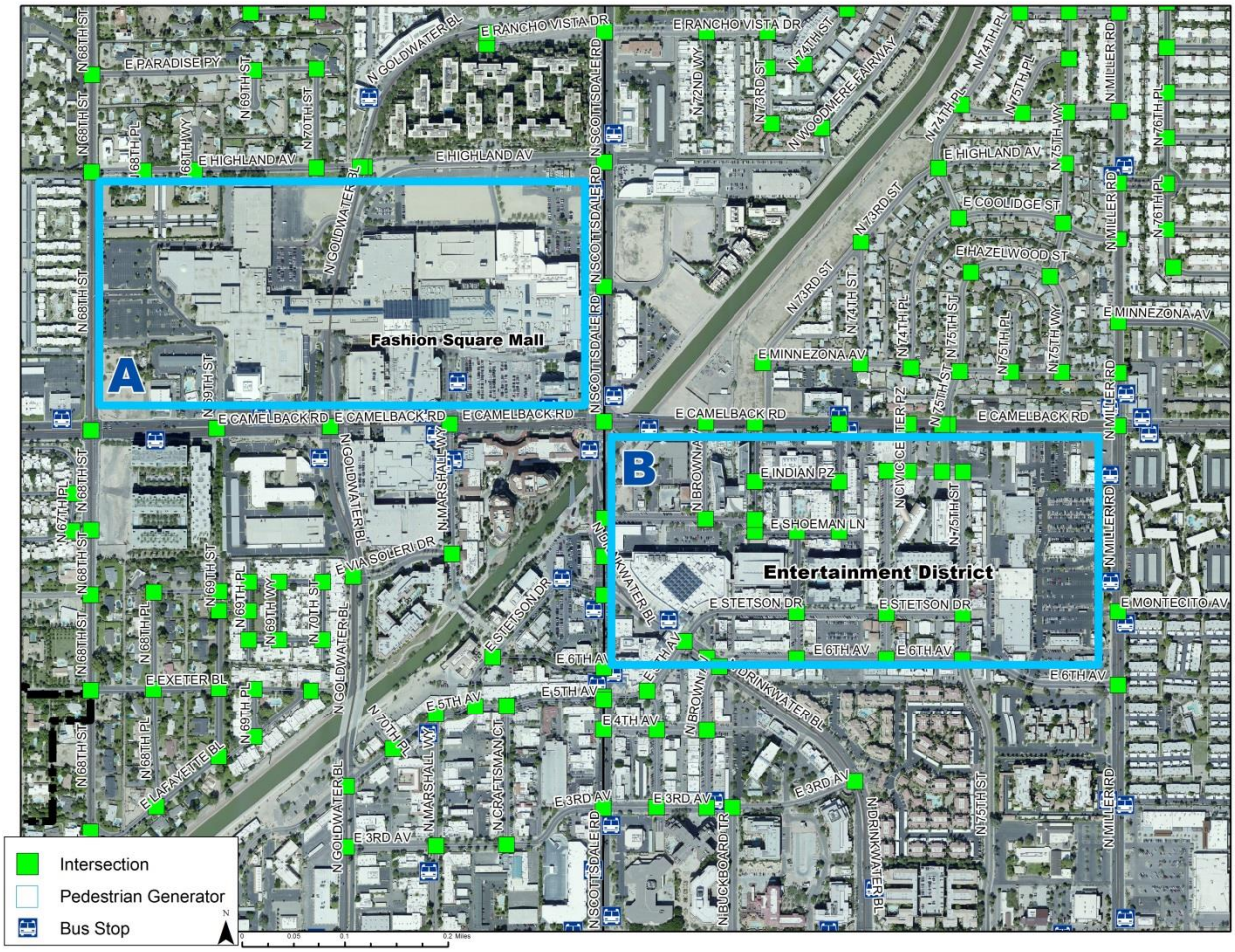
**Aerial view of Our Lady of Perpetual Help School on Miller Road between Main Street and 2nd Street. There are 4 intersections serving this pedestrian generator. It is important to note that there are no transit stops in this area.**

# E2. Fashion Square Priority Area

## Vicinity Map

As highly regarded pedestrian generators (PG), Fashion Square Mall and the Entertainment District have become catalysts for pedestrians and are an important point for the accessibility assessment. As shown in the vicinity map below, Fashion Square Mall and the Entertainment District are divided by Scottsdale Road and the Arizona Canal. The study area spans from 68th Street to the west, 6th Avenue to the south, Miller Road to the east, and Highland Avenue to the north. The blue area represents the PG: Fashion Square Mall (A) and the Entertainment District (B). These are analyzed by the number of curb ramps, number of curb ramps out of compliance, number of curb ramps in compliance with ADA Standards, and the number of curb ramps in compliance with PROWAG (which can include the number of curb ramps in compliance with ADA standards and is the most desirable). The sidewalks and crossings are also measured to ensure connectivity from the pedestrian generator to transit stops within the area.

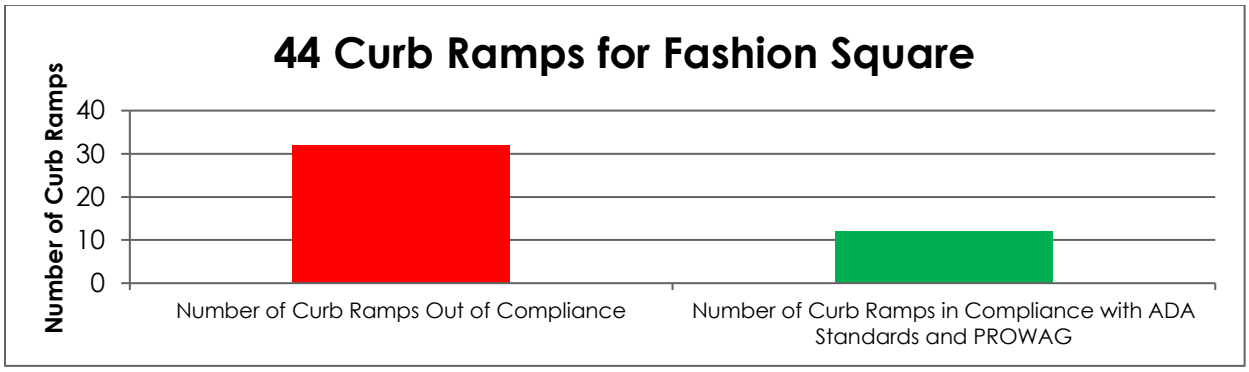
**Fashion Square Priority Area**




## PG A. Fashion Square Mall

Fashion Square Mall is a high pedestrian generator, as it encompasses large scale retail with over 200 stores, employment opportunities and high end housing. This area is bordered by Highland Avenue to the north, Scottsdale Road to the east, the Arizona Canal to the south, and 68th Street to the west.

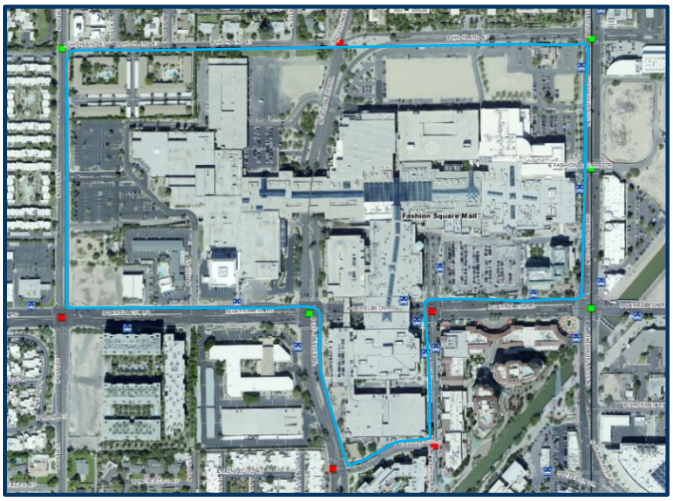
*See Appendix D on measurement of curb ramps and data collection. Where midblock crossings exist, they should be independently evaluated to see if they provide a safe, accessible route (see Assumptions). As shown in the vicinity map below, there are 10 intersections for Fashion Square Mall and 44 curb ramps. Although this is a very high pedestrian generator, the data classifies this area as moderately inaccessible with many improvements to be made.




*Because all curb ramps that complied with ADA Standards also complied with PROWAG, they were not counted twice

## Significant Findings

Sidewalks along the Fashion Square Mall perimeter are well maintained. There is currently construction along Scottsdale Road, which has a temporarily closed sidewalk, but there are alternative accessible routes for pedestrians. On Highland Avenue, there is a dead end for pedestrians and cars before Goldwater Boulevard. This closed crossing forces pedestrians to cross at Fashion Square Drive and Goldwater Boulevard 250 feet south and continue back up to Highland Avenue. This intersection is highly used by automobiles. If more development is produced on Highland Avenue, an investigation could be considered for a pedestrian connection across Highland Avenue.



