



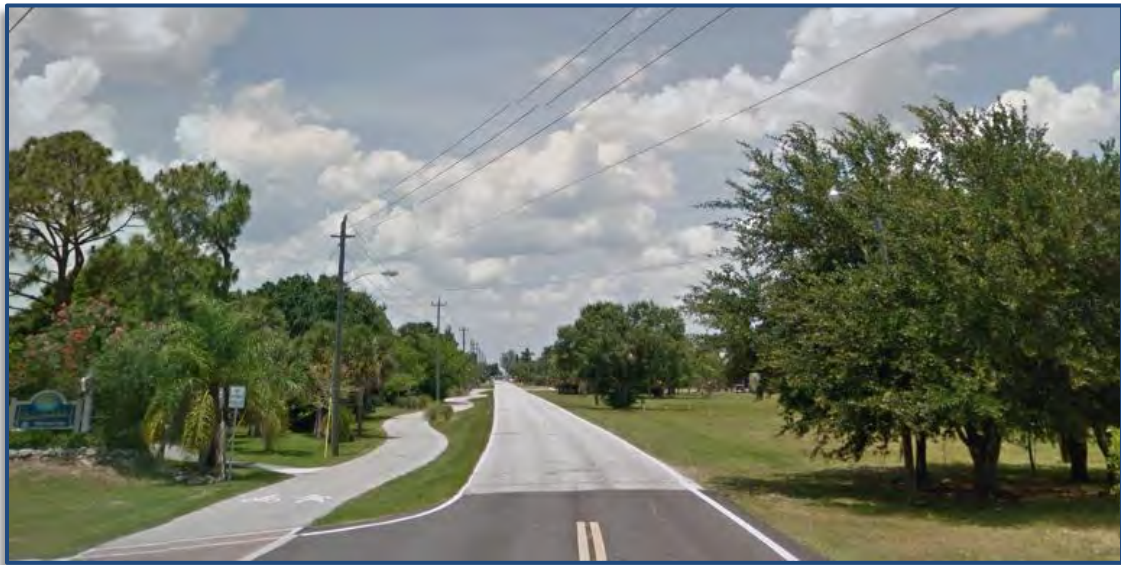
CITY OF PUNTA GORDA

ADA TRANSITION PLAN FINAL REPORT

Shreve Street

October 4, 2017

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



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1.0 LOCATION MAP



Figure 1 - Location Map

1.1 STUDY AREA DESCRIPTION

As shown in Figure 1-1, Shreve Street is a 0.6 mile shared use pathway located between West Virginia Avenue and Pompano Terrace.

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) 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 assessed by the general public.

The data 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.

The terms and definitions used in this Transition Plan will be consistent with the provisions of existing federal and state law. All other terms shall be interpreted according to their plain and ordinary meaning.

3.0 ASSESSMENT PROCESS

An assessment of Shreve Street, 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 survey included physical measurements and counts for components or systems. Survey findings were collected and recorded on a digital ASTM E2018-01 Accessibility Survey Checklist. Photographs were taken of each area of the accessible path for familiarization and later reference to illustrate deficiency findings. Where appropriate, photographs have been included in this AAR to illustrate issues or deficiencies where necessary.

The survey consisted of non-intrusive visual observations, which allowed for a readily accessible and easily visible component and assessment of the shared use path, which included measurements of space and clearance dimensions, slopes, trail widths, maneuverability measurements, etc.



4.0 FINDINGS AND DEFICIENCIES

4.1 GENERAL

The use and accessibility of Shreve Street 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.

A field inventory was completed on the accessible path to assess the overall condition of these features throughout Shreve Street, and to determine the level of accessibility and physical locations of any barriers. By conducting a condition assessment, areas where sidewalk maintenance need any necessary improvements were identified. The goal was to identify any physical barriers and provide better accessibility to residents and visitors through improved connectivity between neighborhoods, commercial corridors, and other community resources.

4.2 VERTICAL CLEARANCE

Assessments

Vertical clearance is defined as the minimum unobstructed vertical passage space. Vertical clearance is often limited by obstacles such as building overhangs, tree branches, signs, and awning. As shown below in Figure 4-1, the path contain low hanging tree branches, which do not the minimum standards set forth for protruding objects.

ADAAG 307.2 states that, “objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.

