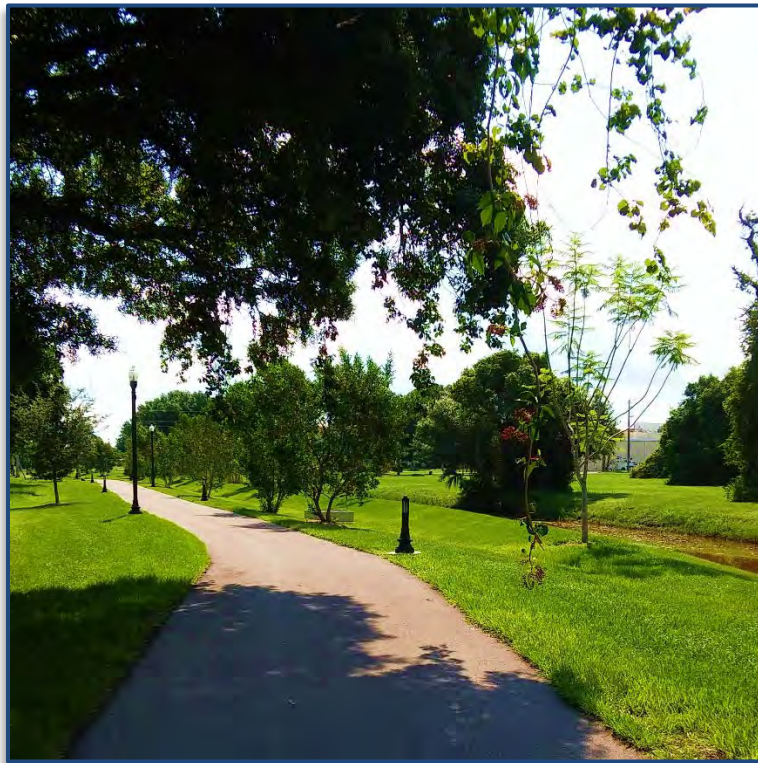




CITY OF PUNTA GORDA ADA TRANSITION PLAN FINAL REPORT Linear Park

October 4, 2017

Prepared For:
City of Punta Gorda
326 West Marion Avenue
Punta Gorda, Florida, 33950



CONTENTS

1.0	Location Map	1
1.1	Study Area Description	1
2.0	Process Overview	2
2.1	Published Standards	2
2.2	Facility Assessment Overview	2
3.0	Assessment Process	3
4.0	Findings and Deficiencies	3
4.1	General	3
4.2	Detectable Warnings	4
	Assessments	4
	Recommendations	4
4.3	Tripping Hazard	5
4.4	Benches	6
	Assessments	6
	Recommendations	7
4.5	Dog Station	7
	Assessments	7
	Recommendations	8
4.6	Ramp to Exercise Area	8
	Assessment	8
	Recommendations	8
4.7	Drinking Fountain	9
	Assessments	9
	Recommendations	9
5.0	Implementation and Financial Plan	10
5.1	Development of Improvement Costs	10
5.2	Development of the Implementation and Financial Plan	12
5.3	Funding Plan for Needed Improvements	13
6.0	Appendix A	14