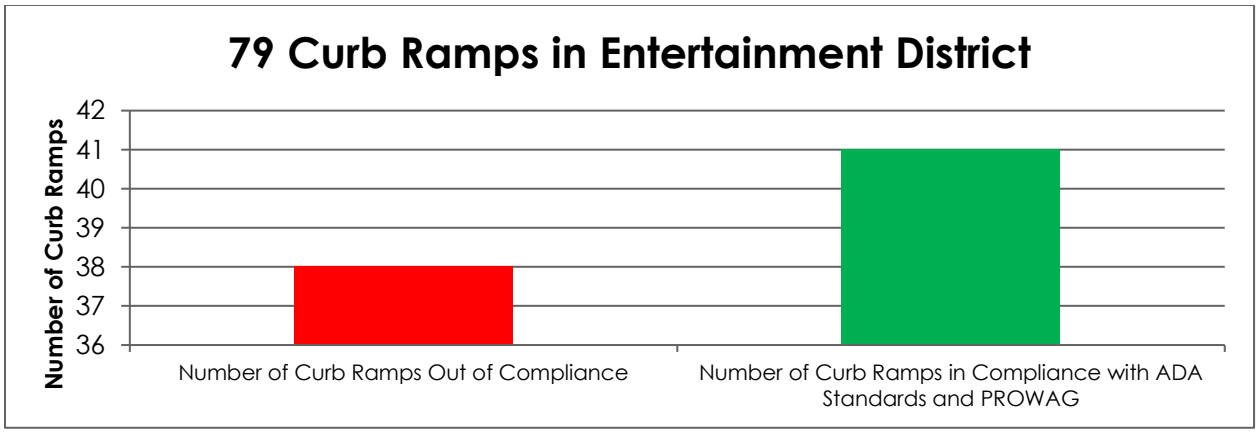
**Map of Fashion Square Mall. There are 10 intersections in this area.**

## PG B. Entertainment District

The entertainment and night life district in Downtown Scottsdale constitutes a high pedestrian generator, as it has a multitude of bars and restaurants as well as high density

residential. This area is bordered by Camelback Road to the north, Scottsdale Road and Drinkwater Boulevard to the west, 6th Avenue to the south, and Miller Road to the east. This is an intricate area with many short, walkable blocks, so it is important to gather as much information as possible for the surrounding intersections.

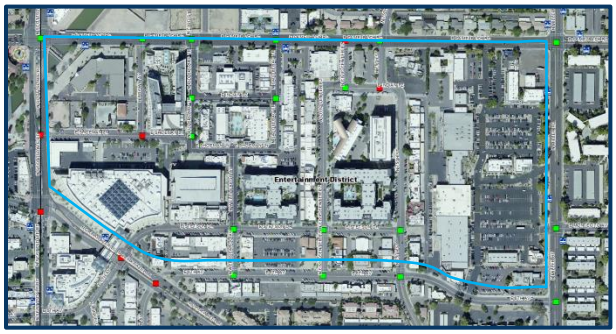
*See Appendix D on measurement of curb ramps and data collection. Where midblock crossings exist, they should be independently evaluated to see if they provide a safe, accessible route (see Assumptions). As shown in the vicinity map below, there are 25 intersections for the Entertainment District and 79 curb ramps. As the PG continues to develop, upgrades to curb ramps have been made. The data classifies this area as accessible with some improvements to be made.




*Because all curb ramps that complied with ADA Standards also complied with PROWAG, they were not counted twice

## Significant Findings

Overall, significant steps have been taken to improve the accessibility and aesthetics of the Fashion Square Mall and Entertainment District. However, there are instances where crossings in these areas are in need of upgrades, such as the south side of 6th Avenue and Wells Fargo Avenue which has a crossing that leads directly into a parking space and vertical curb. Additionally, along the north side of Camelback Road, there are instances of the sidewalk stopping abruptly and picking up again after private property. Further investigation could be considered for the connection and accessibility of these sidewalks, as they are near pedestrian generators, as well as the continuity of crossings.



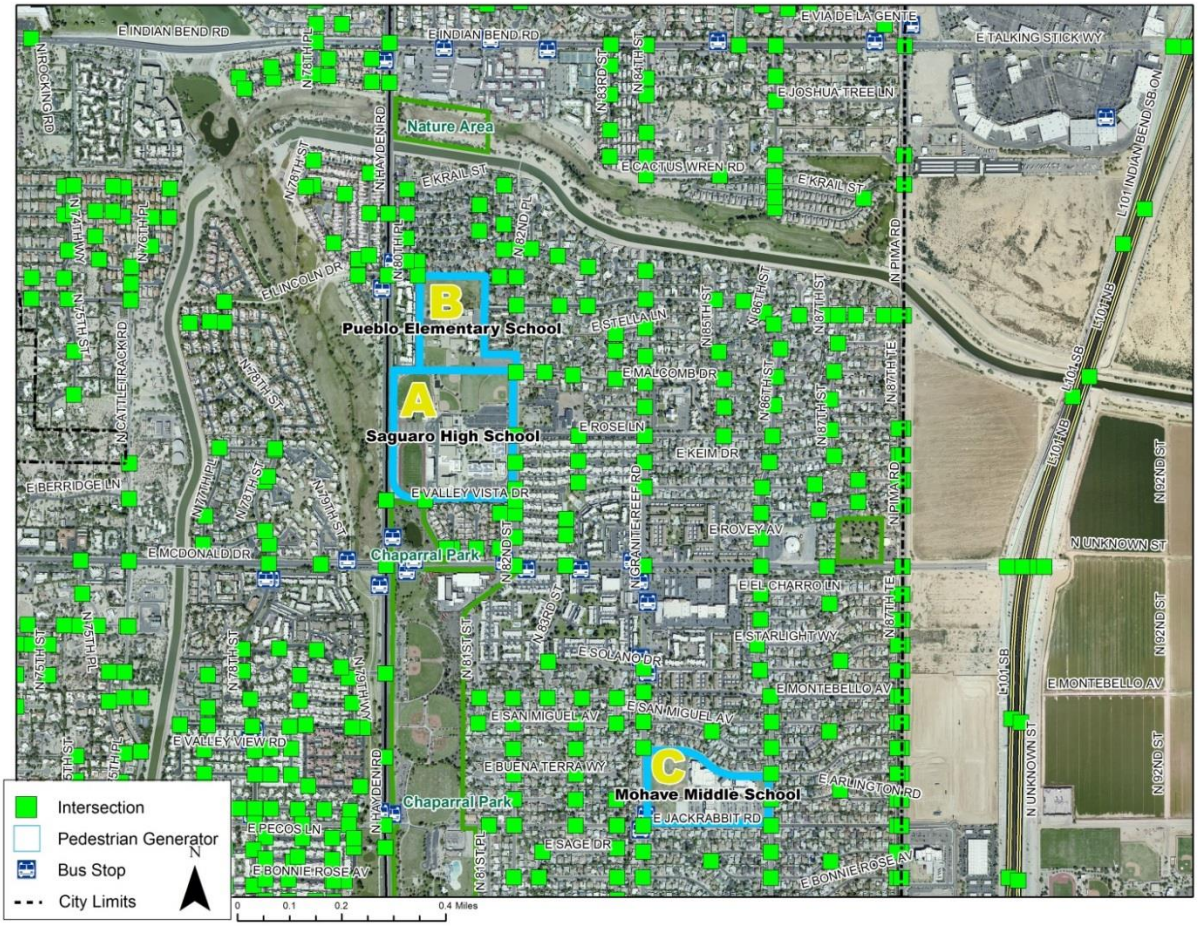
**Map of Entertainment District. There are 25 intersections in this area.**

# E3. Saguaro High School Priority Area

## Vicinity Map

Saguaro High School (A) is surrounded by other pedestrian generators (PG) including Pueblo Elementary School (B) and Mohave Middle School (C) (outlined in blue), Chaparral Park and Nature Area (outlined in green), and multiple bus stops, which are secondary pedestrian generators. As shown in the vicinity map below, Saguaro High School campus is bordered by Pueblo Elementary School to the north, Granite Reef Road to the east, McDonald Drive to the south, and Hayden Road to the west. Saguaro High School is analyzed by the number of curb ramps, number of curb ramps out of compliance, number of curb ramps in compliance with ADA Standards, and the number of curb ramps in compliance with PROWAG (which can include the number of curb ramps in compliance with ADA standards and is the most desirable). The sidewalks and crossings are also measured to ensure connectivity from the pedestrian generator to transit stops within the area.

**Saguaro High School Priority Area**

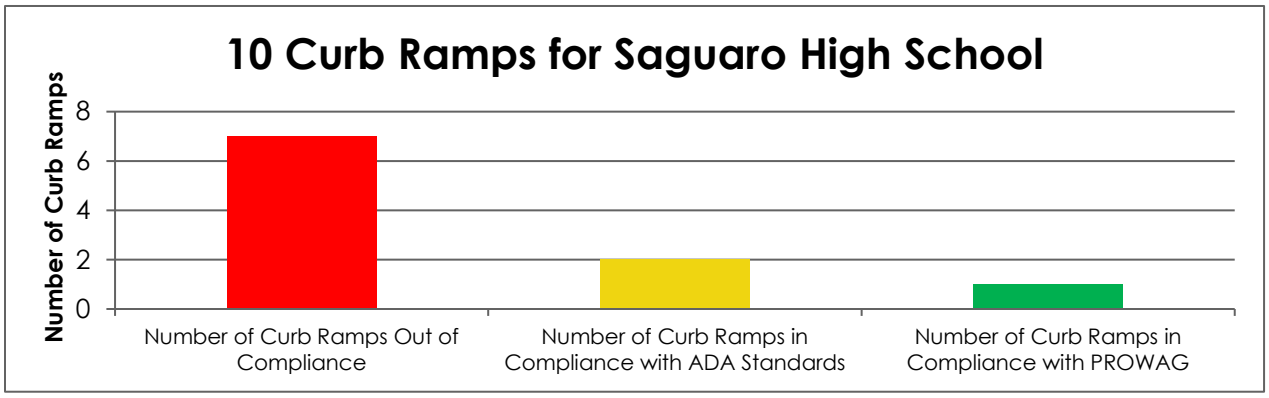


## PG A. Saguaro High School

**Camelback Mountain as viewed from Saguaro High School looking west**

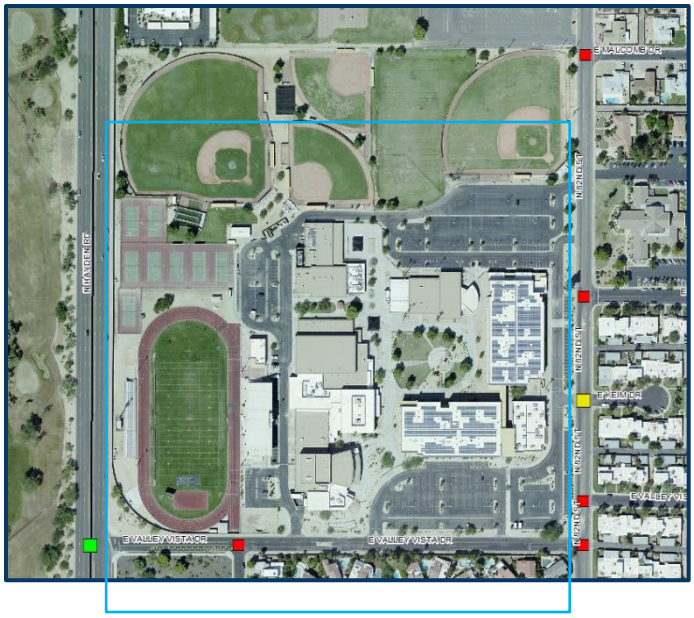
Saguaro High School constitutes a high pedestrian generator, as it enrolls over 1,000 students each year and is bordered by Pueblo Elementary School to the north, 82nd Street to the east, Valley Vista Drive to the south and Hayden Road to the west.