Recommendations

Trim and maintain the tree’s branches to meet the minimum vertical clearance. This will prevent users with visual impairment from making contact with the branches.





Figure 4-1: Vertical clearance. Map ID's 296, 297, and 298.

4.3 TRIPPING HAZARDS

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.

Figures 4-2 through 4-3 illustrate the deficiencies along the shared path that have been impacted by changes in level.

ADAAG 302.1 states that, "Floor and ground surfaces shall be stable, firm, and slip resistant."

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."

Recommendations

The section of pavement that has been impacted from tree roots must be resurfaced or beveled to remove the non-compliant changes in level. The location in which the utility street covers have impacted change in level should be resurfaced with asphalt or repositioned to meet the compliant level in changes. Debris that has accumulated from the weather should be cleared to provide a slip resistant path.





Figure 4-2: Change in level. Map ID's 295, 299, and 300.



Figure 4-3: Change in level. Map ID's 301, 302, 303, and 304.

4.4 CURB RAMPS

Assessments

A curb ramp is a short ramp cutting through a curb that provides an accessible route that people with disabilities can use to safely transition from a roadway to a curbed sidewalk or vice versa. Curb ramps are a small but important part of making sidewalks, street crossing, and other pedestrian routes that make up the public right-of-way accessible to people with disabilities. If the sidewalk on either side of the street ends without a curb ramp, it is often impossible or difficult for an individual in a wheelchair, walker, scooter or other mobility devices to cross the street.

All ADA compliant curb ramps must include detectable warning surfaces, 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. They are used to indicate the boundary between pedestrian and vehicular routes to alert the pedestrian that they are about to enter a street or other hazard area where cars pass. The

detectable warning surface must extend the full the width of the curb ramp and extend a minimum of 24 inches deep measured from the back of the curb.

ADAAG 302.1 states that, “Floor or ground surfaces shall be stable, firm, and slip resistant.”

ADAAG 405.7.2 states that, “The landing clear width shall be at least as wide as the widest ramp run leading to the landing.”

ADAAG 405.10 states that, “Landing subject to wet conditions shall be designed to prevent the accumulation of water.”

ADAAG 406.2 states that, “Counter slopes of adjoining gutters and road surfaces immediately adjacent to the curb ramp shall not be steeper than 1:20. The adjacent surfaces at transitions at *curb ramps* to *walks*, gutters, and streets shall be at the same level.”

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

Recommendations

Remove debris that has settled onto the accessible path from the inclement weather. Changes in level at the curb ramps should be beveled or leveled out using asphalt or concrete to create a level surface. Shown in Figure 4-4 are photos taken from Shreve Street which provide examples of curb ramps which have detectable warnings that have changes in level or where debris has settled causing the surface to be non-slip resistant, potentially from an issue with improper drainage.



Figure 4-4: Curb ramps with tripping hazards and debris. Map ID's 69, 77, and 90.

4.5 MISCELLANEOUS

Assessments

The crosswalk, at the rear entrance to the Palm Auto Mall, item number 793 on the map, has a cross slope of 6%. This is greater than the maximum allowable cross slope of 2%.

In addition, the slope adjacent to the two pedestrian push buttons, on the northwest corner of Pompano Terrace and Tamiami Trail, is between 4% and 7%. The clear floor space at these locations must be level to allow users in wheelchairs the ability to safely push the pedestrian crossing buttons without having the possibility of inadvertently rolling into oncoming traffic.

ADAAG 403.3 states that, “The cross slope of walking surfaces shall not be steeper than 2%.”

ADAAG 305.2 states that at clear floor spaces, “slopes not steeper than 2% shall be permitted.”

ADAAG 305.3 states that, “the clear floor space shall be 30 inches minimum by 48 inches minimum.”

Recommendations

Resurface the crosswalk to have a cross slope no steeper than 2%.

Either resurface the clear floor space adjacent to both of the pedestrian push buttons or relocate the pedestrian push buttons to a location that has a maximum slope of 2% in any direction for a 30 inch by 48 inch area.



Figure 4-5: Non accessible crosswalk and pedestrian push buttons. Map ID's 793, 791, and 792.