1.0 LOCATION MAP

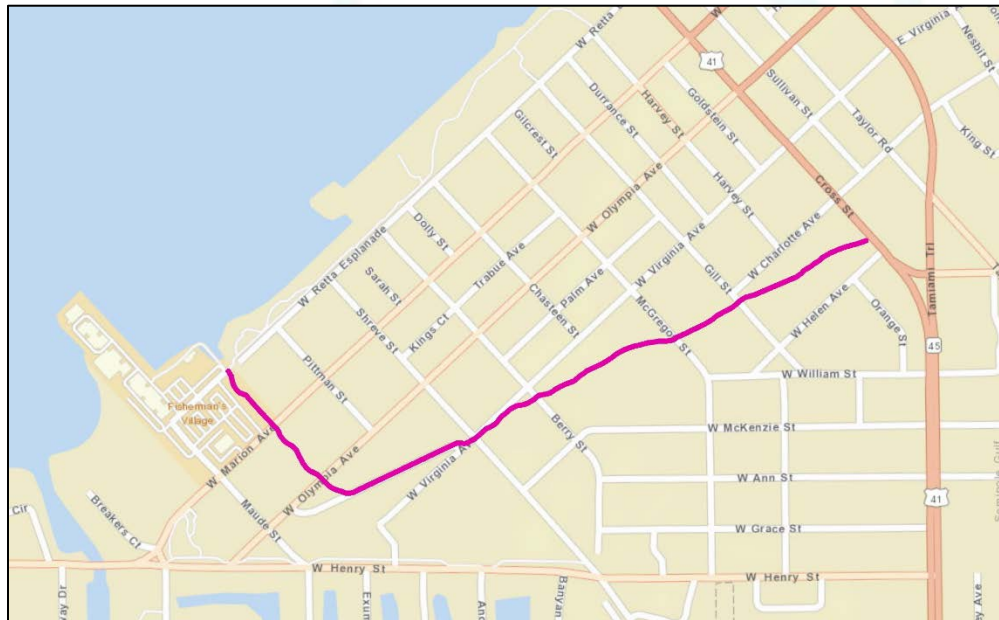


Figure 1-1: Location Map

1.1 STUDY AREA DESCRIPTION

As shown in Figure 1-1, Linear Park is a 1.0 mile, paved, multiuse trail that begins at Fishermen's Village and ends at Cross Street (US 41 Southbound).

2.0 PROCESS OVERVIEW

2.1 PUBLISHED STANDARDS

As indicated in our project proposal, the findings for each facility assessed under the project will be provided in the form of an Accessibility Assessment Report, or AAR. This AAR conforms to ASTM E2018-01 - Standard Guide for Property Assessments: Baseline Property Condition Assessment Process standards.

The AAR is intended to identify defects or deficiencies in compliance with the Americans with Disabilities Act Accessibility Guidelines (ADAAG), and Florida Accessibility Code (FAC), as well as any other code deemed applicable and to recommend necessary improvements that could improve accessibility of the assessed facilities by individuals with disabilities. Our assessment is based on spaces, areas, elements, or features that can or could be accessed by the general public. Attention to equipment or work spaces not allocated for use by individuals with disabilities has not been evaluated. Nevertheless, where work areas that may allow individuals with disabilities to be employed are identified by the facility member interviewed during the introductory stage of the assessment are identified, these areas have been assessed and any deficiencies noted are reported herein.

The date the facility was constructed or renovated is important to determine so that applicable standards can be applied during the assessment process. ADAAG became enforceable in January 1992 with a revision becoming enforceable in 2012. The FAC has had various revisions over the years. This AAR reports deficiencies according to ADAAG and FAC standards as appropriate to the condition assessed.

2.2 FACILITY ASSESSMENT OVERVIEW

An informal interview with our point of contact for the facility, Mitchell Austin and Art Brewster, was conducted prior to performing the physical assessment of the facility and surrounding elements. They provided an overview of the facility's occupancy, use, and history which established the spaces and elements frequented by the general public and which must meet the minimum accessibility requirements.

The pre-interview process is used to determine and document information relevant to each facility's use in order to determine applicable regulatory standards to apply to the assessment of the facilities. Use and occupancy information is critical in determining compliance with accessibility standards and must be established prior to the physical assessments.



3.0 ASSESSMENT PROCESS

An assessment of the trail and surrounding elements for compliance with applicable accessibility standards was conducted on June 14, 2016. The assessment was conducted by Tindale Oliver staff, certified as Accessibility Inspectors.

The facility survey addressed each accessible element and space within and external to the building and included applicable elements such as path-of-travel (accessible route), parking, curb ramps, signage, benches, drinking fountains, ramps, and all other occupiable spaces and elements covered by the ADAAG.

The survey included physical measurements and counts for components or systems. Survey findings were collected and recorded on Tindale Oliver's custom made, Android based, ADA compliance checklist application. Photographs were taken with the tablet of each area of the facility for familiarization and later reference to illustrate deficiency findings. The digital data and photographs were then uploaded to a database on our secure servers for backup. Where appropriate, photographs have been included in this AAR to illustrate issues or deficiencies where necessary.