*See Appendix D on measurement of curb ramps and data collection. Where midblock crossings exist, they should be independently evaluated to see if they provide a safe, accessible route (see Assumptions). As shown in the vicinity map, there are 7 intersections for Saguaro High School and 10 curb ramps. Although this is a very high pedestrian generator, the data classifies this area as inaccessible with many improvements to be made.




### Significant Findings

A majority of the intersections on the perimeter of Saguaro High School have vertical curbs, which makes travel difficult for people with disabilities. There are however, three midblock signed and marked crossings (orange circles) for students: one along Valley Vista Drive and two on 82nd Street. There are two vertical changes over ½ inch along the perimeter of the school, one caused by a tree root on the south side and the other caused by an electrical panel on the east side. The electrical panel only allows a 25 inch opening, which is non-compliant. An investigation could be considered for flattening the vertical changes along the perimeter sidewalk as well as providing curb ramps along 82nd Street.



## PG B. Pueblo Elementary School

Pueblo Elementary School constitutes a high pedestrian generator, as it enrolls 500 students ranging from pre-kindergarten to fifth grade. Pueblo has restricted pedestrian access to 82nd Street as it is bound by Saguaro High School to the south, a multifamily development to the east, single family homes to the north, and another multifamily development to the west. The only pedestrian access for the school is a commercial driveway/parking lot, which connects to 82nd Street near Malcomb Drive.

*See Appendix D on measurement of curb ramps and data collection. Where midblock crossings exist, they should be independently evaluated to see if they provide a safe, accessible route to the school (see Assumptions). As shown in the vicinity map, there are 2 T intersections near the access point to Pueblo Elementary School. However, these T intersections have no curb ramps on either side of the street. Although this is a high pedestrian generator, the data classifies this area as inaccessible with improvements to be made.

### Significant Findings

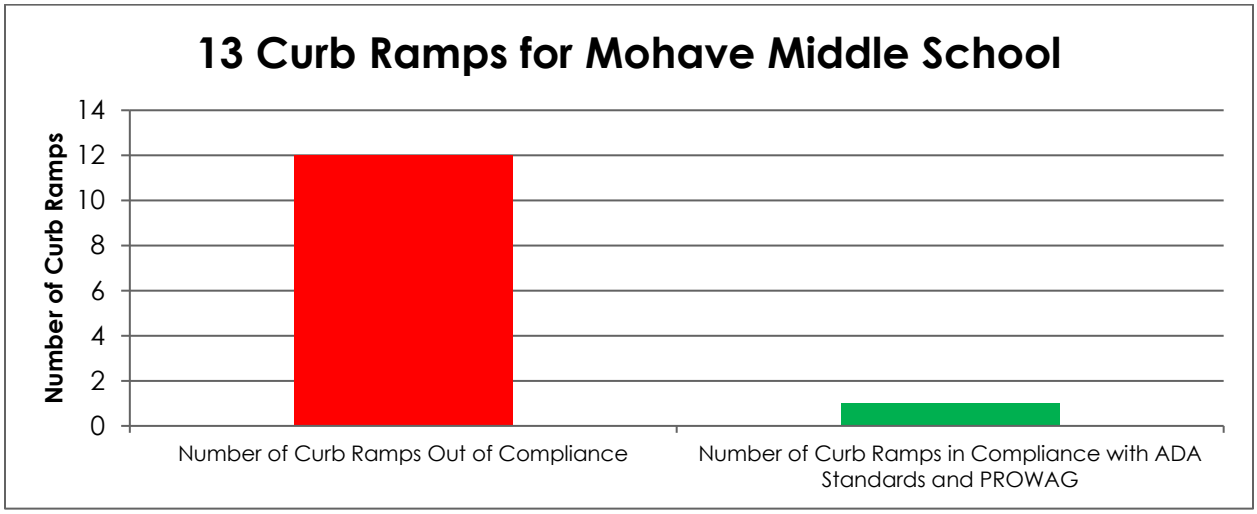
The two T intersections serving the access to Pueblo Elementary School do not have curb ramps on either side of the street. However, there is a midblock crossing with a curb ramp serving the north side of the parking lot (orange circle). Though the access point to the on-site sidewalk at 82nd Street does have a curb ramp (pictured above), the other side of the street crossing has a vertical curb. An investigation could be considered to provide curb ramps on Lincoln Drive and Malcomb Drive or an alternative accessible route.

**Map of Pueblo Elementary School. The orange circle represents the midblock crossing serving the school.**

## PG C. Mohave Middle School

Mohave Middle School constitutes a high pedestrian generator, as it serves over 800 students ranging from sixth to eighth grade. Mohave is on the northeast corner of Granite Reef Road and Jackrabbit Road. It is bordered by 86th Street to the east and Valley View Road to the north.

*See Appendix D on measurement of curb ramps and data collection. Where midblock crossings exist, they should be independently evaluated to see if they provide a safe, accessible route (see Assumptions). As shown in the vicinity map, there are 6 intersections for Mohave Middle School and 13 curb ramps. Although this is a very high pedestrian generator, the data classifies this area as inaccessible with many improvements to be made.




*Because all curb ramps that complied with ADA Standards also complied with PROWAG, they were not counted twice

### Significant Findings

The sidewalks in this area were tended to properly, and there were no significant issues as far as protruding objects or non-compliant clearances. However, the curb ramps in this area were lacking. Unlike the area around Saguaro High School which lacked curb ramps completely, this area had curb ramps on almost every perimeter intersection, but most were out of compliance. An investigation could be considered for upgrading the curb ramps in this area to comply with ADA Standards and PROWAG for slope as well as detectable warning surfaces.

# E4. Scottsdale Healthcare Shea Priority Area

## Vicinity Map

The map below shows the vicinity of the Scottsdale Healthcare Shea Priority Area. This commercial corridor on Shea Boulevard has a multitude of pedestrian generators (PG). The PG are outlined in blue: Scottsdale Shea Medical Center (A), Mustang Library (B), Cochise Elementary School (C), International School of Arizona (D), and City of Scottsdale Corporation Yard (E). The area outlined in green is Mountain View Park, a secondary pedestrian generator. These are analyzed by the number of curb ramps, number of curb ramps out of compliance, number of curb ramps in compliance with ADA Standards, and the number of curb ramps in compliance with PROWAG (which can include the number of curb ramps in compliance with ADA standards and is the most desirable). The sidewalks and crossings are also measured to ensure connectivity from the pedestrian generator to transit stops within the area.

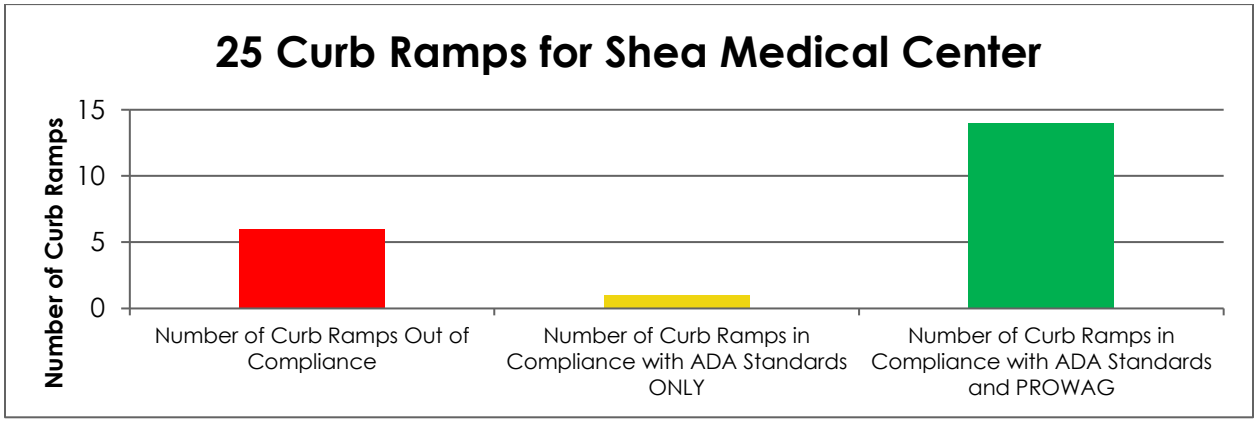
**Scottsdale Healthcare Shea Priority Area**

## PG A. Scottsdale Shea Medical Center

**Scottsdale Shea Medical Center trauma center looking east from Piper Place**

Scottsdale Shea Medical Center includes over 15 medical buildings and offices, all of which can be considered pedestrian generators. This area is bordered by Shea Boulevard to the north, 92nd Street to the east, Cochise Drive to the south, and 90th Street to the west. Because Scottsdale Shea Medical Center is surrounded by private streets, the curb ramps and sidewalks were not measured. The public streets that were measured in the vicinity were 92nd Street, Shea Boulevard, and 90th Street.

*See Appendix D on measurement of curb ramps and data collection. Where midblock crossings exist, they should be independently evaluated to see if they provide a safe, accessible route (see Assumptions). As shown in the vicinity map below, there are 6 intersections and 25 curb ramps. The data classifies this area as an accessible pedestrian generator with some improvements to be made.




