



Americans with Disabilities Act Transition Plan

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City of Wheat Ridge City Council

City of Wheat Ridge Public Works Department – Engineering Division

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TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
TRANSITION PLAN	2
1. Overview	2
2. Federal, State, and City Legal Accessibility Requirements	2
3. Policies and Practices	4
3.1 Design Standards	4
3.2 Accessibility Practices	5
3.3 Program Access and Effective Alternative Communication	5
4. ADA Coordinator Role & Responsibilities	6
5. Public Involvement	7
6. Self-Evaluation	8
6.1 Programmatic Accessibility	8
6.2 Physical Accessibility	8
7. Transition Plan Implementation	11
7.1 Goals for the Program	11
7.2 Prioritization of Barriers	11
7.3 Strategies to Improve Accessibility	12
7.4 Implementation Schedule	13
7.5 Implementation Strategy	13
7.6 Funding	15
8. Public Information Sharing & Grievance Procedure	16
8.1 Public Information Sharing	16
8.2 Grievance Procedure	17
9. Monitoring Progress & Updating Plan	17

APPENDICES

APPENDIX A – GLOSSARY OF TERMS	19
APPENDIX B – CITY POLICY REGARDING THE ADA	22
APPENDIX C – ADA DESIGN & CONSTRUCTION EXCEPTION FORM	24
APPENDIX D – ADA COORDINATOR CONTACT INFORMATION	26
APPENDIX E – PUBLIC OUTREACH MATERIALS AND RESULTS	28
APPENDIX F – INTERNAL STAFF QUESTIONNAIRE AND RESULTS	54
APPENDIX G – AREA OF PUBLIC FACILITIES ASSESSED	74
APPENDIX H – OVERVIEW OF ASSESSMENT OF ATTRIBUTES/ PARAMETERS	76
APPENDIX I – ASSESSMENT FINDINGS	79
APPENDIX J – BARRIER REMOVAL SCHEDULES & BUDGETS	82
APPENDIX K – FUTURE TRAINING PROGRAM	84
APPENDIX L – GRIEVANCE PROCEDURE & FORM	87
APPENDIX M – SUMMARY OF REMEDIATION WORK COMPLETED	92

EXECUTIVE SUMMARY

While the City has been improving accessibility within their corporate limits for years, in 2016, the City's Engineering Division continued the process of developing a published ADA Transition Plan. The purpose of this Plan is to provide formal guidelines and goals to improve accessibility throughout the City's transportation network, and serve as a means of formal documentation of the procedures and progress already taken place in accordance with Title II of the Americans with Disabilities Act (ADA). Enacted in 1990, the ADA mandates equal opportunity for individuals with disabilities.

The current self-evaluation focused on pedestrian facilities within the City's transportation network maintained by the Engineering Division. These facilities include curb ramps and pedestrian pushbuttons within the public right-of-way (ROW) throughout the City. In 2017, the City anticipates beginning the process to assess sidewalk accessibility within the public ROW. In conjunction with the sidewalk assessment efforts, the City will also update their GIS database to document those pedestrian facilities with improved accessibility based upon work performed since the last assessment. The past and anticipated future evaluations will provide a basis for a more robust assessment of accessibility in and along City facilities; allow for planning and prioritizing removal of barriers; and develop a road map for any remaining assessments needed. This Transition Plan addresses proposed timelines and anticipated costs associated with the removal of barriers and completing the remaining assessments.

Along with the assessment of pedestrian facilities in the City's transportation network, the self-evaluation also reviewed the Engineering Division's programs, procedures, and policies. This process included meetings with different department staff and disseminating an internal staff questionnaire. Public outreach and involvement was also conducted consisting of public meetings, user surveys, and an online website.

This Transition Plan is a living document intended to be regularly monitored and updated. Updated versions will incorporate future findings from the actions identified above as well as advancements made towards improving accessibility, implementation of the Plan, and progress towards identified goals.

1. Overview

The purpose of this Transition Plan is to provide guidance to improve accessibility to the City of Wheat Ridge's transportation network in accordance to Title II of the Americans with Disabilities Act (ADA). The ADA requires a public entity to modify its policies, practices, or procedures, within reason, to avoid discrimination against people with disabilities. This Plan will assist the City's Engineering Division to identify both physical and non-physical barriers to accessibility and to develop solutions to increase the opportunity of accessibility to all individuals. The main components included:

- Performing a self-evaluation of the City's current practices, guidelines, standards, policies, and/or procedures or recommended for future use to minimize or eliminate barriers to accessibility within the City of Wheat Ridge public ROW.
- Designating the Department's ADA Coordinator and their role and responsibilities.
- Developing a formal ADA complaint procedure.
- Performing Public Involvement to seek input on the Transition Plan and accessibility issues.

This Plan describes the process the City used to perform a self-evaluation and provides recommendations and goals identified as a result of the self-evaluation. The Plan also addresses training provided regarding guidelines, standards, policies, procedures, and/or practices to minimize or eliminate barriers to access within the City.

The City of Wheat Ridge elected officials and staff believe promoting an accessible environment for all persons is essential to good customer service and in line with the quality of life that its residents desire.

The Plan is a living document, subject to review and update periodically.

2. Federal, State, and City Legal Accessibility Requirements

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. The ADA consists of five titles outlining protections in the following areas:

- Title I - Employment
- Title II - State and local government services
- Title III - Public accommodations
- Title IV - Telecommunications
- Title V - Miscellaneous Provisions

Title II of ADA pertains to the programs, activities, and services public entities provide and extend the application of the ADA to include those provided by all state and local government entities. Title II regulations expand upon the general prohibitions of discrimination established under Section 504 of the Rehabilitation Act of 1973. As such, policies, practices, and programs, must comply with the appropriate sections of the ADA.

The ADA requires the City operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities. This includes making reasonable modifications in policies, practices, and procedures that deny equal access to individuals with disabilities unless it would result in a fundamental alteration in the program. The City can provide services or benefits to individuals with disabilities through programs that are separate or different such that the separate or different measures are necessary to ensure that benefits and services are equally effective.

A large part of the effectiveness of increasing accessibility and complying with the ADA is taking appropriate steps to ensure that communications with persons with disabilities are as effective as communications with others. This also includes establishing a grievance procedure to provide prompt and equitable resolution of complaints.

Title II of ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150 requires agencies to conduct a self-evaluation of its facilities, policies, practices, and programs and develop a Transition Plan to outline how reasonable accessibility improvements for individuals, when needed, will be addressed. This Plan includes the findings of the self-evaluation and addresses areas of potential improvement as they pertain to public ROW within and maintained by the City. This Plan also identifies alternative methods of service delivery permissible under 28 CFR Part 35.150(a) and (b).

Once a Transition Plan is developed, it must be submitted for public review before final approval and adoption. At a minimum, a Transition Plan shall include the following elements:

- Identify ADA Coordinator
- Identify Physical and Programmatic Barriers
- Schedule and Method to Mitigate Barriers
- Complaint & Grievance Procedure
- Provide Public Participation Opportunities During Development

While the ADA requires agencies to reasonably modify its policies, procedures, and facilities to avoid discrimination towards persons with a disability, it is not required to remove all barriers in all situations. The ADA does not require the City to undertake any action that would fundamentally alter the intent of a program or activity, create a hazardous condition, or result in an undue financial burden.

3. Policies and Practices

3.1 Design Standards

The ADA Standards and Specifications described in this section are intended to apply to all construction of city streets and the transportation network within the City of Wheat Ridge required to adhere to City requirements under the Engineering Division's jurisdiction. Pedestrian facilities within the City's parks and trails network adhere to the Parks and Recreation Department's standards.