The facility survey consisted of non-intrusive visual observations, which allowed for a readily accessible and easily visible components and systems assessment of the facility which included measurements of space and clearance dimensions, slope, walkway widths, reach ranges, maneuverability measurements, etc.

4.0 FINDINGS AND DEFICIENCIES

4.1 GENERAL

The use and accessibility of Linear Park's shared use path dictates accessible route requirements consistent with the ADAAG regulations. Because the general public does access this multi-use trail, located within the public right-of-way, and in the interest of establishing an accessibility compliance baseline condition report to the City of Punta Gorda, a full accessibility assessment was conducted. Where deficiencies in compliance with ADAAG or FAC exist, descriptions of the deficiency, regulatory requirement(s) pertinent to the deficiency, a photograph or sketch illustrating the deficient element, and recommendations for remediation of the deficiency are listed below.



4.2 DETECTABLE WARNINGS

Assessments

All ADA compliant curb ramps that lead to/from a street crossing must include detectable warnings, which are a distinctive surface pattern of truncated domes detectable by cane and/or underfoot that alert pedestrians with vision impairments of their approach to street crossing.

Shown below, in Figure 4-1, are two curb ramps that are not ADA compliant. Issues include having the detectable warning not be high contrast and not extending the full length of the curb ramp. A map detailing the locations of these barriers to accessibility is shown in Appendix A.

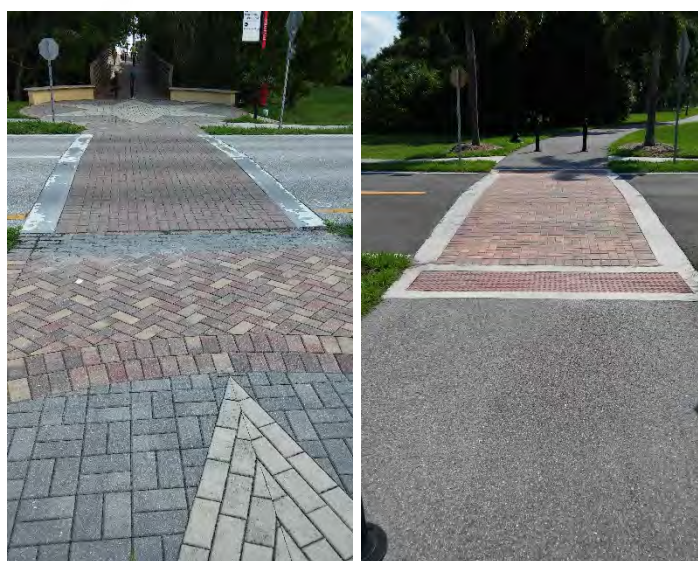


Figure 4-1 - Detectable warning surfaces along the multi-use trail.

ADAAG 705.1.3 states that, “Detectable warning surfaces shall contrast visually with adjacent walking surfaces either light-on-dark, or dark-on-light.”

FDOT Design Standards 304 states that, “Detectable warnings shall extend the full width of the ramp and to a depth of 2’.”

Recommendations

- Replace the dark brick detectable warning surface with a high contrast color.
- The detectable warning does not extend the full width of the curb ramp. Add additional detectable warnings to the sides of these ramps.

4.3 TRIPPING HAZARD

Assessments

Changes in level are defined as vertical height transitions between adjacent surfaces or along the surface of a path. Along a sidewalk or multiuse trail, cracks and dislocations in the surface material are common examples of changes in level. Changes in level also can result at expansion joints between elements such as curb ramps and gutters.

Changes in level can cause ambulatory pedestrians to trip or catch the casters of a manual wheelchair, causing the chair to come to an abrupt stop. Changes in level are often caused by tree roots that break through the sidewalk surface. People who are blind or who have low vision might not anticipate changes in level such as a buckling brick sidewalk.