*Four curb ramps have not yet been measured due to construction on 90th Street

### Significant Findings

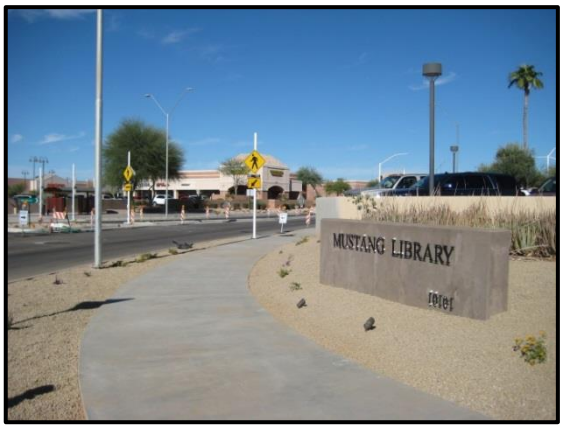
Although the hospital is a high pedestrian generator and there are many restaurants and businesses in the surrounding area, there are no crossings on 90th Street or 92nd Street. The City of Scottsdale is currently constructing a round-a-bout south of Cochise Drive on 90th Street, which has pedestrian signaling and a crosswalk. A traffic signal with pedestrian crossing is also being built on the Cochise Drive and 90th Street intersection. This is the beginning of a more accessible and safe area for pedestrians. If pedestrian crossings at the intersection are not provided, more marked midblock crossings along 90th Street and 92nd Street as well as more pedestrian signaling should be considered for further investigation.

**Map of Scottsdale Shea Medical Center. There are 6 intersections in this area.**

## PG B. Mustang Library

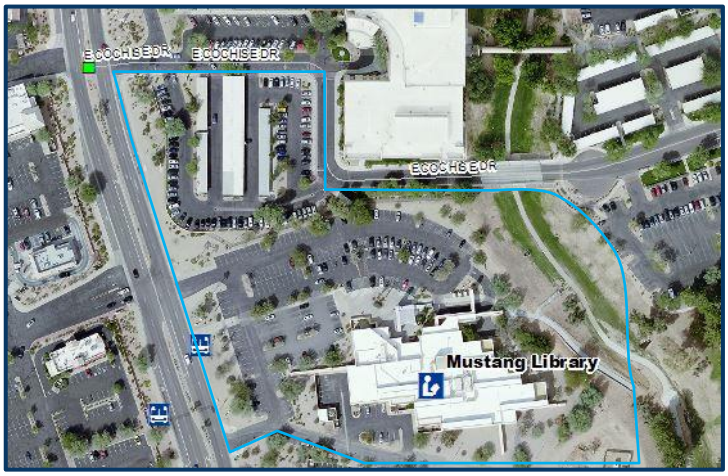
Mustang Library is located on 90th Street, just south of Scottsdale Shea Medical Center. There are not as many intersections in this vicinity as other areas, but there are many access points to the library from 90th Street as well as a green pathway behind it.

*See Appendix D on measurement of curb ramps and data collection. Where midblock crossings exist, they should be independently evaluated to see if they provide a safe, accessible route (see Assumptions). As shown in the vicinity map below, there is one major intersection for Mustang Library, which was currently under construction at the time of data collection. However, behind the building, there is a shared use path that runs along Camelback Wash, which has an accessible route to the library (shown below).




## Significant Findings

As construction of the round-a-bout (shown above) comes to completion, Mustang Library will begin to have a more accessible and safe surrounding area. Access to the library can be through the Cochise Drive and 90th Street intersection, the shared use path on the east side behind the building, or a series of intersections along 90th Street. Continuing to create accessible routes to this high traffic pedestrian generator that aims to serve the surrounding community is a goal, as well as an ongoing investigation for more accessible routes.

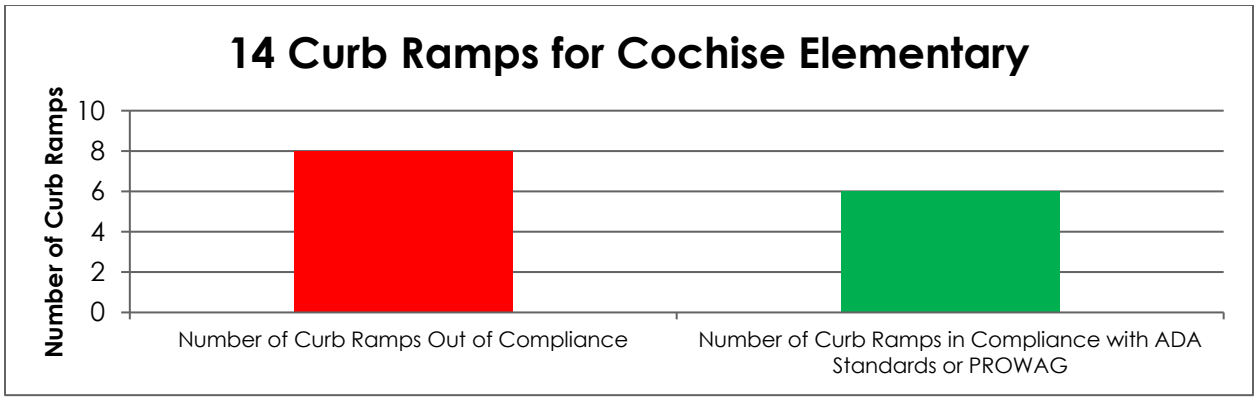



**Aerial view of Mustang Library. There is only one major intersection in this vicinity, but there are 3 other entry points to the library: 2 along 90th Street and one along the green path to the east.**

## PG C. Cochise Elementary School

Cochise Elementary School serves students from pre-kindergarten to fifth grade. Cochise Elementary is located on the southeast corner of Mountain View Road and 84th Street, adjacent to Mountain View Park.

*See Appendix D on measurement of curb ramps and data collection. Where midblock crossings exist, they should be independently evaluated to see if they provide a safe, accessible route (see Assumptions). As shown in the vicinity map below, there are 5 intersections for Cochise Elementary and 14 curb ramps. Although this is a very high pedestrian generator, the data classifies this area as moderately inaccessible with improvements to be made.




*Because all curb ramps that complied with ADA Standards also complied with PROWAG, they were not counted twice

## Significant Findings

When collecting curb ramp and sidewalk data for Cochise Elementary, it was noted that pedestrian crossings, accessible or not, were lacking. There is one midblock crossing on 84th Street (orange circle), crossings at the intersection of Mountain View Road and 84th Street and 84th Place and Via Linda, but as a school as well as a park, surrounded by single family homes, there should be accessible crossings surrounding the area. An investigation could be considered for each intersection with vertical and non-compliant curb ramps, which could be upgraded to compliant curb ramps. Additionally, an investigation could be considered for the intersections in red on the map below to have at least one marked pedestrian crossing across 84th Street or Via Linda.

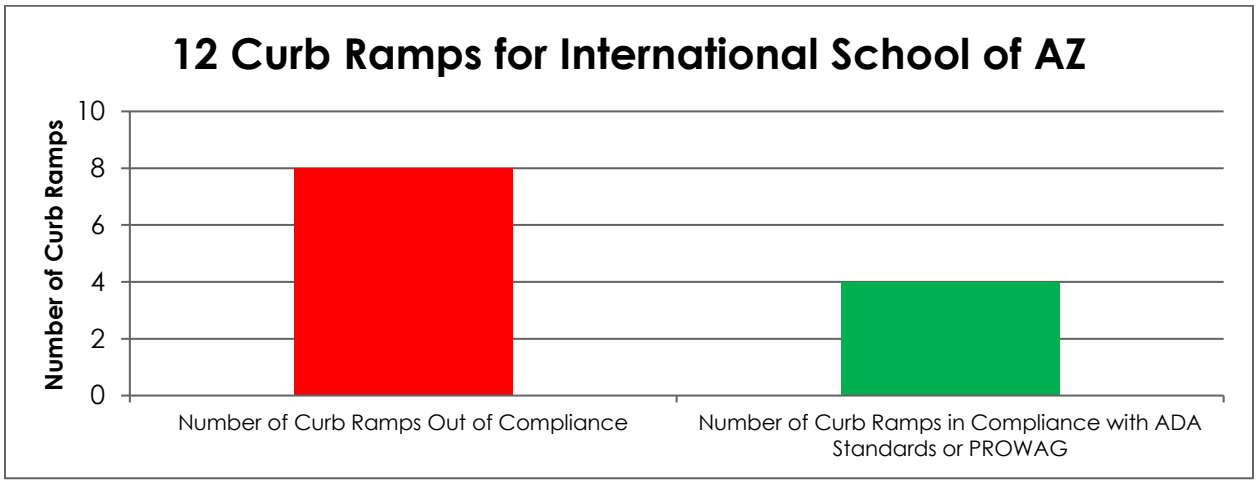
**Aerial view of Cochise Elementary School. There are 5 intersections serving this area. It is also important to note there are no transit stops in this area.**

## PG D. International School of Arizona

View of International School of Arizona looking west

International School of Arizona is a multilingual private school that serves students from early childhood, as young as two years old, to eighth grade. International School of Arizona is bordered by Via Linda to the north, 95th Street to the west, San Salvador Drive to the south, and 96th Street to the east.

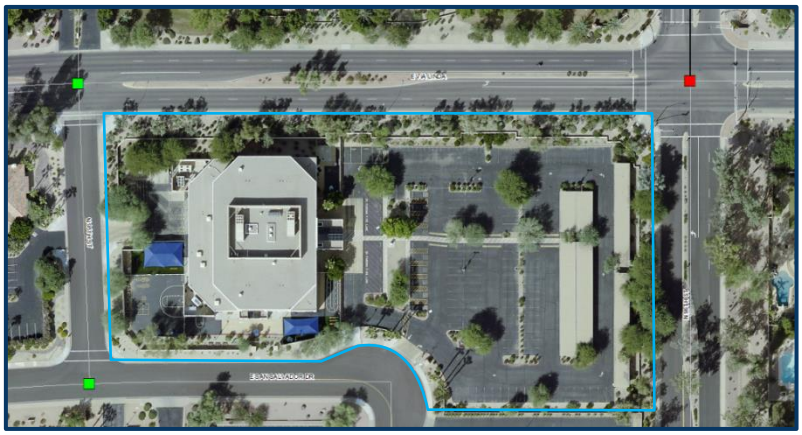
*See Appendix D on measurement of curb ramps and data collection. Where midblock crossings exist, they should be independently evaluated to see if they provide a safe, accessible route (see Assumptions). As shown in the vicinity map below, there are 3 intersections for International School of Arizona and 12 curb ramps. Although this is a very high pedestrian generator, the data classifies this area as somewhat inaccessible with improvements to be made, mostly on the intersection of Via Linda and 96th Street.