Currently the City utilizes the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and portions of the 2011 Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) as the basis for transportation facilities. The City maintains standard construction details for transportation facilities intended to provide accessibility within the transportation network. Additionally, the City utilizes Colorado Department of Transportation requirements for some projects.

For public ROW adjacent to private property, the *Streetscape Design Manual* was adopted by City Council on March 28, 2011, through Ordinance 1481. This document establishes streetscape design requirements (such as sidewalks and street trees).

The City's Engineering Standard Construction Details are available at:

<http://www.ci.wheatridge.co.us/71/Standard-Construction-Details>

CDOT standards are available at:

<https://www.codot.gov/business/designsupport/standard-plans/2012-m-standards-plans/2012-m-standards-pdfs/>

The *Streetscape Design Manual* is available at:

<http://www.ci.wheatridge.co.us/431/Guiding-Documents>

In an effort to account for construction tolerances and to avoid exceeding listed thresholds, designers and construction crews shall target specified slopes and dimensions below the maximum or above the minimum requirements stated in these standards while maintaining positive drainage to the maximum extent possible.

In alterations to existing facilities, where compliance with applicable standards and specifications is technically infeasible or result in undue burden, the alteration shall conform to standards to the maximum extent possible. Such exceptions shall be documented on the ADA Design and Construction Exception Form contained in Appendix C and submitted to the ADA Coordinator for documentation.

All future enactments and revisions to legally applicable Federal, State, or City accessibility codes, standards or guidelines, shall be incorporated into these ADA Codes and Standards to the extent that such enactments or revisions exceed the requirements contained herein. Nevertheless, such enactments or revisions shall not decrease any requirement as contained herein.

3.2 Accessibility Practices

The City strives to improve accessibility by leveraging many of its existing and programs. While most of these programs listed below are not intended to specifically address accessibility, they often result in accessibility upgrades or improvements to some extent. These programs include the following:

- Street Resurfacing Program
- Capital Investment Program
- Traffic Signal Maintenance
- Targeted Accessibility Projects
- Private Development Review

Section 7 further explains the implementation and scope of these programs as they relate to accessibility improvements.

The City's goal is to provide an accessible route throughout the transportation network whenever possible. This does not require the City to construct sidewalk where it does not currently exist or remove physical barriers to all existing pedestrian facilities as long as they provide and identify an accessible route to individuals with disabilities, however, the City is working towards improving connectivity and accessibility. Under this concept, the City may choose not to install curb ramps or sidewalks at some locations (or to install them as a lower priority later), as long as a reasonable path of travel is available even without those pedestrian facilities. Installing new sidewalk within residential areas which do not have existing sidewalks is the responsibility of the property owners.

3.3 Program Access and Effective Alternative Communication

The City makes every effort to provide access to its programs for all citizens. Beyond physical access, this includes program access. In order to effectively communicate with individuals with disabilities, the City provides alternative effective communication methods to its staff members and the public when requested and possible. The following statement is currently included in all City Council Meeting agendas and will be included in public notifications from the Engineering Division:

"Individuals with disabilities are encouraged to participate in all public meetings sponsored by the City of Wheat Ridge. Contact the Public Information Officer at least one week in advance of a meeting if you are interested in participating and need inclusion assistance."

The ADA does not require the City to undertake any action that would result in a fundamental alteration in the intent of its program or activity, would create a hazardous condition, or would represent an undue financial and administrative burden. If such a situation should arise, the City will make sure proper documentation is provided as outlined in the ADA and explore potential accommodations that may be appropriate for providing program accessibility in lieu of making actual physical changes in an effort to make their programs and services as accessible as possible.

The majority of the programs the Engineering Division are involved with are Public Meetings. Public Meetings are typically conducted as close to the specific project's location as possible in an accessible facility. Accommodations and alternative forms of effective communication are made available to the public upon request.

4. ADA Coordinator Role & Responsibilities

The ADA requires public entities with fifty (50) or more employees to designate one or more individuals as responsible employees for monitoring compliance with and investigating potential violations of the ADA. This individual(s) is the primary point of contact for individuals with disabilities to:

- Request auxiliary aids and services, policy modifications, and other accommodations;
- File a complaint with the City regarding accessibility to City programs, activities and services; and/or
- Address ADA concerns from the general public and from other departments and employees of the public entity.

In addition to providing public service, an ADA Coordinator is a valuable resource for City as well. They provide a specific contact person knowledgeable with the ADA to answer questions and provide support. The ADA Coordinator also provides consistent feedback on reasonable accommodations, undue burden decisions, and potential accessibility measures.

The ADA does not require the City to undertake any action that would result in a fundamental alteration in the intent or nature of its program or activity, would create a hazardous condition, or would represent an undue burden. Undue burden means significant difficulty or expense when considering the nature and cost of the accommodation in relation to the size, resources, and facility of the specific operation. Undue burden is determined on a case-by-case basis and shall include concurrence of the ADA Coordinator and must be accompanied by a statement citing the reasons for reaching the conclusion. The determination that undue burdens would result must be based on an evaluation of all resources available for use in the programs.

The Engineering Division currently has a Department ADA Coordinator to serve in this role. A Departmental ADA Coordinator system is anticipated to be implemented in the future to address the needs of employees and

citizens with disabilities for the programs and facilities each department is responsible for within the City. A single ADA Coordinator may be designated in the future for the entire City with each Department ADA Coordinator handling their respective departments. If implemented, this system will identify a Departmental ADA Coordinator within each department who will collaborate with the City's ADA Coordinator regarding the needs of their department and the programs their department is responsible to manage. The benefit of having a Departmental ADA Coordinator for each department is it provides a subject matter expert and someone with knowledge of department operations and budgets for the ADA Coordinator to work. The City's ADA Coordinator, or designee, will follow-up with each Departmental ADA Coordinator to coordinate the implementation of plans, programs, policies and procedures and to determine any undue burden specific to that department.

Appendix D identifies the office, address, and telephone number of the Engineering Division's ADA Coordinator.

5. Public Involvement

The City provided several opportunities to receive and encourage the public, advocacy groups, and other stakeholders to provide input and identify areas of concern during the development of this Plan.

The City utilized several different methods of public outreach and involvement including public meeting and open houses, informational handouts, online surveys, and press releases. A Transition Plan webpage was also provided within the City's website specifically intended for providing updates and soliciting input.

A public open house was held at the Wheat Ridge Recreation Center, a fully accessible facility, on October 5, 2015. Notifications for the event were disseminated on multiple platforms including the City's webpage, social media outlets, a press release, and flyers to various City facilities and community living centers. The public open house was for both the ADA Transition Plan and the Bicycle & Pedestrian Master Plan Update projects in an effort to increase public turn out and because of the synergies between the two projects. The open house provided an opportunity for interested parties to visit with the Plan development team, provide input on areas of concern, and a handout regarding the Plan's goals and objectives.

Another method of soliciting input for the Transition Plan was through a public survey made available in a variety of formats (paper, online, audio, etc.). The purpose of this survey was to help identify specific accessibility issues as well as potential areas of improvement throughout the City overall. Input received from the survey and meetings was evaluated and included in the Transition Plan.

A second public open house was held at the same Wheat Ridge Recreation Center, on July 19, 2017. Notifications for the event were disseminated on multiple platforms including the City's webpage, social media outlets, a press release, and bi-lingual flyers. The open house included a presentation of the Transition Plan draft and findings from the self-evaluation. The open house also provided an opportunity for interested parties to visit with the Plan development team and provide input on the draft Transition Plan.