Figure 4-2 illustrates some of the deficiencies along the shared path that have been impacted by changes in level, which can pose as a tripping hazards. Figure 4-3 illustrates some of the tripping hazards found at the artificial turf exercise area, such as exposed edges and tree roots growing under the artificial turf. Additional photos of other tripping hazards can be found in Appendix A.

ADAAG 303.2 states that, “Changes in level of $\frac{1}{4}$ ” high maximum shall be permitted to be vertical.”

ADAAG 303.3 states that, “Changes in level of $\frac{1}{4}$ ” high minimum and $\frac{1}{2}$ ” high maximum shall be beveled with a slope not steeper than 1:2.”

ADAAG 302.2 states that, “Carpet shall be securely attached... Exposed edges of carpet shall be fastened to the floor surfaces...”



Figure 4-2: Tripping hazards located along pathway.



Figure 4-3 – Artificial Turf Tripping Hazards.

Recommendations

- Add additional pavement to both ends of the pedestrian bridge to eliminate or minimize the change in level.
- Resurface the section of trail where tree roots cause the pavement to buckle and create a tripping hazard.
 - Be aware that while not an ADA violation at this time, additional sections of the trail have tree roots that may potentially cause tripping hazards in the near future.
- Remove the tree roots growing under the artificial turf that are creating a tripping hazard.
- Securely fasten the edges of the artificial turf to the ground so the seams are no longer tripping hazards.

4.4 BENCHES

Assessments

The benches shown below, in Figure 4-3, are provided adjacent to the trail's exercise area. Adjacent to some of these benches is a garbage can that blocks access to the bench.

ADAAG 903.2 states that "Clear floor or ground space shall be positioned at the end of the bench seat and parallel to the short axis of the bench."

PROWAG R212.6 states that "At least 50 percent, but no less than one, of benches at each location shall provide clear space adjacent to the bench. The clear space shall be located either at one end of the bench."

ADAAG 305.3/PROWAG R404 states that "The clear floor or ground space shall be 30 inches minimum by 48 inches minimum."



Figure 4-3: Benches.

Recommendations

- Adjust the location of the garbage cans to create a 30"x48" clear and level floor space adjacent to the benches.
 - Make sure the garbage can is relocated so as to be within reach range from a level section of the trail.

4.5 DOG STATION

Assessments

A dog station was found to have barriers to accessibility, as it was located too far from the paved trail to be accessible.



Figure 4-4 – Dog Station

ADAAG 308.3 states that, "Where a clear floor space allows a parallel approach to an element, the high side reach shall be 48" maximum above the ground... An obstruction

shall be permitted between the clear floor space and the element where the depth of the obstruction is 10" maximum."

Recommendations

- Pave a level accessible route to the dog station so that visitors can access it via a connection from the trail.

4.6 RAMP TO EXERCISE AREA

It should be noted that exercise equipment and machines themselves do not need to comply with the ADAAG requirements regarding controls and operating mechanisms. However, at least one of each type of exercise equipment or machine must have clear floor space of at least 30 inches by 48 inches adjacent to it and be served by an accessible route. Therefore, the exercise areas located adjacent to Linear Park will meet the requirements of the ADAAG once the non-compliant ramps, as described below, are mitigated.

Assessment

The running slope on one of the ramps from the trail to the exercise area is 16%, as shown in Figure 4-5.

ADAAG 405.2 states that, "Ramp runs shall have a running slope no steeper than 8.33%."



Figure 4-5 – Ramp Slope.

Recommendations

- Repave the ramp to have a slope no steeper than 8.33%.

4.7 DRINKING FOUNTAIN

Assessments

One set of water fountains were found to have barriers to accessibility. The surface adjacent to the fountains was uneven and not a level clear floor space, as required for wheelchair users.

ADAAG 305.2 and **305.3** generally state that “The clear floor space shall be a minimum of 30” by 48” with slopes no greater than 2%.”



Figure 4-1 – Drinking Fountains.

Recommendations

Resurface the area adjacent to and underneath the drinking fountains so that there is a clear and level floor space with a slope no greater than 2% in any direction.