*Because all curb ramps that complied with ADA Standards also complied with PROWAG, they were not counted twice

### Significant Findings

The highest priority for this area is the intersection of Via Linda and 96th Street. None of the curb ramps have detectable warning surfaces and all of the curb ramps in this intersection are out of compliance with extremely high slopes. As the school is surrounded by single family neighborhoods on all sides, an investigation should be considered for upgrading the curb ramps of this intersection to compliance with detectable warming signals, as well as a crosswalk across Via Linda on 95th Street.

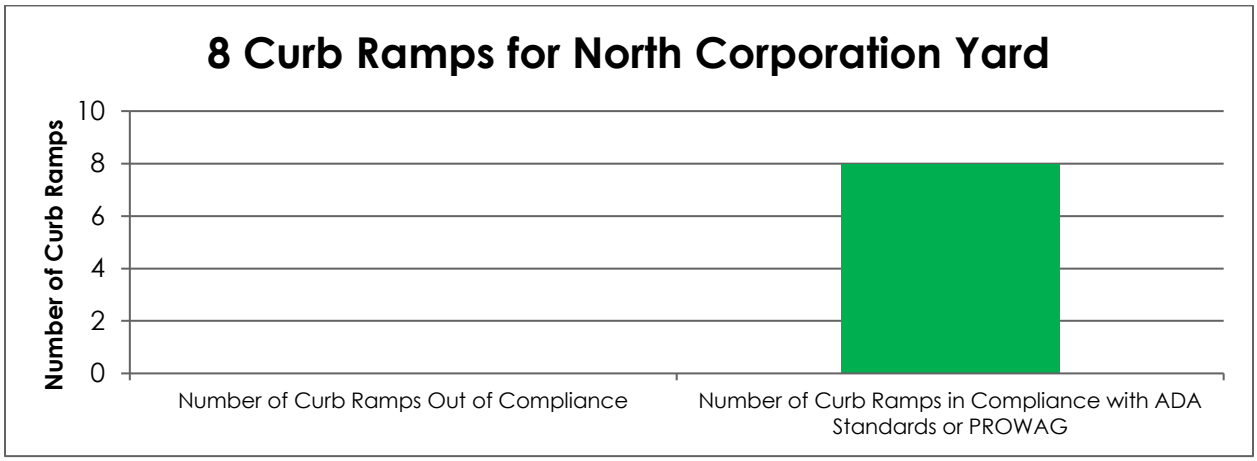


Aerial view of International School of Arizona. There are 3 intersections in this vicinity and no transit stops.

## PG E. North Corporation Yard

City of Scottsdale North Corporation Yard is a collection of city buildings which house Public Works, Human Resources, and Purchasing. A branch of City of Scottsdale Water Operations, Police Department – District 3, and Fire Station 4 are also located in this area. Although this area does not see much public traffic, there are public meeting rooms at the Corp Yard and it is important to check pedestrian accessibility in the area. North Corporation Yard is located on San Salvador Drive and bordered by Salt River Indian Community to the south.

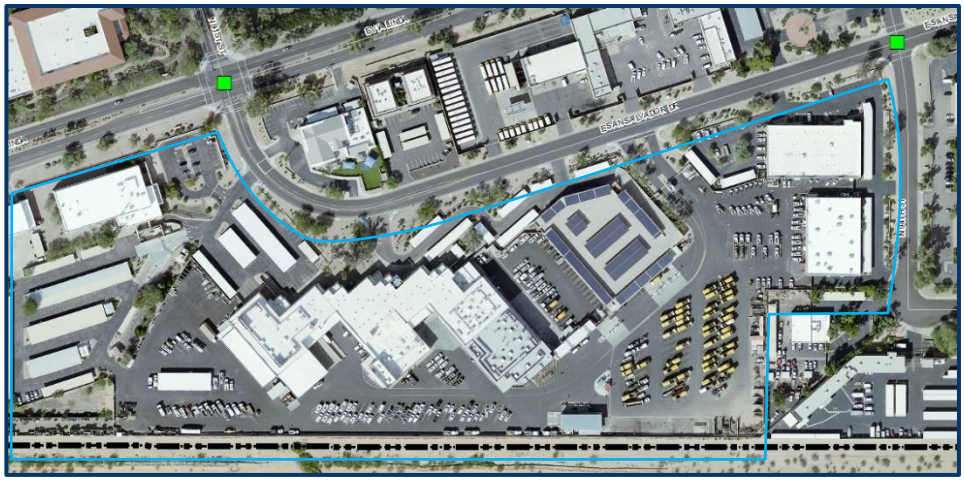
*See Appendix D on measurement of curb ramps and data collection. Where midblock crossings exist, they should be independently evaluated to see if they provide a safe, accessible route (see Assumptions). As shown in the vicinity map below, there are 2 intersections for North Corporation Yard and 8 curb ramps. Although this is a low pedestrian generator, the data classifies this area as highly accessible with no improvements to be made.




*Because all curb ramps that complied with ADA Standards also complied with PROWAG, they were not counted twice

## Significant Findings

The City of Scottsdale North Corporation Yard is a low pedestrian generator, yet important to study as it is a priority area listed in the ADA Title II Regulations. The sidewalk and curb ramps in this area are in compliance with no protruding objects or accessibility issues for clearance.



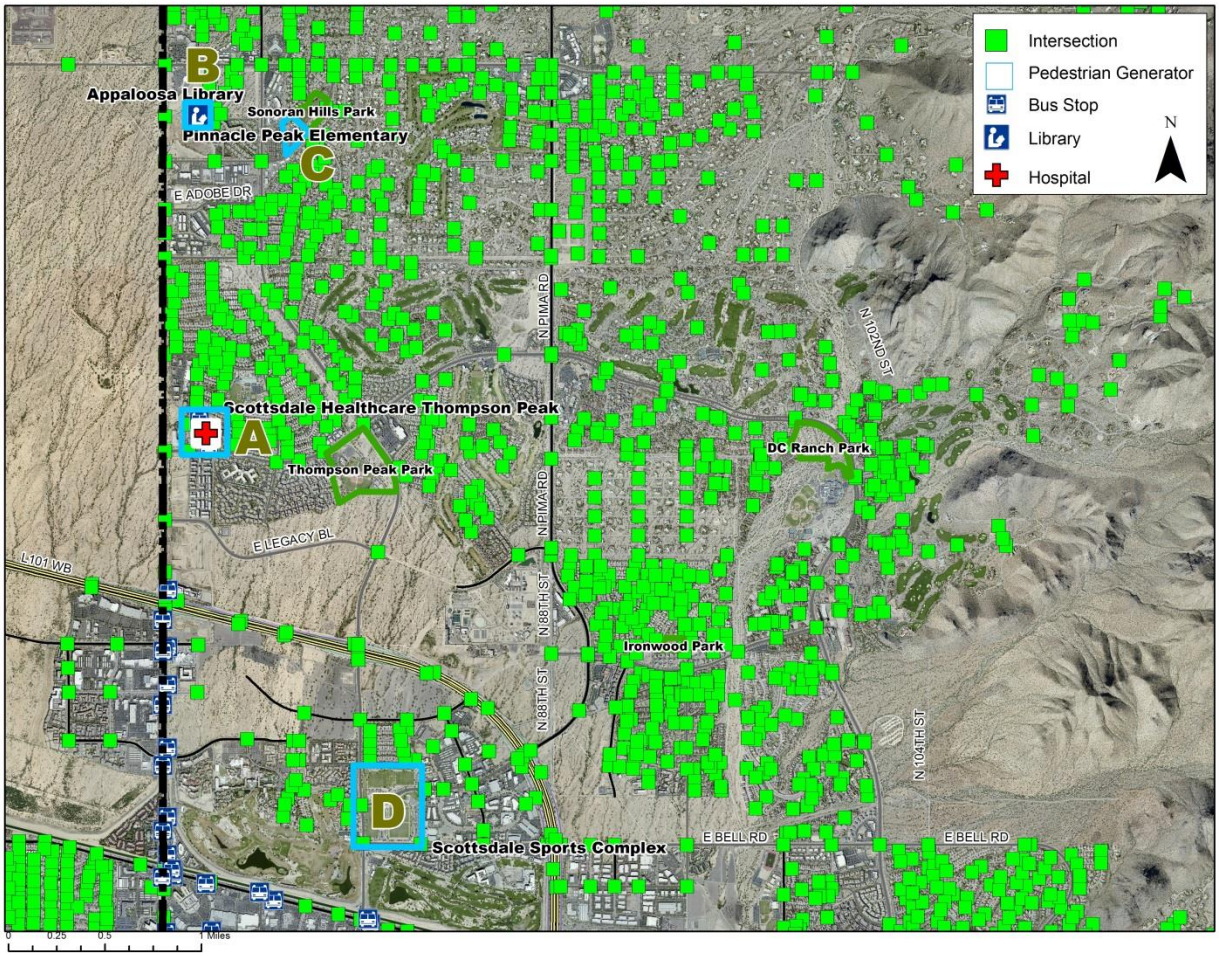
**Aerial view of North Corporation Yard on San Salvador Drive. There are three intersections and no public transit stops in this area.**

# 5. Scottsdale Healthcare Thompson Peak Priority Area

## Vicinity Map

The map below shows the vicinity of the Scottsdale Healthcare Thompson Peak Priority Area. This is the most northern region studied for pedestrian generators (PG) (outlined in blue): Scottsdale Thompson Peak Medical Center (A), Appaloosa Library (B), Pinnacle Peak Elementary School (C), and Scottsdale Sports Complex (D). Sonoran Hills Park, DC Ranch Park, Ironwood Park, and Thompson Peak Park are outlined in green and considered secondary pedestrian generators. These are analyzed by the number of curb ramps, number of curb ramps out of compliance, number of curb ramps in compliance with ADA Standards, and the number of curb ramps in compliance with PROWAG (which can include the number of curb ramps in compliance with ADA standards and is the most desirable). The sidewalks and crossings are also measured to ensure connectivity from the pedestrian generator to transit stops within the area.