A draft version of the Plan was made available to the public through the project webpage for a period of 30 days. Feedback received was evaluated and the Plan modified as deemed appropriate by the Plan development team.

Appendix E shows the different forms of public involvement used during the development of the Transition Plan described in this section.

6. Self-Evaluation

There are two kinds of accessibility, program accessibility and physical accessibility. The City must provide both types of accessibility in order to be free of discrimination. In addition to physical access, programmatic accessibility also includes all of the policies, practices, and procedures allowing people with disabilities an equally effective opportunity to participate in programs and services. Physical accessibility requires a facility provide for an accessible path free of barriers.

6.1 Programmatic Accessibility

The ADA requires the City to evaluate current policies and practices to identify and correct any barriers inconsistent with the intent of the law. Representatives from the Engineering Division have examined current practices and policies related to the ADA, and identified gaps in information or training to address in the Transition Plan. To further refine and understand accessibility issues needing to be addressed, the City administered a questionnaire to department staff in order to provide information on the following:

- Overall accessibility of the City's facilities and programs,
- Level of staff training and understanding of the ADA,
- Accommodations made for individuals with disabilities to access these services, and
- Encounters with physical obstructions and staff disabilities.

A sample of the questionnaire and an overview of the responses are in Appendix F.

6.2 Physical Accessibility

The Engineering Division is responsible for maintaining the City's transportation network defined as all roadways, sidewalks, on-system shared-use trails, curb ramps, bridges, and other pathways designated for public transportation within City limits and owned by the City. This Plan intends to address accessibility

adjacent to or crossing roadways and bridges and accessibility on facilities designated for shared-use or non-vehicular public transportation. The transportation network does not include facilities maintained by or owned by other agencies or private entities within the jurisdictional boundaries of the City. An example of this are curb ramps along State highways are addressed as part of CDOT's ADA Transition Plan and will not directly be the City's responsibility.

The ADA requires the City to address accessibility across all public facilities under the jurisdiction of the City. For the purpose of this Transition Plan, the Engineering Division focused on the following categories within the public ROW:

- Curb Ramps
- Pedestrian Pushbuttons
- Sidewalk

Accessibility issues related to other City facilities will be addressed under a separate plan(s).

6.2.1 Method for Evaluations, Data Collection, and Processing

As part of the self-evaluation, the City outlined a comprehensive evaluation strategy consisting of physical review and measurement of curb ramps and sidewalks and other pedestrian transportation assets adjacent to or crossing roadways and bridges. At the time of this Plan, the City has evaluated curb ramps and pedestrian pushbuttons and are implementing the evaluation strategy for sidewalks.

These evaluations are based on the 2011 Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) published by the United States Access Board. The PROWAG document has not been adopted or approved. PROWAG is recognized as a best practice and has been recommended for use by the Federal Highway Administration (FHWA). Compliance or non-compliance as noted herein, is in reference to PROWAG, assuming it is the standard by which accessibility should be measured.

The City cataloged all existing curb ramps and pedestrian pushbuttons utilizing their Geographic Information System (GIS) database. In 2015 and 2016 the City performed field evaluations and documented a variety of attributes for these assets to determine compliancy. The attributes evaluated generally include the following:

- Curb ramp configuration, geometry, grades, vertical discontinuities, and condition
- Detectable warnings panel presence, geometry, and contrast
- Clear space location and geometry
- Turning space geometry and grades
- Pedestrian pushbutton presence, location, accessibility, and audible features
- Pedestrian signals presence and audible features
- Adjacent street grades and stop control presence

The City updated its GIS database to include the sidewalk network and evaluated segments for compliancy. The attributes that were evaluated included the following:

- Sidewalk presence, material, geometry, grades, and condition
- Presence of vertical faults, horizontal gaps, obstructions of width, or non-compliant driveway crossings

In addition to these attributes, any curb ramps, pedestrian signals or sidewalks within the City belonging to CDOT or other agencies were identified.

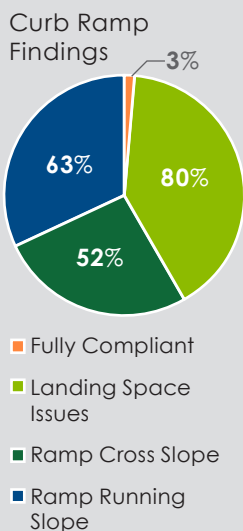
To be compliant under PROWAG, these features must satisfy established criteria specific to each asset type and purpose. If one criteria of an asset is non-compliant, the asset technically does not meet accessibility requirements even though it may be substantially compliant. Appendix G provides information related to the assets surveyed. This information is maintained in the City's GIS database for easy reference and query for internal staff. It should be noted, all information related to the findings is based upon the self-evaluation performed in 2015 and 2016 for curb ramps and pedestrian pushbuttons and in 2017 for sidewalks.

6.2.2 Overview of Findings

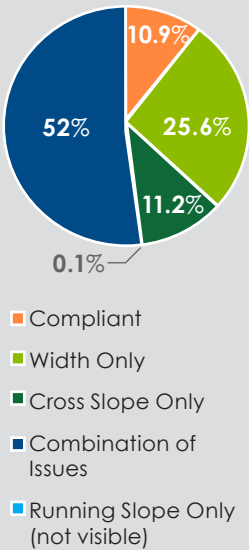
The City has approximately 1,707 locations under their jurisdiction with curb ramps present and constructed to old or non-compliant standards. These locations, while not fully compliant, provide some degree of accessibility. Based upon the self-evaluation field survey, approximately 3% of the curb ramp locations were fully compliant and provided compliant accessibility. Approximately 1,354 locations did not have an acceptable detectable warning panel present. The most prevalent issues with non-compliant curb ramps included improper landing slopes and/or dimensions (80%); improper cross slope or geometry along the ramp or at the curb drop (52%); and/or running slope of the ramp (63%).

Based on the self-assessment, the City has approximately 153 locations with pedestrian pushbuttons under their jurisdiction throughout the transportation network. Based on the self-assessment, only 10% of the pushbuttons meet accessibility requirements (excluding audible features and distance from curb ramp not previously required under PROWAG or ADAAG). The most prevalent issues encountered on non-compliant pushbuttons included improper mounting height, improper location (distance) relative to the curb, and/or no clear space along the travel path. These issues either singularly or in combination were present on approximately 68% of the segments assessed. Approximately 118 pushbutton locations were not equipped with audible features¹. Currently, audible features are not mandates at all pedestrian signals and should be evaluated on a case-by-case basis.

¹ MUTCD, ADAAG, or PROWAG did not require pedestrian signals/pushbuttons be audible prior to 2012. Upgrading the controller, software, or replacing the pedestrian signal heads may require updating the pedestrian signals to include audible features.



Sidewalk Findings



Based on the self-assessment, the City has approximately 162 locations with pedestrian signals under their jurisdiction throughout the transportation network. Of the 162 locations, 9 did not have pedestrian pushbuttons present. Based on the self-assessment, approximately 72% of the pedestrian signals were not equipped with audible features.

It should be noted for locations with non-compliant curb ramp, pedestrian pushbuttons and/or pedestrian signals, an accessible route may exist within reasonable proximity to some of these locations.

At the time of this plan, it is estimated that the city has approximately 156 miles of sidewalk and all were analyzed for ADA accessibility. Of these 2,116 sidewalk segments evaluated, approximately 11% were compliant for the attributes assessed. Approximately 1,886 segments had accessibility issues. The most prevalent issues with non-compliant sidewalk included improper width (26%); improper cross slope (11%) or a combination of width and cross slope (51%).

Appendix I provides a summary of curb ramps, pedestrian pushbuttons, and sidewalk findings.