5.0 IMPLEMENTATION AND FINANCIAL PLAN

In the previous sections, the improvements that are required to improve accessibility conditions at the facility were identified. The next step in the process is the development of an Implementation and Financial Plan for improvements. This was undertaken through the following efforts:

- preparing cost estimates for the required improvements;
- identifying funding that is available for the improvements; and
- reviewing the specific improvements in more detail and categorizing them into two separate groups. These include:
 - quick fix improvements; and
 - improvements that require more time, effort, and/or funding.

5.1 DEVELOPMENT OF IMPROVEMENT COSTS

In order to develop the Implementation and Financial Plan, unit costs for each type of improvement were developed. These unit costs were based on recent experiences with other agencies and, when available, standard industry costs when local data was not available. **It is important to note that the unit costs include across-the-board assumptions that will need to be reviewed prior to the actual improvement being completed.**

Table 5-1 includes the unit costs for each type of improvement that were used to estimate the improvement costs. In addition, this table includes an estimate for the total number of items needing each type of improvement, as well as the total estimate of probable cost by improvement type.

Note that the costs included in the table below are planning level estimates, once the projects progress through design, the actual construction opinions of cost will become more refined. Also, the City does not have the funding to go out and make all of these improvements at one time, which would offer the most economy of scale. Therefore, cost estimates are reflective of multiple smaller phases that will be more conducive to the funding available.

Again, it should be noted that the estimates are intended to reflect the order-of-magnitude costs for the City's overall facility improvement needs over the timeframe of the plan; for specific projects nearing implementation, it may be necessary for the City to conduct a more detailed cost assessment.



Improvement	Cost		Approx. Amount	Approx. Cost	Priority	Quick Fix
4.2 - Detectable Warnings						
Replace with high contrast detectable warnings	\$1,500	each	4	\$6,000	High	No
Add additional detectable warning to the edges	\$500	each	6	\$3,000	Low	No
4.3 - Tripping Hazard						
Add pavement to end of bridge	\$2,500	each	2	\$5,000	High	No
Resurface buckled pavement by tree roots	\$4,500	each	1	\$4,500	High	No
Remove tree roots under exercise area	\$750	each	1	\$750	High	No
Adjust Astro Turf seams	\$1,000	each	4	\$4,000	High	No
4.4 - Benches						
Remove/relocate garbage can	\$250	each	3	\$750	Medium	Yes
4.5 - Dog Station						
Pave path to dog station	\$1,000	each	1	\$1,000	Low	Yes
4.6 - Ramp to Exercise Area						
Repave ramp to exercise area	\$1,500	each	1	\$1,500	Medium	No
4.7 - Drinking Fountain						
Resurface pavement adjacent to drinking fountain	\$1,000	each	1	\$1,000	Medium	No
Sub-Total Estimate				\$27,500		
<i>Mobilization</i>	\$15,000			\$15,000		
<i>Signed & Sealed Plans</i>	\$5,000			\$5,000		
<i>Survey/Design</i>	20%			\$5,500		
<i>Inspection</i>	10%			\$2,800		
<i>Miscellaneous</i>	15%			\$4,200		
Total Order of Magnitude Cost Estimates				\$60,000		

Table 5-1 Cost and Prioritization Table



5.2 DEVELOPMENT OF THE IMPLEMENTATION AND FINANCIAL PLAN

The Implementation and Financial Plan was developed to identify when the improvements should occur, based on the relative priority of the improvements and anticipated level of funding that will be available to address the improvements.

Due to the nature of the quick fix improvements, it is assumed that the majority of the identified quick fix improvements will be completed within the confines of the five-year plan, listed in the following section.

It would be ideal if Punta Gorda could take advantage of “piggy backing” needed improvements with other planned facility improvement and renovation projects. Under ideal circumstances, this would permit the City to benefit either because the project directly addresses some or all of the needed improvements, or the project allows the City to reduce its improvement costs due to the concurrent construction activities. It is not known at this time the amount of implementation costs that could potentially be saved by completing the improvements concurrent with planned projects. Therefore, potential cost savings through fund leveraging are not included in the Implementation and Financial Plan at this time. In the future, should the desire and ability to estimate the amount of costs that could be reduced through fund leveraging, the cost of the improvements for those impacted improvements may be adjusted.