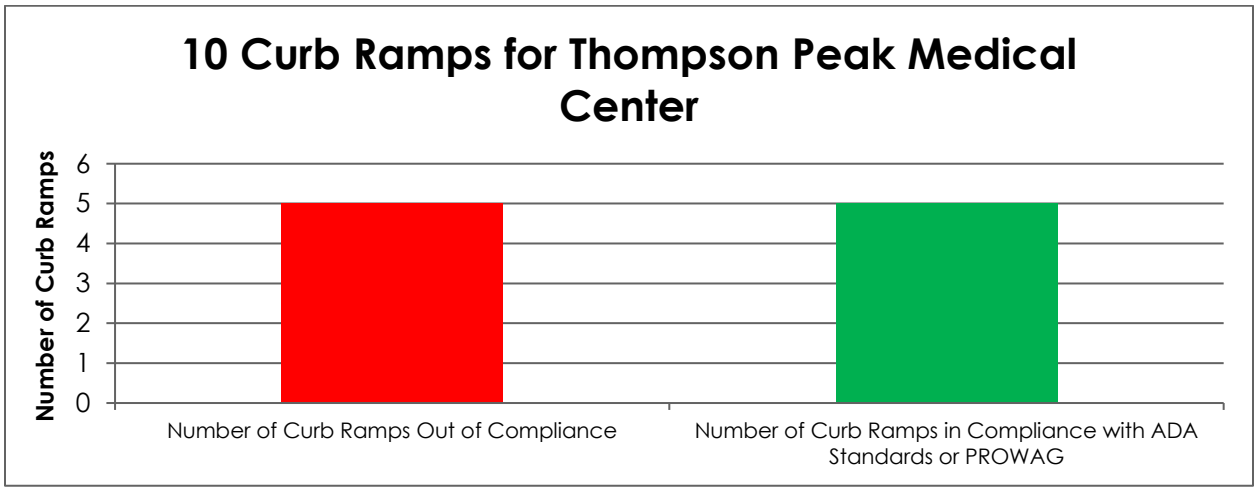
**Scottsdale Healthcare Thompson Peak Priority Area**



## PG A. Scottsdale Thompson Peak Medical Center

Scottsdale Thompson Peak Medical Center includes four medical buildings and offices, all of which can be considered pedestrian generators. This area is bordered by Thompson Peak Parkway to the south, Scottsdale Healthcare Drive to the east and north, and 73rd Street to the west. There is a transit stop on Thompson Peak Parkway and Healthcare Drive, which in a very car-dependent area, will generate most of the pedestrians in the area.

*See Appendix D on measurement of curb ramps and data collection. Where midblock crossings exist, they should be independently evaluated to see if they provide a safe, accessible route (see Assumptions). As shown in the vicinity map below, there are 3 intersections in the Scottsdale and 10 curb ramps. The data classifies this area as a moderately inaccessible pedestrian generator with some improvements to be made.




*Because all curb ramps that complied with ADA Standards also complied with PROWAG, they were not counted twice

### Significant Findings

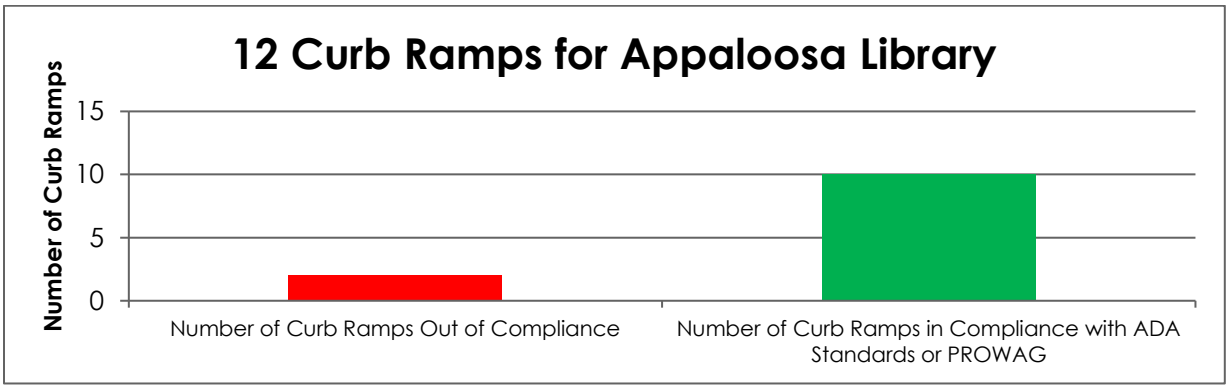
Scottsdale Health Care Drive is a private street that has been dedicated to the City of Scottsdale and has a local bus stop on the north side of the medical center along with three midblock crossings (orange circles). However, ownership of all quadrants of this area should be verified. Although the sidewalks around Thompson Peak Medical Center have no issues, there are issues with the curb ramps. Further investigation could be made on the curb ramps in the area.

**Map of Scottsdale Thompson Peak Medical Center. There are 3 intersections in this area.**

## PG B. Appaloosa Library

Appaloosa Library is located in a remote area on Silverstone Drive, in the southeastern area of Scottsdale Road and Pinnacle Peak Road. There are not many developments in the area at this time, but with a new multifamily development directly to the west and south of the library, a proposed subdivision to the north, and the rate in which this area is being developed, this is an important pedestrian generator to analyze.

*See Appendix D on measurement of curb ramps and data collection. Where midblock crossings exist, they should be independently evaluated to see if they provide a safe, accessible route (see Assumptions). As shown in the vicinity map below, there are 3 intersections for Appaloosa Library, and 12 curb ramps. Although this is not yet a high pedestrian generator, the data classifies this area as accessible with minor improvements to be made.




*Because all curb ramps that complied with ADA Standards also complied with PROWAG, they were not counted twice

### Significant Findings

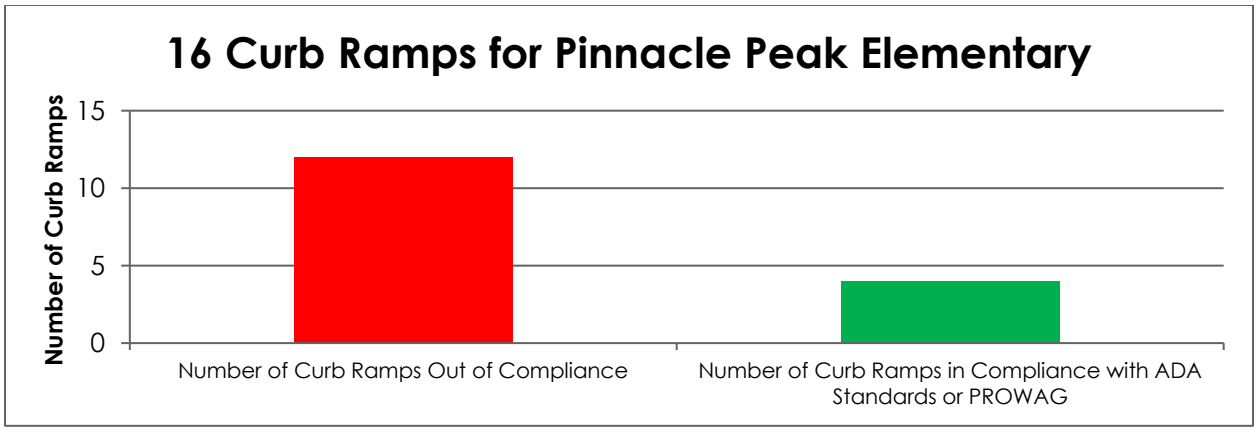
With the apparent development in the area, this library may need to be studied again in the recent future to account for new sidewalks, curb ramps, and crossings. However, most of the existing curb ramps are in compliance with a midblock crossing (orange circle) down Silverstone Drive. There is a block wall around the new multifamily development, which will make accessibility to the library more difficult. A study could be conducted into the construction of sidewalk on the north side of Silverstone Drive before the shared use path is implemented, as well as the use of the sidewalk for the elderly population living in the care facility to the southeast.

**Aerial view of Appaloosa Library. There are 3 intersections in the area, one being a roundabout. It is important to note there are no transit stops in the area.**

## PG C. Pinnacle Peak Elementary School

Pinnacle Peak Elementary School serves students from pre-kindergarten to sixth grade. Pinnacle Peak Elementary is located on Williams Drive between Pinnacle Peak Road and Miller Road, adjacent to Sonoran Hills Park.

*See Appendix D on measurement of curb ramps and data collection. Where midblock crossings exist, they should be independently evaluated to see if they provide a safe, accessible route (see Assumptions). As shown in the vicinity map below, there are 4 intersections for Pinnacle Peak Elementary School and 16 curb ramps. Although this is a high pedestrian generator, the data classifies this area as inaccessible with improvements to be made.