7. Transition Plan Implementation

7.1 Goals for the Program

The overall goal of the Transition Plan is to improve accessibility to the programs, activities, and services provided by the Engineering Division. In order to achieve this goal, the City prioritized the list of identified barriers, identified potential strategies and methods to remove barriers within fiscal constraints, and provided additional guidance to City staff and the public on the requirements of the ADA and the City's approach to improve accessibility. The City also developed a realistic schedule based on estimated available budget for the removal of barriers and identified potential funding sources and opportunities to remove identified barriers.

7.2 Prioritization of Barriers

Currently, the City primarily addresses identified accessibility issues on a case-by-case basis as determined by the department responsible for the facility and based on available resources. The Engineering Division assesses and updates curb ramps as necessary adjacent to street segments included in their annual Street Resurfacing Project.

Due to differing levels of severity regarding impacts to accessibility and fiscal constraints, the City developed a system to classify, prioritize and schedule implementation of accessibility improvements and barrier removal. This system consists of proximity to public facilities and public transit, level of use by the public, severity of barriers, geographic distribution, and cost.

Considering these factors, along with due consideration of the often conflicting nature of these challenges, the City anticipates utilizing the following criteria to assist staff in prioritizing implementation of accessibility improvements.

1. Locations where adjacent roadway or infrastructure improvements are taking place.
2. Locations in close proximity to public facilities and high pedestrian traffic areas such as schools, hospitals, City owned facilities, churches, and group living communities.
3. Locations having a higher degree of non-compliance or more significant barriers to accessibility.
4. All other locations not listed above as funding and resources are available.

The Intersection Prioritization Tool provided through the link and available from the Traffic Operations Division was recreated from National Cooperative Highway Research Program (NCHRP) 3-62 research. The worksheets are a product of NCHRP 3-62 and are published in the Transportation Research Record, Journal of the Transportation Research Board, No. 1982, pp. 13-20, entitled "Development of an Intersection Prioritization Tool for Accessible Pedestrian Signal Installation". The Intersection Prioritization Tool consists of two worksheets.

To prioritize installing accessible pedestrian signals, the City will analyze traffic volumes, current traffic-signal patterns and the complexity of the intersection's geometry. The City will utilize the Intersection Prioritization Tool criteria created by the National Cooperative Highway Research Program (NCHRP) 3-62 research and the Manual on Uniform Traffic Control Devices to evaluate and prioritize each intersection under consideration, including new traffic signal installations. The Intersection Prioritization Tool provides a method of scoring individual crossings for relative crossing difficulty to visually impaired individuals. This provides a method to compare crossings for priority for installation of accessible pedestrian signals. The worksheets and detailed instructions on completing the worksheets are located at http://www.apsguide.org/appendix_d.cfm.

While the City intends to use these criteria as a guide for prioritization, project level decisions to improve accessibility or modify existing pedestrian facilities will be based on a variety of other contributing factors including efficiency of construction efforts and budget, upcoming infrastructure projects which may impact pedestrian facilities, program and master planning input, etc.

Locations identified from the grievance process will be addressed and prioritized on a case-by-case basis.

7.3 Strategies to Improve Accessibility

Implementing physical changes to the City's infrastructure will take time and resources to properly plan, design, and upgrade existing facilities and remove identified barriers. Beyond targeted barrier removal projects, the City incorporates improving accessibility on capital improvement projects. These projects, both public and private, currently require ADA compliance and review by City staff or designated representatives.

Additionally, the City plans to include annual budgetary allotments for projects targeting accessibility on top of what is currently programmed, with emphasis given to the removal of barriers based on the Transition Plan priorities. Where access cannot immediately be provided, interim measures will be explored and potentially implemented in order to provide programmatic access to persons with disabilities to the extent feasible pending the remediation of physical barriers.

Recently, the City completed its Bicycle & Pedestrian Master Plan Update. This effort helped identify specific locations and corridors throughout the City where the public desires increased connectivity. This update will afford the City the benefit of improving accessibility in these highly desired locations during the implementation of the improvements identified. Improving accessibility and potentially expanding the pedestrian facilities network may be done in coordination with the guidance of this master plan.

7.4 Implementation Schedule

The City plans to address and remove barriers to accessibility based upon the priorities outlined in this Transition Plan systematically based on established program priorities and standard City processes and procedures.

The City reserves the right to modify barrier removal priorities in order to allow flexibility in addressing reasonable accommodations for persons with disabilities, community requests, changes in City programs or facility usage, funding availability and constraints, and opportunities with similar capital improvement projects.

For the development of this Transition Plan, the City based programming costs of the different project components on a per ramp, per linear foot of curb and gutter, per square foot of sidewalk, and per each pedestrian pushbutton and signal basis. These programming costs include an allowance for different elements typically associated with the specific improvements and severity of non-compliance. Examples of these components include additional adjacent sidewalk or curb and gutter required to construct curb ramp, retaining walls, landscaping, pavement patching, and ROW. The estimated programming costs also include contingencies for engineering design, construction and surveying. Because of the unknown nature of future capital improvement program projects and budgets, private development and re-development, federal grants, and general operating budgets; the City cannot accurately predict available future annual spending towards improving accessibility. Estimated costs and potential timelines to address the findings of the self-evaluation are provided in Appendix J.

7.5 Implementation Strategy

In general, accessibility improvements along the transportation network addressing curb ramps and sidewalks occur as part of contracted construction projects and activities. The City has legal authority to require

new sidewalks and accessible ramps being constructed or existing facilities with a demonstrated need within the public ROW meet current accessibility requirements.

It is anticipated the majority of the accessibility improvement will be performed in conjunction with other projects and activities occurring within the City. The following illustrates the most anticipated efforts and how each may improve accessibility:

New Construction Projects: Work involving constructing new pedestrian or transportation features in locations within current or future public ROW shall provide accessible features in the project that meet current ADA design standards.

New Improvements Projects: Work involving improving existing public ROW transportation features will provide new or necessary upgrades to existing accessible features in the project area to meet current ADA design standards. Such projects may include road widenings as part of the Capital Improvement Program with associated sidewalk improvements or connectivity projects identified in the Bicycle & Pedestrian Master Plan Update.

Major Maintenance and Rehabilitation Projects: Work involving any alteration or major maintenance activity performed on transportation assets in the existing public ROW shall provide or upgrade accessible features in, or immediately adjacent to, the project to meet current ADA design standards to the extent feasible. Such projects shall include any project requiring pavement reconstruction, major pavement rehabilitation, sidewalk improvements, or the reconstruction of accessibility facilities caused by private permittees. Minor or routine maintenance activities (patching, sealing, etc.) will include accessibility improvements when required by the ADA or when such improvements are consistent with the scope of the activity being performed.

Routine Maintenance & Repair Projects: Work that is limited to specifically repairing spot areas in the public ROW directly affecting accessibility shall provide new or necessary upgrades to impacted existing accessible features to meet current ADA design standards.

Training & Education Projects: The City may provide training, formal or informal, to staff, contractors, engineers, developers, partners, and the general public as deemed appropriate for the purpose of educating and training individuals and entities on ADA requirements, construction standards and processes, and City expectations for projects within the transportation network.