To develop the plan, the prioritized list of improvements were incorporated into the Implementation and Financial Plan based on the amount of anticipated funding available each year for the improvements.

It should be stressed that the Implementation and Financial Plan will serve as a general guide for the planning of improvements and that several factors will influence the timing for implementation of specific improvements and the overall cost of the program, including:

- Opportunities for partnering with other jurisdictions or organizations on implementing improvements.
- Specific site conditions at individual locations, including landscaping, utilities, drainage, which can have a significant impact on the type of improvements required and the associated cost.
- Contracting opportunities, including awarding a unit-price contract for the implementation of improvements at multiple locations.
- Additional opportunities to relocate or consolidate individual amenities.

On an annual basis, the list of needed improvements will be reviewed against the funding that is available that year to develop a specific work program. As previously mentioned, this will involve development of more detailed cost estimates based on a review of site conditions at individual locations.



5.3 FUNDING PLAN FOR NEEDED IMPROVEMENTS

Table 5-1 presents an example of a phased implementation plan by listing the improvements with a proposed priority and their associated costs. It should be noted that the costs are estimates of probable cost, with the ultimate costs dependent upon how the work is undertaken, site conditions at individual locations, material and labor prices in future years, and potential right-of-way costs. The number of items that are consolidated, modified, relocated, or removed will also be an important variable, as well as the amount of work that will be the responsibility of other entities.

Due to the unknown level of funding currently available for accessibility improvements, current renovation schedule, and the completion of the quick-fix improvement list, the items recommended for improvement each year of the program do not necessarily have to be the highest ranking items on the priority list. However, as the improvement program progresses, high ranking items that were not initially improved should be included in future years.

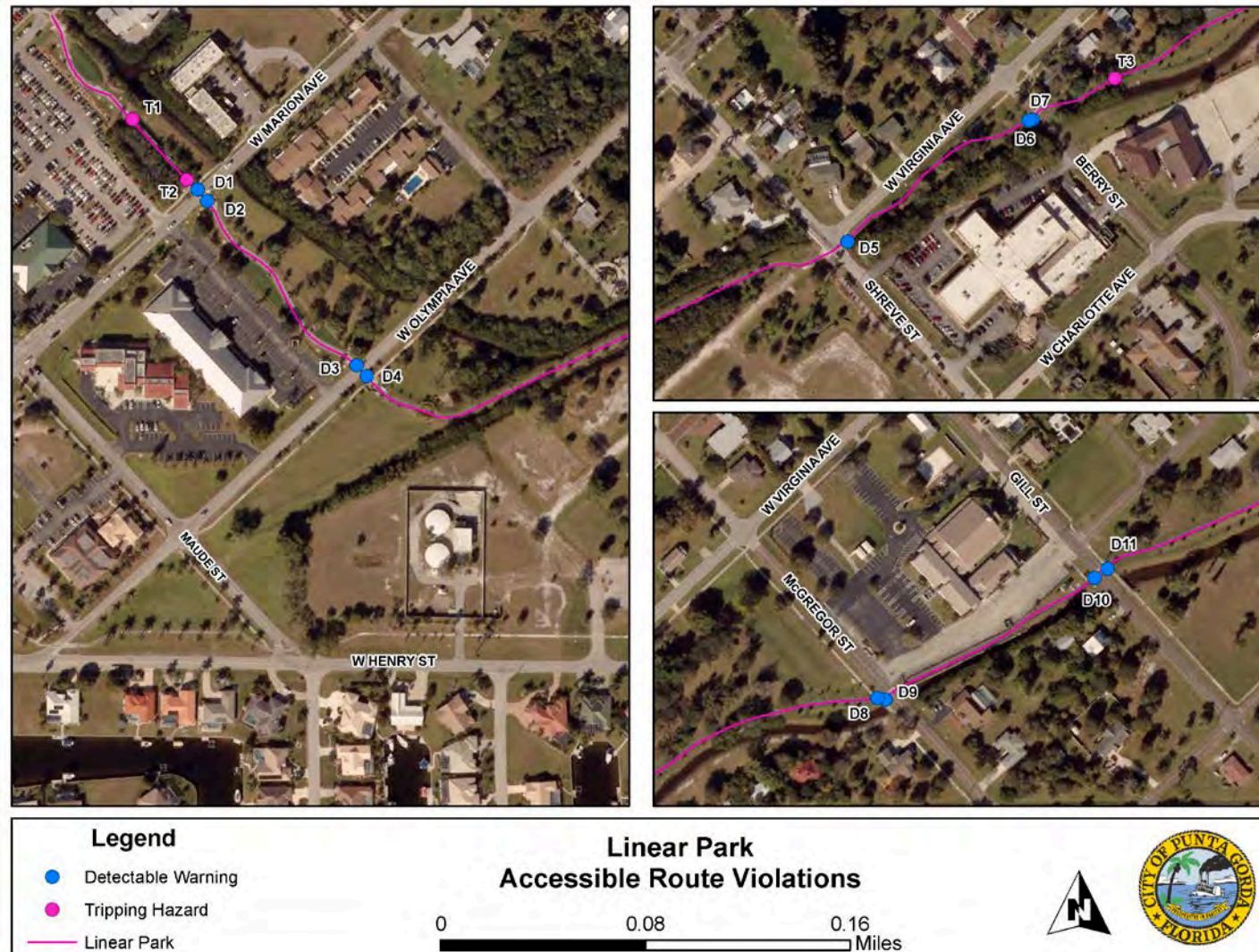
It should be noted that the phased implementation plan is just a guide. The number of items improved each year and the specific locations chosen for improvement may vary due to such factors as the actual costs of the improvement. As such, the improvements will need to be reviewed and a work program developed specifying the improvements that will be undertaken on an annual basis. The improvements would be undertaken through task orders. It is envisioned that the effort could focus on implementation of improvements within specific sections of the facility or would occur with groups of similar improvements throughout the City, both of which could enable improvements to be implemented more quickly.