*Because all curb ramps that complied with ADA Standards also complied with PROWAG, they were not counted twice

### Significant Findings

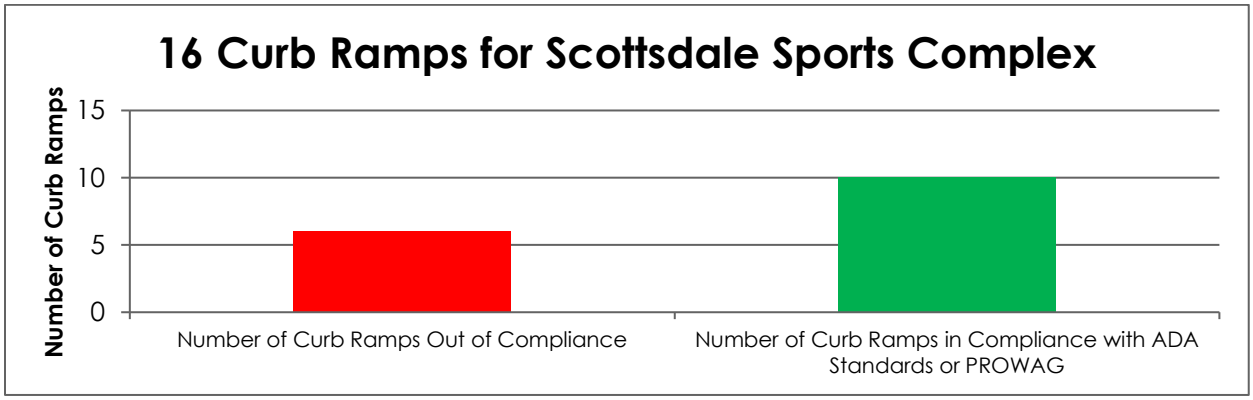
Access to the school is limited to Williams Drive, which is a quiet residential neighborhood with Sonoran Hills Park to the north and a mix of sidewalks and shared use paths. The main focus of future investigation for this area could be the non-compliant curb ramps, mostly due to the absence of detectable warning surfaces and the large slope of the area overall.

**Aerial view of Pinnacle Peak Elementary School. There are 4 intersections serving this area. It is important to note there are no transit stops in this area.**

## PG D. Scottsdale Sports Complex

Scottsdale Sports Complex is a 71-acre facility designed to be a state of the art competitive sport field offering tournament level playing conditions. The facility accommodates a variety of flat field sports such as soccer, lacrosse, football, and rugby. Scottsdale Sports Complex has two parcels separated by Princess Drive. The park is on the northeast corner of Hayden Road and Bell Road. Directly to the south of this complex is the Tournament Players Club (TPC), which hosts a multitude of events throughout the year, including the Phoenix or Waste Management Open, which generates over 200,000 pedestrians in four days each year. Because of this, the intersection of Frank Lloyd Wright Boulevard and Greenway Hayden Loop was also surveyed.

*See Appendix D on measurement of curb ramps and data collection. Where midblock crossings exist, they should be independently evaluated to see if they provide a safe, accessible route (see Assumptions). As shown in the vicinity map below, there are 5 intersections for Scottsdale Sports Complex and 16 curb ramps. The data classifies this area as moderately accessible with some improvements to be made.




*Because all curb ramps that complied with ADA Standards also complied with PROWAG, they were not counted twice

### Significant Findings

The two intersections serving 82nd Street are Princess Road and Bell Road. Although both with speed limits posted at reasonable speeds, it feels unsafe to cross these intersections without marked crossings and pedestrian signals. An investigation could be conducted regarding crossings at the intersections or midblock crossings to serve pedestrians. The intersection of Frank Lloyd Wright Boulevard and Greenway Hayden Loop was analyzed because it generates thousands of pedestrians during events at the TPC and is serviced by two transit stops. This intersection had very few issues.

**Aerial view of Scottsdale Sports Complex. There are 5 intersections serving this area. It is important to note there are no transit stops in this area.**

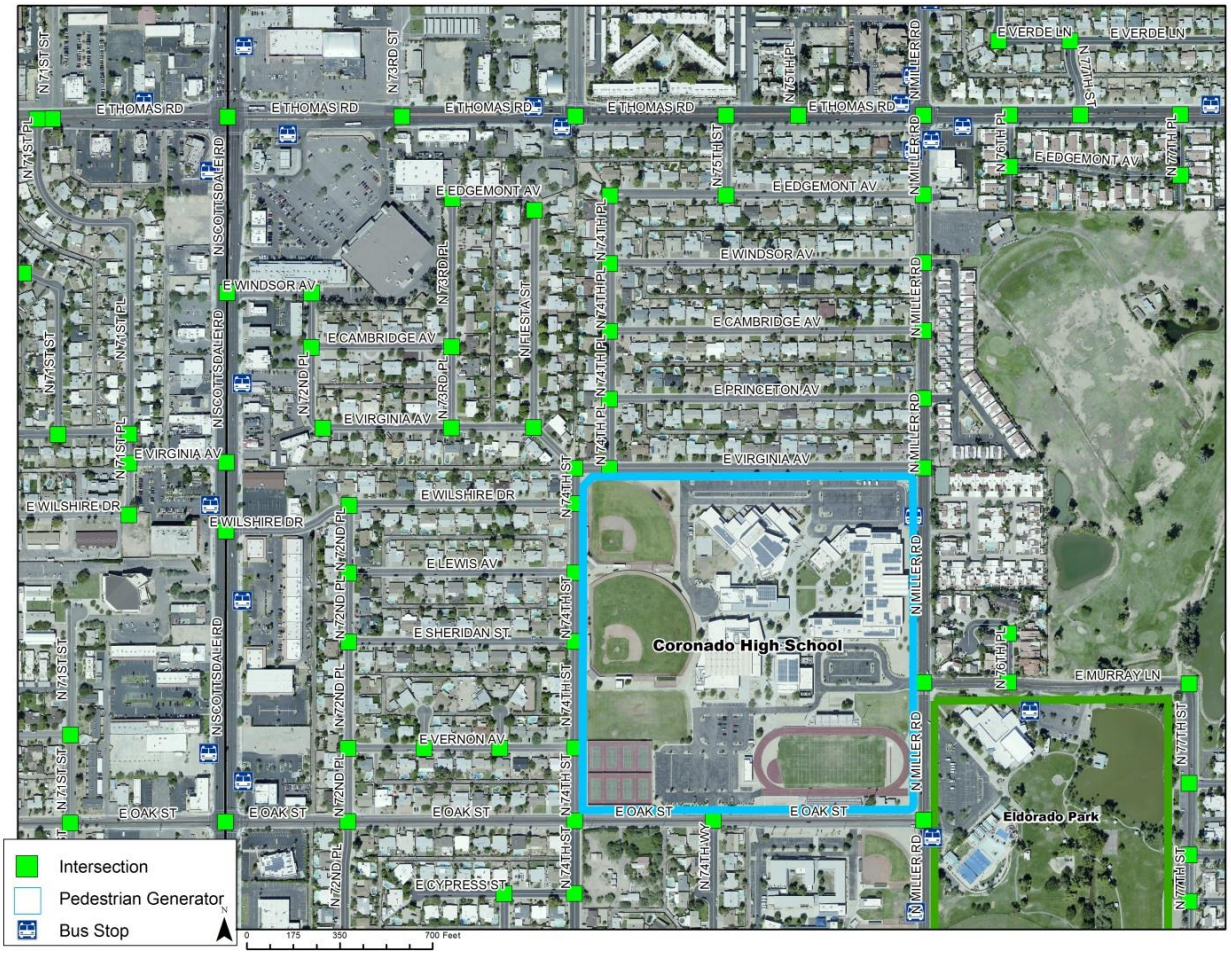
# E6. Coronado High School Priority Area

## Vicinity Map

The map below shows the vicinity of the Coronado High School Priority Area. This high school is surrounded by a multitude of amenities including a public aquatic center, El Dorado Park (outlined in green), and multiple bus stops.

As shown in the vicinity map below, Coronado High School campus is a one square mile block from Virginia to the north, Miller Road to the east, Oak Street to the south, and 74th Street to the west. Coronado High School (outlined in blue) is analyzed by the number of curb ramps, number of curb ramps out of compliance, number of curb ramps in compliance with ADA Standards, and the number of curb ramps in compliance with PROWAG (which can include the number of curb ramps in compliance with ADA standards and is the most desirable). The sidewalks and crossings are also measured to ensure connectivity from the pedestrian generator to transit stops within the area.

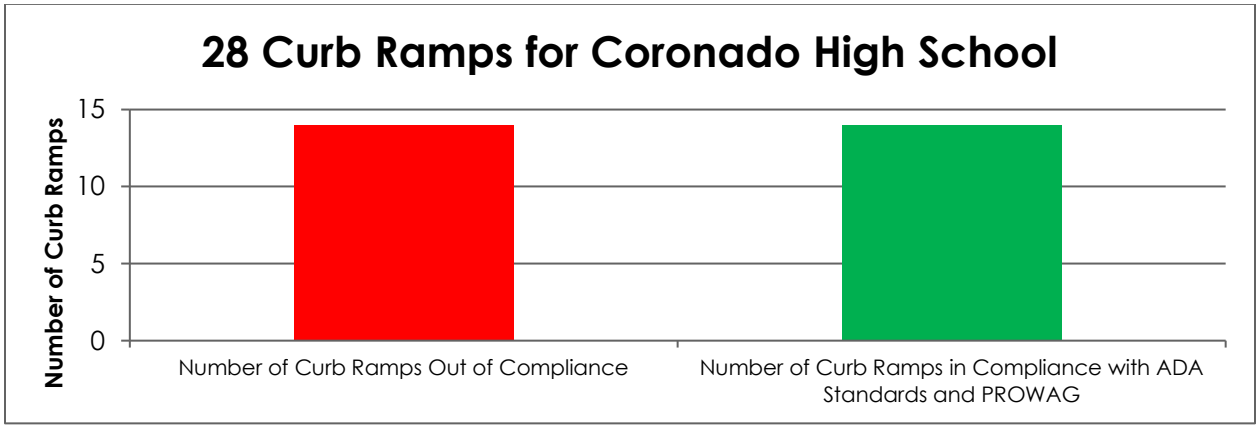
**Coronado High School Priority Area**




## Coronado High School

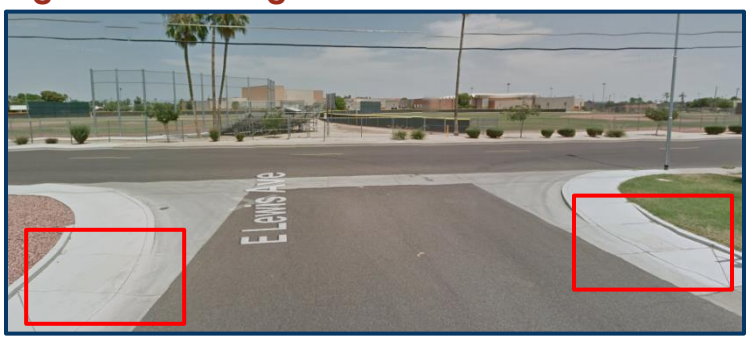
Coronado High School constitutes a high pedestrian generator, as it enrolls over 1,000 students and is adjacent to El Dorado Park, a public aquatic center, and many transit stops.