7.6 Funding

Funding is an important component for improving accessibility within the transportation network. The City endeavors to responsibly fund efforts to improve accessibility whenever practical. It is anticipated funding for improvements and mechanisms for project delivery may come from the following sources:

- Annual Capital Improvement Program Projects
- Federal Aid or Grants² – State Transportation Improvement Program (STIP), Highway Safety Improvement Program (HSIP), Safe Routes To Schools (SRTS), Congestion Mitigation and Air Quality Improvement (CMAQ), Surface Transportation Program (STP), Colorado Office of Transportation Safety (OTS) grants, Centers for Disease Control and Prevention (CDC), Community Development Block Grant (CDBG), Road Diet Projects, Multi-Modal Transportation Programs, Transportation Enhancement Activities (TEA), Transportation Alternatives (TA), Railway-Highway Crossing Program (RHC), and other pedestrian, mobility, development grants
- Intergovernmental Agreement (IGA) with neighboring jurisdictions
- Bonding
- Reallocation of departmental budgets (e.g. dedicating more from General Fund)
- Creation of Taxing Districts - Tax Increment Financing District (TIF), Community Improvement District (CID), Tax Allocation District (TAD)
- Adoption of Fees to fund an Enterprise associated with Accessibility

The ADA does not require the City to undertake any action that would result in a fundamental alteration in the intent of its program or activity, would create a hazardous condition, or would represent an undue financial and administrative burden. This determination shall include concurrence of the ADA Coordinator and must be accompanied by a statement citing the reasons for reaching the conclusion. The determination that undue burdens would result must be based on an evaluation of all resources available for use in the programs.

The following outlines the anticipated process for addressing accessibility barriers within the City's transportation system:

Coordinated/Included with another Project(s):

1. Annually review planned projects and compare project locations to locations of known accessibility issues.
2. Review project areas to identify or confirm and quantify accessibility barriers.
3. Identify available funding to allocate towards accessibility improvements.

² NOTE: Many of these programs or types of programs are competitive type grants, therefore, agencies aren't guaranteed to receive these funds. The City will need to monitor these programs and decide whether to pursue the funds.

4. Develop necessary Contract Document changes to incorporate proposed improvements into the overall project.
5. Inspect constructed improvements and document resolution of accessibility barrier(s).

Standalone Project(s):

1. Review documented accessibility barriers and identify locations without undue burdens to target, consistent with the Plan priorities, construction economics and other environmental factors, and available funding.
2. Identify available funding to allocate towards accessibility improvements.
3. Develop necessary Contract Document changes to incorporate proposed improvements into the overall project.
4. Inspect constructed improvements and document resolution of accessibility barrier(s).

Prior to initiating the formal development of the Transition Plan, the City commenced efforts to improve accessibility. These efforts are ongoing and will be re-focused as needed to maintain consistency with the vision of the Plan.

In an effort to provide a better understanding of the ADA and its requirements, the City is developing and will be providing two different ADA training measures. The first training measure will address City specific items such as the Departmental ADA Coordinator, requirements and best practices for public meetings, standardized language for public outreach and correspondence, and ADA support provided by the City. The second training measure will address issues more technical in nature such as current ADA standards and specifications; requirements for providing an accessible route; reasonable accommodations; and the design, construction, maintenance, and inspection of accessible improvements. The measures provided may focus on a combination of these elements or single elements depending on the intended specific purpose or audience. Additional details of the anticipated training program are provided in Appendix K.

8. Public Information Sharing & Grievance Procedure

8.1 Public Information Sharing

The City makes information available to all applicants, participants, beneficiaries, and interested persons regarding the provisions of the ADA and its applicability to the services, programs or activities of the City.

The City is committed to sharing information with the public regarding efforts to improve accessibility throughout the City. Information sharing occurs mostly through contact with the ADA Coordinator, the City's webpage, press releases and other public notifications, and other typical public outreach methodologies.

The Transition Plan will continuously be available by contacting the ADA Coordinator or on the City's website <http://co-wheatridge3.civicplus.com/1543/ADA-Transition-Plan>.

8.2 Grievance Procedure

The City of Wheat Ridge has a formal grievance procedure in place to provide citizens with a way to file complaints regarding accessibility and a documented method for the City to handle complaints. Appendix L identifies the City's grievance procedure and responsibilities towards filing, investigating, and initiating a response and the complaint form.

In the event available funds are insufficient for responding to grievances that request barrier removal or structural modifications, improvements will be prioritized and scheduled, as resources are available.

9. Monitoring Progress & Updating Plan

The ADA Transition Plan is a living document. The City will review the ADA Transition Plan every two years or as needed and update it as deemed appropriate to address progress towards improving accessibility and provide for any Plan modifications. The Department ADA Coordinator and appropriate staff will review the Plan to identify updates and incorporate new information pertaining to accessibility and the ADA into the Plan. Public comments or suggestions received will be incorporated as deemed appropriate.

City staff or representatives will monitor barrier removal and remediation periodically in the field. Their goal is to ensure alterations and newly constructed facilities meet ADA Codes and City Standards. City ADA guidelines will be made available to contractors prior to performing any work. Field inspections may be performed both during and after work is performed.

As new facilities are constructed or re-constructed such as curb ramps, sidewalks, or pedestrian pushbuttons and signals; the Engineering Division will update their GIS database to reflect these improvements.

Updating the GIS database will allow the City to monitor accessibility in specific areas, as well as the City's overall transportation network. The GIS database can also be used to re-prioritize and allocate budget appropriately. The database is intended to be a tool to assist the City with accessibility improvements and not the sole method for determining accessibility improvement projects. The Department ADA Coordinator will be available to the general public to provide updated monitoring and status reports upon request.



Appendix A

Glossary of Terms



APPENDIX A – GLOSSARY OF TERMS

Accessible Pedestrian Signal – An integrated device that communicates information about the pedestrian walk phases in non-visual formats.

Accessible Route – a continuous, unobstructed path connecting all accessible elements and spaces including public transportation facilities, parking access aisles, curb ramps, crosswalks at vehicular ways, walks, ramps and lifts.

ABA – means and refers to the Architectural Barriers of 1968 which requires facilities designed, built, altered, or leased with funds supplied by the United States Federal Government be accessible to the public.

ADA – means and refers to the Americans with Disabilities Act as contained and explained in Title 42, Chapter 126 of the United States Code.

ADAAG – Americans with Disabilities Act Accessibility Guidelines, codified at Appendix A to 28 Code of Federal Regulations Part 36 and at Appendix A to 49 Code of Federal Regulations part 37.

Auxiliary Aids and Services – services and devices promoting effective communication or allowing access to goods and services as defined by Titles II and III of the ADA.

Complaint – a claimed violation of the ADA.

Curb Ramp – a short ramp cutting through a curb or built up to it.

Detectable Warning – truncated domes, typically pre-fabricated and installed or stamped into a walkway, providing a tactile surface at the transition from a curb and the street or other hazardous vehicular crossings, assisting pedestrians with vision disabilities in determining when they enter the street.

Disability – a physical or mental impairment substantially limiting one or more of the major life activities of an individual as defined by the ADA.

Facility – All or any portion of buildings, improvements, elements, and pedestrian or vehicular routes located on a site or in a public right-of-way.

Impairment – any physiological disorder, or condition, cosmetic disfigurement, or anatomical loss affecting one or more body systems or any mental or psychological disorder, such as mental retardation, organic brain syndrome, emotional or mental illness, and specific learning disabilities.

Pedestrian Rights-of-Way (PROW) – sidewalks, curb ramps, crosswalks serving such sidewalks, and any other designated routes or pathways used by pedestrians along public rights of way.

Program Accessibility – The City's services, programs, or activities, when viewed in their entirety, must be readily accessible to and usable by individuals with disabilities.

PROWAG – Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way. At the time of this Initial Plan the most current version of the PROWAG is the 2011 Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way published by the United States Access Board. This document provides guidelines for public rights-of-way addressing various issues, including access for blind pedestrians at street crossings, wheelchair access to on-street parking, and various constraints posed by space limitations, roadway design practices, slope, and terrain.