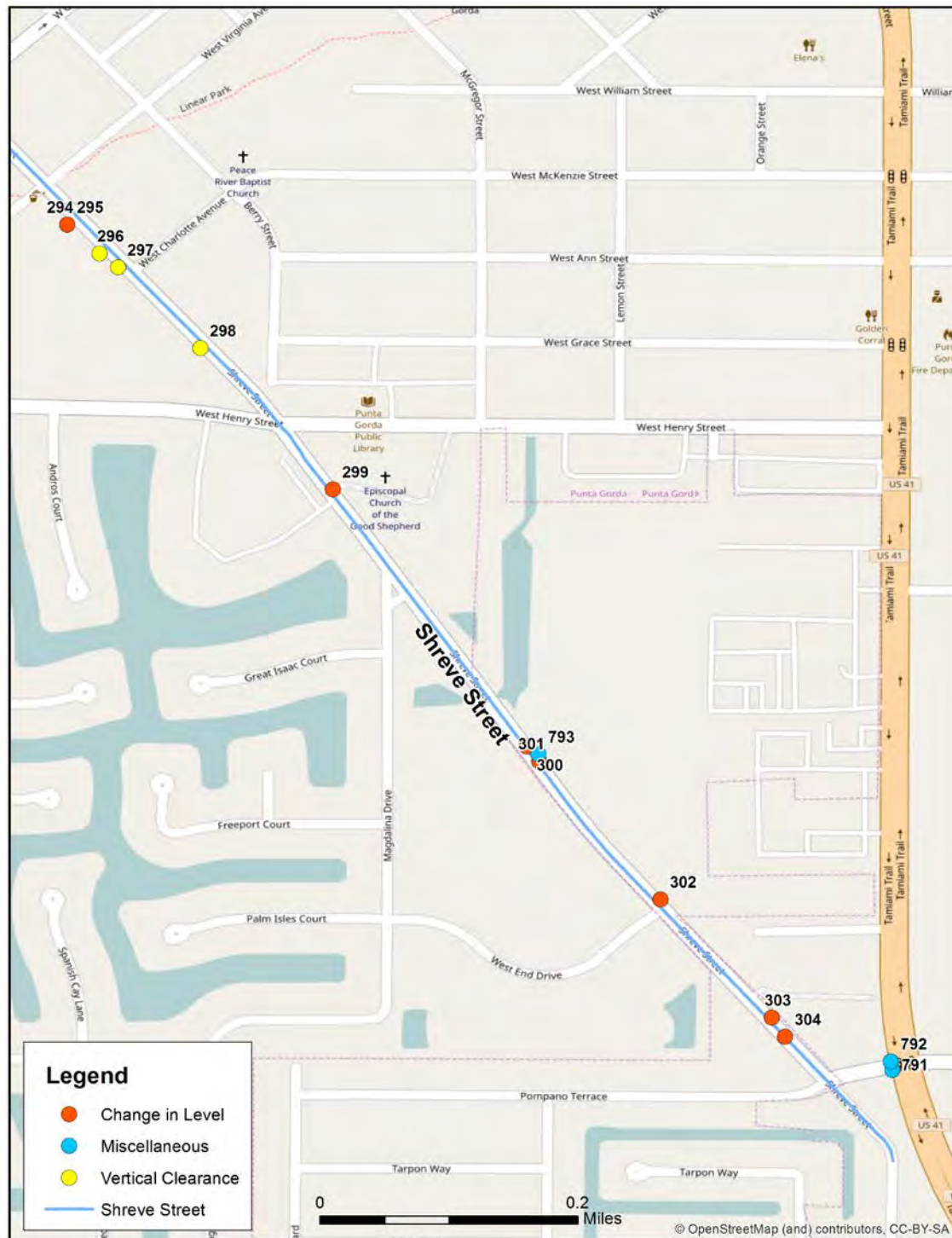


Figure 4-6: Map showing barriers to accessibility.