It should be stressed that this plan is presented as an overall guide to the implementation of improvements. City staff will need to review the needed improvements and the available funding on an annual basis to develop the annual improvement program.






6.0 APPENDIX A


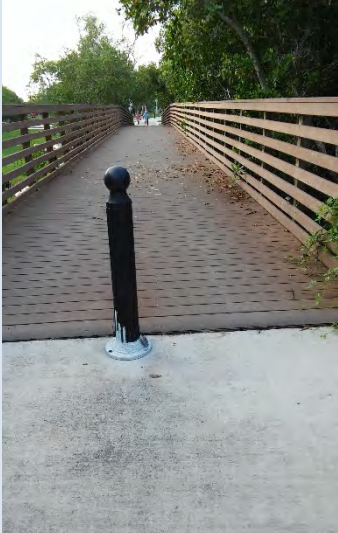







Map Item	Description & Recommendation	Photo(s)
D1	<p>The detectable warning is not high contrast when placed adjacent to brick pavers.</p> <p>Replace the existing detectable warning with a yellow or red detectable warning.</p>	
D2	<p>The detectable warning is not high contrast when placed adjacent to brick pavers.</p> <p>Replace the existing detectable warning with a yellow or red detectable warning.</p>	
D3	<p>The detectable warning is not high contrast when placed adjacent to brick pavers.</p> <p>Replace the existing detectable warning with a yellow or red detectable warning.</p>	



Map Item	Description & Recommendation	Photo(s)
D4	<p>The detectable warning is not high contrast when placed adjacent to brick pavers.</p> <p>Replace the existing detectable warning with a yellow or red detectable warning.</p>	
D5	<p>The detectable warning does not cover the full width of the curb ramp.</p> <p>Add additional detectable warning to the sides so that the entire width of the curb ramp has a detectable warning surface on it.</p>	
D6	<p>The detectable warning does not cover the full width of the curb ramp.</p> <p>Add additional detectable warning to the sides so that the entire width of the curb ramp has a detectable warning surface on it.</p>	