Reasonable Accommodation – changes or adjustments providing, without undue burden, means for an individual with a disability to perform the duties or tasks required. Where existing physical constraints make it impractical for altered elements, spaces, or facilities to fully comply with new construction requirements, compliance is required to the extent practicable within the scope of the project. Existing physical constraints include, but are not limited to, underlying terrain, right-of-way availability, underground structures, adjacent developed facilities, drainage, or the presence of a notable natural or historic feature. See 2011 PROWAG and 28 C.F.R. § 35.130(b)(7).

Undue Burden – excessive or disproportionate financial and administrative burdens associated with modifying an existing facility and incurred by a covered entity, likely due to factors including, but not limited to, the nature and cost of the action; the overall financial resources of the owner(s); the number of persons employed at the site; the effect on expenses and resources; legitimate safety requirements necessary for safe operation, including crime prevention measures; or any other impact of the action on the operation of the site; the geographic separateness, and the administrative or fiscal relationship of the site or sites in question to any parent corporation or entity; if applicable, the overall financial resources of any parent corporation or entity; the overall size of the parent corporation or entity with respect to the number of its employees; the number, type, and location of its facilities; and if applicable, the type of operation or operations of any parent corporation or entity, including the composition, structure, and functions of the workforce of the parent corporation or entity.



Appendix B

City Policy Regarding the ADA



APPENDIX B – CITY POLICY REGARDING THE ADA

NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

The City of Wheat Ridge does not discriminate on the basis of disability in its services, programs, or activities.

Employment: The City of Wheat Ridge does not discriminate on the basis of disability in its hiring or employment practices and complies with the ADA title I employment regulations.

Effective Communication: The City of Wheat Ridge will, upon request, provide auxiliary aids and services leading to effective communication for people with disabilities, including qualified sign language interpreters, assistive listening devices, documents in Braille, and other ways of making communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: The City of Wheat Ridge will make reasonable modifications to policies and procedures to ensure that people with disabilities have an equal opportunity to enjoy programs, services, and activities. For example, people with service animals are welcomed in city offices, even where pets and other animals are prohibited.

To report a concern or request an auxiliary aid or service for effective communication, or a modification of policies or procedures please use the form found at ci.wheatridge.co.us/ADA or contact ADA Coordinator, Kelly McLaughlin at ada@ci.wheatridge.co.us or 303-235-2885 as soon as possible, preferably 7 days before the activity or event



Appendix C

ADA Design & Construction Exception Form



ADA Design and Construction Exception Form

Please fill out this form completely if an element of new construction or alteration to an existing facility seemingly cannot meet the ADA requirements or creates undue financial or administrative burden and return to the ADA Coordinator at:

City of Wheat Ridge
ADA Coordinator
7500 W. 29th Avenue
Wheat Ridge, CO 80033

This form applies to facilities located in public right-of-way of the City of Wheat Ridge or property owned by the City.

Project: _____

City Project No.: _____ Location/Intersection: _____

New Construction: ☐ Alteration to Existing Facility: ☐

ADA requirement seemingly not being satisfied or creating undue burden: _____

Reason for perceived non-compliance: _____

Reasonable accommodation provided: _____

Sketch of area (if needed) or indicate if attached ☐

City Representative/Title: _____ Date: _____

If you have questions about this form please contact the ADA Coordinator at (303) 235-2885 or ada@ci.wheatridge.co.us.



Appendix E

Public Outreach Materials





ADA TRANSITION PLAN PROJECT UPDATE

ABOUT THE PROJECT

Thank you for your interest in the development of the City's Americans with Disabilities Act (ADA) Transition Plan Project. The City strives to provide an accessible environment for all of its citizens and visitors. Earlier this summer, the City contracted with Alfred Benesch & Company through a qualifications-based selection process to assist with the development of an ADA Transition Plan for the transportation network within the City's Public Right-of-Way.

To develop the Transition Plan, we are:

- Documenting Existing Pedestrian Facilities within the City's Transportation Public Right of Way
- Soliciting Input from Interested Parties
- Categorizing Accessibility Challenges
- Identifying Potential Standards, Guidelines, and Training Programs to Improve Accessibility
- Identifying Potential Strategies to Address Accessibility Challenges

The City has established an initial program for providing information to and accepting input from its citizens and other interested parties. This project includes:

- Transition Plan Website (Coming Soon!)
- Public Meetings
- Targeted Outreach & Surveys
- Formal Accessibility Concern / Complaint Reporting and Tracking Process



GET INVOLVED!

OPEN HOUSE

Wednesday, October 5th, 5:00 to 7:00 pm
Wheat Ridge Recreation Center
4005 Kipling Street, Wheat Ridge, CO

This open house is intended to provide information about the plan development process and goals, answer questions about the Transition Plan, and provide interested parties means of providing input towards plan development or prioritization of addressing existing accessibility challenges or issues.

CONTACT US

Russell Higgins
Wheat Ridge
Project Manager
rhiggins@ci.wheatridge.co.us
7500 W. 29th Avenue
Wheat Ridge, CO 80033-8001
(303) 235-2869

Jess Hastings
Benesch
Project Manager
jhastings@benesch.com
7979 E. Tufts Avenue, Suite 800
Denver, CO 80210
(303) 771-6868



ADA TRANSITION PLAN PROJECT UPDATE

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(303) 235-2869

Jess Hastings
Benesch
Project Manager
jhastings@benesch.com
7979 E. Tufts Avenue, Suite 800
Denver, CO 80210
(303) 771-6868



WELCOME

Please take a moment to sign in.

ADA TRANSITION PLAN

PUBLIC OPEN HOUSE



Wheat Ridge Bicycle and Pedestrian Master Plan

Open House | October 5, 2016



NAME	EMAIL ADDRESS
GRANT BRINK	brink@ci.wheatridge.co.us
GENEVA HOOTEN	ghooten@tooledesign.com
Ken Randall	coloradorunnerled@gmail.com
Charlie Myers - Bike Jeff	myers4050@gmail.com
Tom Wigginton - VITRUVIAN FITNESS	tom@vmfit.com
John Padon	johpad@lakewood.org
ADAM WYLLIE	adam.g.wyllie@gmail.com
DAVID KUETER	david@kralkueter.com
Al Gallo	gallo_albert@hotmail.com
Nick Arvin	nickarvin@gmail.com
Rachel Hultin	wratat@gmail.com
Kimberly DeJong	kimberly2law@yahoo.com
David Mashburn	mash9890@comcast.com
+ 2 who decided not to sign in.	
+ 5 kids.	
WZ Veeder	MS12777@comcast.net
Rachael Bronson	rachael.bronson@gmail.com
Jess Hastings	jhastings@benesch.com
James Newberry	jnewberry@benesch.com

email

Wheat Ridge Bicycle and Pedestrian Master Plan

Open House | October 5, 2016



NAME	EMAIL ADDRESS
Joel Chasen Warren Schaefer	10951 W 38th Ave, apt 206 wschaefer@gmail.com
Sara Spaulding	sspaulding@ci.wheatridge.co.us
Paul Bork	paul.m.bork@gmail.com
Monica Hadass	monica_hadass@yahoo.com
Cade Aulin	hcadearulin@gmail.com
GREG PARSONS	gparsons@cancast.net
Russ Higgins	r.higgins@ci.wheatridge.co.us
Dana Swetlik	Swetlikda@msn.com
Luke Schutz Barry	l.schutzbarry@gmail.com
Jessica Fields	jfields@tooledesign.com
Kelly Brooks	KELLYBROOKS_01@hotmail.com
Justin Soffer	justin.soffer@gmail.com
Martin Harrison	mrsjh@bajabb.com
April Nowak	aprilsnowak@gmail.com
Isaiah	
Dirk Boden	
Kristine Disney	KTACE
Dominic Bretow	Dom.E.Bretow@gmail.com
Doug Wells	Wellsdoug@gmail.com
Scott Dabney	sdabney@gmail.com

Thank you for your interest in the development of the City's Americans with Disabilities Act (ADA) Transition Plan Project. The City strives to provide an accessible environment for all of its citizens and visitors. Earlier this summer, the City contracted with Alfred Benesch & Company through a qualifications-based selection process to assist with the development of an ADA Transition Plan for the transportation network within the City's Public Right-of-Way. This open house is intended to provide information about the plan development process and goals, answer questions about the Transition Plan, and provide interested parties means of providing input toward plan development or prioritization of addressing existing accessibility challenges or issues.