*See Appendix D on measurement of curb ramps and data collection. Where midblock crossings exist, they should be independently evaluated to see if they provide a safe, accessible route (see Assumptions). As shown in the vicinity map, there are 10 intersections for Coronado High School and 28 curb ramps. Although this is a very high pedestrian generator, the data classifies this area as moderately accessible with improvements to be made.

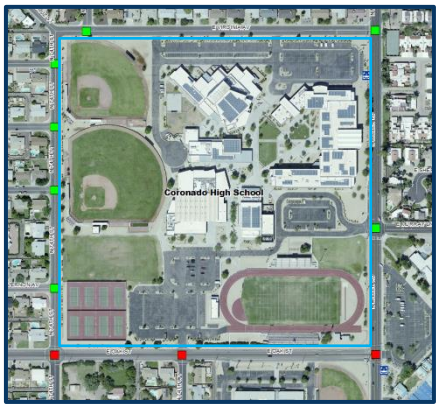



*Because all curb ramps that complied with ADA Standards also complied with PROWAG, they were not counted twice

## Significant Findings




The neighborhoods along 74th Street rotated the detectable warning surfaces away from the curb line. Following PROWAG, the detectable warning surfaces should be perpendicular and as flush as possible to the back of curb. We understand that blind users will not attempt to find the curb ramp if it has been placed in a radial area back from the intersection and will use the vertical curbs in the direction they are walking.




There is also an obstruction from a light pole on 74th Street that allows for a clearance of 24 inches. Further investigation could be conducted to ensure curb ramps, sidewalks, and obstructions are compliant with ADA Standards and PROWAG.

**Aerial view of Coronado High School. There are 10 intersections in this area.**

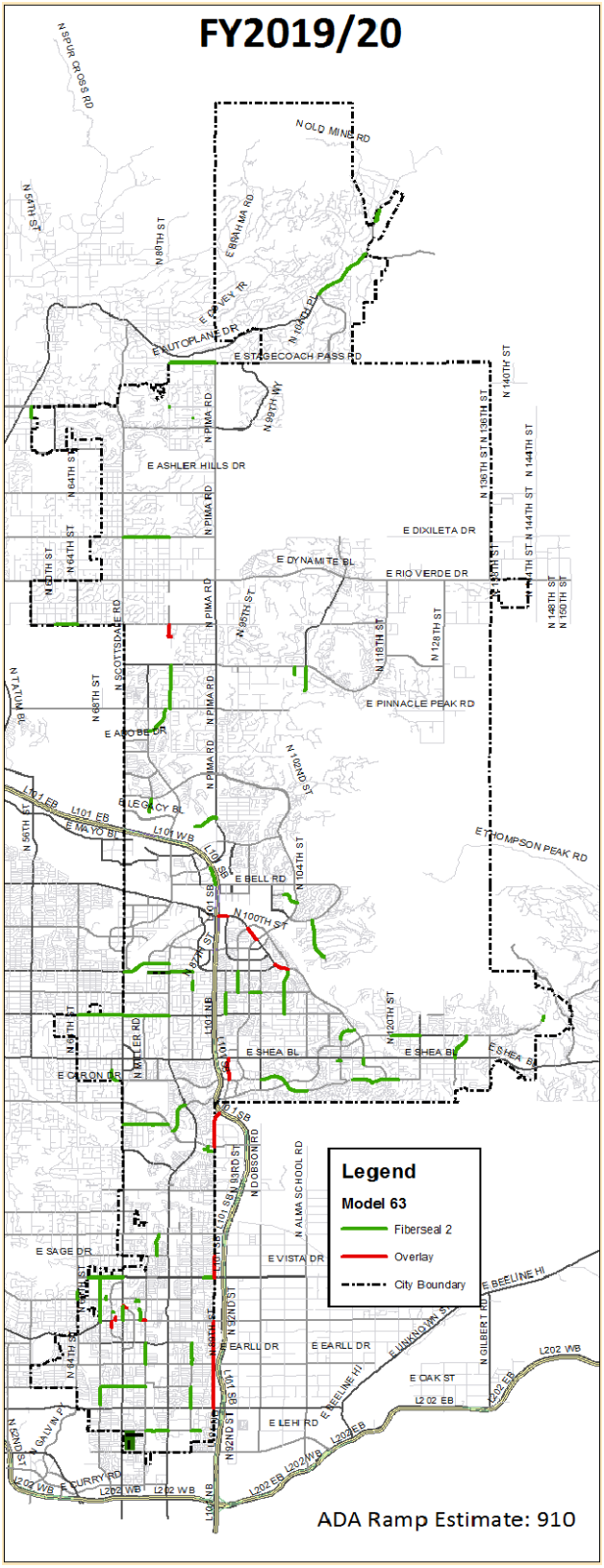
# Appendix D - Curb Ramp Schedule

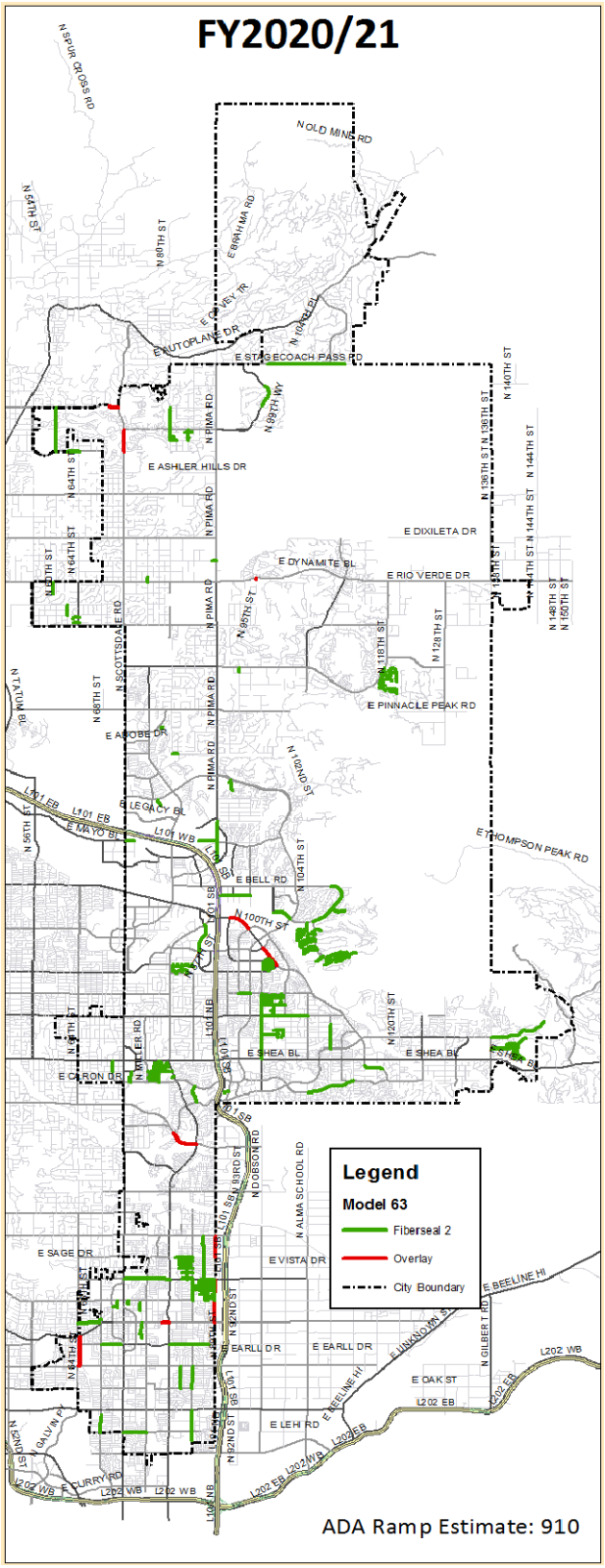
## Curb Ramp Installation During Street Resurfacing

The following tables shows only those curb ramps tied to resurfacing projects. Additional curb ramps are funded through other departments for priority areas and projects. The future fiscal year numbers and estimated costs are subject to change. (See the body of this document for additional information on curb ramps installed during street resurfacing.) (See next page for Scheduled areas based on resurfacing.)

| 2014-2019 Curb Ramp Installation During Resurfacing | | | | | |
|---|---|---|---|---|---|
| Fiscal Year | 2014/2015 | 2015/2016 | 2016/2017 | 2017/2018 | 2018/2019 |
| Total Number of Curb Ramps Installed | 324 | 290 | 1,552 | 979 | 1429 |
| Curb Ramp Cost ($ Millions) | $0.9M | $0.7M | $3.0M | $2.4M | $3.9M |
| | | | | PROPOSED | PROPOSED |

| 2019-2024 Curb Ramp Installation During Resurfacing | | | | | |
|---|---|---|---|---|---|
| Fiscal Year | 2019/2020 | 2020/2021 | 2021/2022 | 2022/2023 | 2023/2024 |
| Total Number of Curb Ramps Installed | 910 | 910 | 909 | 531 | 308 |
| Curb Ramp Cost ($ Millions) | $2.5M | $2.5M | $2.5M | $1.4M | $0.8M |
| | PROPOSED | PROPOSED | PROPOSED | PROPOSED | PROPOSED |




**ADA Curb Ramp Installation During Resurfacing**

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**Thank you to all staff who worked diligently to complete this Transition Plan.**

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