Map Item	Description & Recommendation	Photo(s)
D7	<p>The detectable warning does not cover the full width of the curb ramp.</p> <p>Add additional detectable warning to the sides so that the entire width of the curb ramp has a detectable warning surface on it.</p>	 A photograph showing a curb ramp with a brick detectable warning surface. The ramp is on a paved road, and the brick surface is narrower than the full width of the ramp, leaving gaps on the sides.
D8	<p>The detectable warning does not cover the full width of the curb ramp.</p> <p>Add additional detectable warning to the sides so that the entire width of the curb ramp has a detectable warning surface on it.</p>	 A photograph showing a curb ramp with a brick detectable warning surface. The ramp is on a paved road, and the brick surface is narrower than the full width of the ramp, leaving gaps on the sides.
D9	<p>The detectable warning does not cover the full width of the curb ramp.</p> <p>Add additional detectable warning to the sides so that the entire width of the curb ramp has a detectable warning surface on it.</p>	 A photograph showing a curb ramp with a brick detectable warning surface. The ramp is on a paved road, and the brick surface is narrower than the full width of the ramp, leaving gaps on the sides.

Map Item	Description & Recommendation	Photo(s)	
D10	<p>The detectable warning does not cover the full width of the curb ramp.</p> <p>Add additional detectable warning to the sides so that the entire width of the curb ramp has a detectable warning surface on it.</p>		
T1	<p>There is a 2" lip beveled to 1" at the end of the pedestrian bridge.</p> <p>Add additional pavement to the ends of the pedestrian bridge to eliminate or minimize the change in level.</p>		
T2	<p>There is a 1" lip at the end of the pedestrian bridge.</p> <p>Add additional pavement or bevel the board at the end of the pedestrian bridge to eliminate or minimize the change in level.</p>		

Map Item	Description & Recommendation	Photo(s)
T3	<p>The tree roots are causing the pavement to buckle and are creating a tripping hazard.</p> <p>Resurface the section of trail to eliminate the tripping hazard. Be aware that while not an ADA violation at this time, additional sections of the trail have tree roots that may potentially cause tripping hazards in the near future.</p>	
B1	<p>There is no clear floor space at the end of the bench.</p> <p>Adjust the location of the garbage cans to create a 30"x48" clear and level floor space adjacent to the benches. Make sure the garbage can is relocated so as to be within reach range from a level section of the trail.</p>	
B2	<p>There is no clear floor space at the end of the bench.</p> <p>Adjust the location of the garbage cans to create a 30"x48" clear and level floor space adjacent to the benches. Make sure the garbage can is relocated so as to be within reach range from a level section of the trail.</p>	

Map Item	Description & Recommendation	Photo(s)
B3	<p>There is no clear floor space at the end of the bench.</p> <p>Adjust the location of the garbage cans to create a 30"x48" clear and level floor space adjacent to the benches. Make sure the garbage can is relocated so as to be within reach range from a level section of the trail.</p>	
DS1	<p>The dog station is located 48" from the pavement, too far to be accessible.</p> <p>Pave a level accessible route to the dog station so it can be accessed.</p>	
EA1	<p>Sections of the artificial turf grass is coming up creating a tripping hazard.</p> <p>Securely fasten the edges of the artificial turf to the ground so the seams are no longer tripping hazards.</p>	

Map Item	Description & Recommendation	Photo(s)
EA2	<p>Sections of the artificial turf grass is coming up creating a tripping hazard. There are tree roots under the artificial turf that are tripping hazards. Remove the tree roots growing under the artificial turf that are creating a tripping hazard.</p> <p>Securely fasten the edges of the artificial turf to the ground so the seams are no longer tripping hazards.</p>	
R1	<p>The running slope of the ramp from the trail to the exercise area is 16%.</p> <p>Repave the ramp to have a slope no steeper than 5%.</p>	
WS1	<p>The surface adjacent to the fountains was uneven and not a level clear floor space, as required for wheelchair users.</p> <p>Resurface the area adjacent to and underneath the drinking fountains so that there is a clear and level floor space with a slope no greater than 2% in any direction.</p>	