To develop the Transition Plan, we are:

- Documenting Existing Pedestrian Facilities within the City's Transportation Public Right of Way
- Soliciting Input from Interested Parties
- Categorizing Accessibility Challenges
- Identifying Potential Standards, Guidelines, and Training Programs to Improve Accessibility
- Identifying Potential Strategies to Address Accessibility Challenges

Data has been collected and is being analyzed on the existing sidewalk and curb ramps throughout the City. Primary data being captured or confirmed includes:



Sidewalks

- Width
- Longitudinal and Transverse (Cross) Slope
- Presence of Tripping or Navigation Hazards

Pedestrian Push Buttons

- Location Relative to Sidewalk/Curb Ramp
- Compliant Sidewalk Area Adjacent to Button

Curb Ramps

- Configuration and Orientation
- Dimensions and Slopes
- Landing Dimensions
- Presence of Tripping or Navigation Hazards
- Presence of Compliant Dome Panels

ADA TRANSITION PLAN PROJECT UPDATE

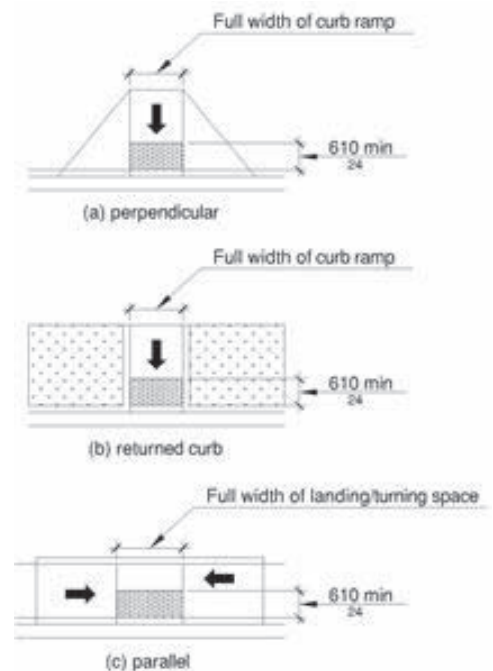


The City has established an initial program for providing information to and accepting input from its citizens and other interested parties. This program includes:

- Transition Plan Website (*Coming Soon!*)
- Public Meetings
- Targeted Outreach and Surveys
- Formal Accessibility Concern / Complaint Reporting and Tracking Process

A key component of the Transition Plan will be analyzing the information gathered on the existing facilities and developing potential strategies to improve accessibility. These strategies may include improvements constructed as part of future projects; additional training and education of design and construction personnel; and/or modification of City ordinances, policies, or requirements.

We thank you again for your interest in this important project. We look forward to hearing your thoughts and concerns.



CONTACT US

Russell Higgins, PE
Wheat Ridge
Project Manager
rhiggins@ci.wheatridge.co.us
7500 W. 29th Avenue
Wheat Ridge, CO 80033-8001
(303) 235-2869

Jess Hastings, PE
Benesch
Project Manager
jhastings@benesch.com
7979 E. Tufts Avenue, Suite 800
Denver, CO 80210
(303) 771-6868



Place
Stamp
Here

Jess Hastings, PE
Alfred Benesch & Company
7979 E. Tufts Avenue, Suite 800
Denver, CO 80237

----- Fold -----

[ADA Transition Plan](#)
[Bicycle & Pedestrian Master Plan Update](#)
[I-70/32nd Ave Interchange EA](#)
[I-70/Kipling Interchange PEL Study](#)
[Wadsworth Widening](#)
[Ward Station/Ridge Road Catalytic Project](#)

[POLICE](#)

[PARKS & REC](#)

[JOB OPPORTUNITIES](#)

[NOTIFY ME®](#)

[REPORT A CONCERN](#)

[BIDS AND PROPOSALS](#)

[Home](#) > [Your Government](#) > [Departments and Divisions](#) > [Public Works](#) > [Long Range Planning](#) > [ADA Transition Plan](#)

ADA Transition Plan

About the Project

As required by Title II of the Americans with Disabilities Act (ADA) and 28 CFR 35.105, the City is developing a Transition Plan to improve accessibility to pedestrian facilities within the City's jurisdiction. As part of this effort, the City has retained an engineering consultant, Alfred Benesch & Co., to assist City staff in developing the ADA Transition Plan.

The City has developed a process for creating and implementing the Transition Plan. The first step in this process is to conduct self-evaluation by inventorying and assessing existing pedestrian facilities to identify access barriers to persons with disabilities within the public Right-of-Way. The inventory will assess pedestrian facilities along roadways, primarily sidewalks and curb ramps, to document what facilities are present and in compliance with the applicable standards or are needing to be constructed or improved to be compliant. Part of the self-evaluation process includes a public outreach program to gain public input on and help identify particular existing areas of concern. Public meetings will be conducted and user surveys will be distributed to provide information and solicit input.

The self-evaluation findings will provide the framework for developing the City's ADA Transition Plan. Besides identifying the results of the self-evaluation, the Transition Plan will prioritize addressing the identified existing barriers and identify strategies for addressing them. It will also provide standards and guidelines for future improvements to the pedestrian network within the City's public Right-of-Ways.

Get Involved!

We would love to hear from you! Please take a moment to fill out the survey by clicking the link below or filling out a copy of the [survey form](#). In addition to this survey, there will be future opportunities to interact with the project team. Feel free to reach out to either of the individuals listed below.

[ADA Transition Plan Survey](#)

What's Happening?

Currently, analyzing the inventory of existing pedestrian facilities is underway. A pedestrian user survey will be posted to the project webpage soon and distributed to City facilities, so be sure to check back.

Contacts

Russ Higgins, PE
City of Wheat Ridge Project Manager
rhiggins@ci.wheatridge.co.us
(303) 235-2869

Jess Hastings, PE
Consultant Project Manager
jhastings@benesch.com
7979 E. Tufts Avenue, Suite 800 Denver, CO 80210
(303) 771-6868





Wheat Ridge, Colorado - ADA Transition Plan Survey

The City of Wheat Ridge is performing a public outreach program toward the development of an Americans with Disabilities Act (ADA) Transition Plan (Plan). The purpose of this Plan is to eliminate pedestrian facilities barriers within public right-of-ways in the City of Wheat Ridge. Barriers are typically eliminated by adding or correcting sidewalks and curb ramps. One component of the public outreach program is this survey. It will be used to help document concerns and locations of needed improvements to accommodate disabled users of pedestrian facilities in the City. While efforts won't immediately result in improvements, the resulting Plan will provide the City a document that will provide guidance to making accessibility related improvements, as funding allows.

It is the City's preference that this survey be taken online at <https://www.surveymonkey.com/r/wradatransitionplan> to help reduce misinterpretation of information and data entry errors and reducing paper consumption. However, if you require this survey in an alternate format (paper, large font, audio), please contact Jess Hastings at 720-473-7576; or jhastings@benesch.com.