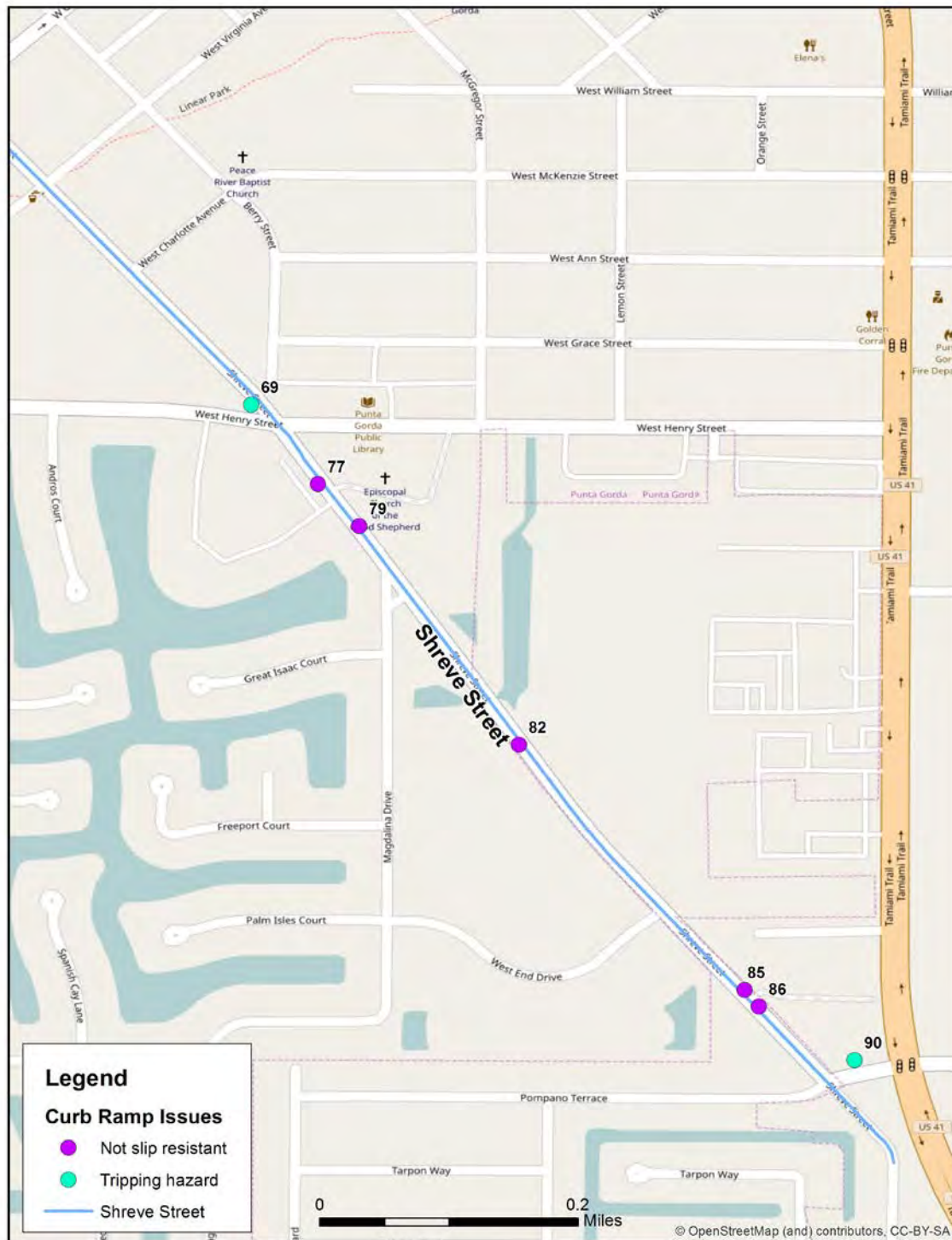


Figure 4-7: Map showing curb ramp barriers to accessibility.

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 - Vertical Clearance						
Trim and maintain tree branches	\$300	each	3	\$900	Medium	Yes
4.3 - Tripping Hazards						
Resurface Tripping Hazards	\$500	each	10	\$5,000	Medium	No
4.4 - Curb Ramps						
Remove debris from curb ramps	\$300	each	5	\$1,500	High	Yes
4.5 - Miscellaneous						
Resurface crosswalks to have compliant cross slopes	\$3,000	each	1	\$3,000	High	No
Resurface pavement adjacent to pedestrian push buttons	\$5,000	each	2	\$10,000	High	No
Sub-Total Estimate				\$20,400		
Mobilization	\$15,000			\$15,000		
Signed & Sealed Plans	\$5,000			\$5,000		
Survey/Design	20%			\$4,100		
Inspection	10%			\$2,100		
Miscellaneous	15%			\$3,100		
Total Order of Magnitude Cost Estimates				\$49,700		

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 the 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.