We would like your contact information to allow the ADA Transition Plan team to keep you up to date via email on Plan progress and follow up. Any information provided will remain confidential and will not be posted, shared, or otherwise made available to anyone outside the ADA Transition Plan team. Only comment summaries will be documented in the ADA Transition Plan. Thank you for your input!

First Name*:	Last Name*:
--------------	-------------

and/or Business Name*:

Street Address:

City:	State:	Zip:	Phone Number:
-------	--------	------	---------------

Email Address*:	(BCC distribution emails only)
-----------------	--------------------------------

1. Have you experienced physical barriers or constraints on a pedestrian path you currently use or would like to use?

Yes ☐ No ☐

2. Have you encountered missing sections, inaccessible locations or poor conditions related to Sidewalks?

Yes ☐ No ☐

If yes, please provide the location and any general comments to describe your concerns:

Name:

3. Have you encountered areas where curb ramps are missing or inaccessible?

Yes ☐ No ☐

If yes, please provide the location and any general comments to describe your concerns:

4. Have you encountered street or intersection crossings where lack of curb ramps, pedestrian crossing signals or medians affect your ability to cross the street?

Yes ☐ No ☐

If yes, please provide the location and any general comments to describe your concerns:

5. Have you encountered any physical obstructions like trees / low hanging branches, bushes, retaining walls, signs or fire hydrants?

Yes ☐ No ☐

If yes, please provide the location and any general comments to describe your concerns:

6. Are there any City programs or services you would like to participate in or utilize but cannot due to accessibility challenges?

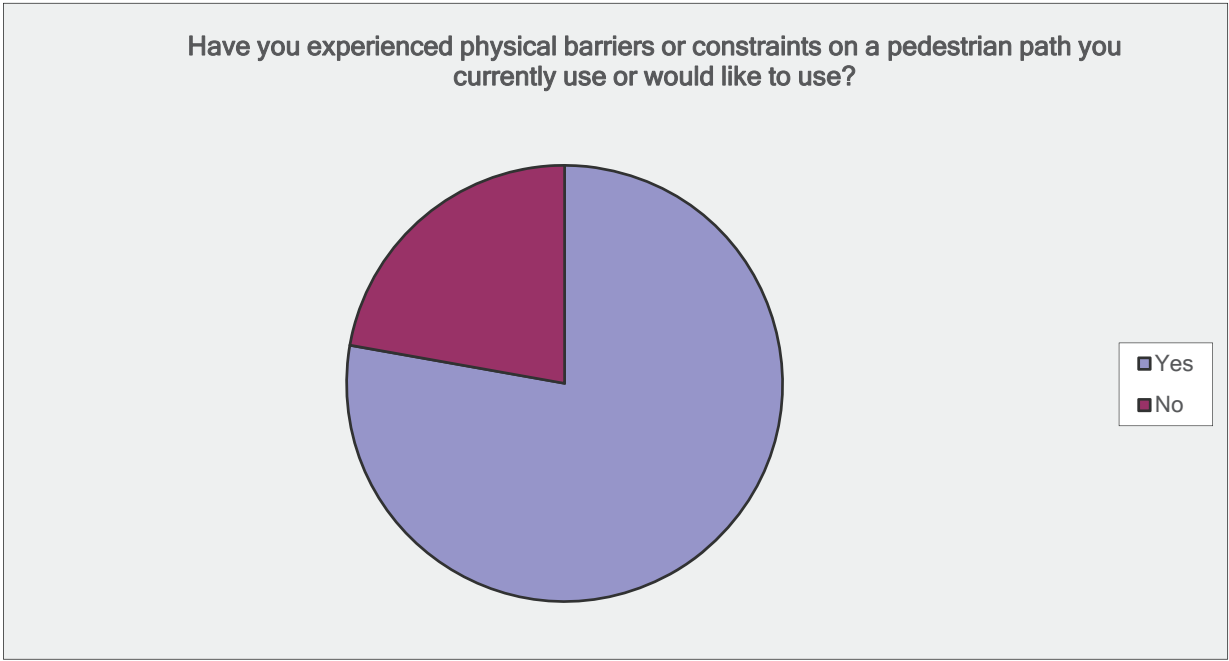
Yes ☐ No ☐

7. Do you have any general comments or items that you feel the ADA Transition Plan team should be aware of related to pedestrian facilities?

Thank you for participating in this survey!

Wheat Ridge ADA Transition Plan Survey

Have you experienced physical barriers or constraints on a pedestrian path you currently use or would like to use?		
Answer Options	Response Percent	Response Count
Yes	77.8%	7
No	22.2%	2
<i>answered question</i>		9
<i>skipped question</i>		4



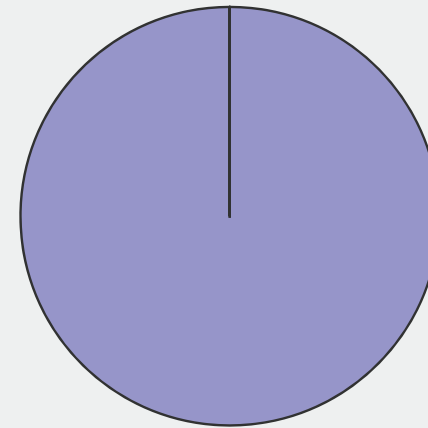
Wheat Ridge ADA Transition Plan Survey

Have you encountered missing sections, inaccessible locations or poor conditions related to Sidewalks?

Answer Options	Response Percent	Response Count
Yes	100.0%	9
No	0.0%	0
If yes, please provide the location and any general comments to describe		8
<i>answered question</i>		9
<i>skipped question</i>		4

Number	Response Date	If yes, please provide the location and any general comments to describe your concerns:	Categories
1	Dec 13, 2016 9:52 PM	29th Avenue between Fenton and Gray. I understand this will be remedied following the completion of the Ashland Reservoir project, but the current work has made it worse and even more dangerous.	
2	Dec 5, 2016 7:36 PM	In some areas I have experienced incomplete sidewalks that end at a property line rather than a street. I have experienced tripping hazards where sections of sidewalks have heaved over time. I have encountered debris in downhill ramps that make it very difficult to navigate with a stroller.	
3	Dec 5, 2016 7:26 PM	wadsworth from 32ave to 38th ave bad walkway, 44th ave to 45th ave cant pass	
4	Dec 3, 2016 3:46 AM	In general, people putting garbage cans on pick-up day on the sidewalks; snow and ice on 44th making it nearly impossible to get to a bus stop in the winter.	
5	Dec 3, 2016 12:18 AM	On 38th Avenue between Rout and Kipling. The worst sections are on the south side of 38th when part of the street has been taken up with a turn lane. Near Miller and 38th there is just a few feet to get by on the south side of the street, right next to the main lane of traffic.	
6	Dec 2, 2016 11:27 PM	East Wheat Ridge has alot of areas without sidewalks. Makes pushing a stroller difficult and we have seen parents walking in the street to be able to push their stroller. One neighbor in a wheelchair has to wheel down the middle of Depew going north because there are no sidewalks from 33-38th. Very dangerous hill to stop on. Gravel at side of road is also an issue. We have watched a father with at toddler pushing her stroller in street with cars whizzing by.	
7	Dec 2, 2016 11:10 PM	38th west to Youngfield from Kipling	Many other various areas of Wheat Ridge
8	Dec 2, 2016 10:23 PM	All over the city. Many areas have no sidewalks.	

Have you encountered missing sections, inaccessible locations or poor conditions related to Sidewalks?



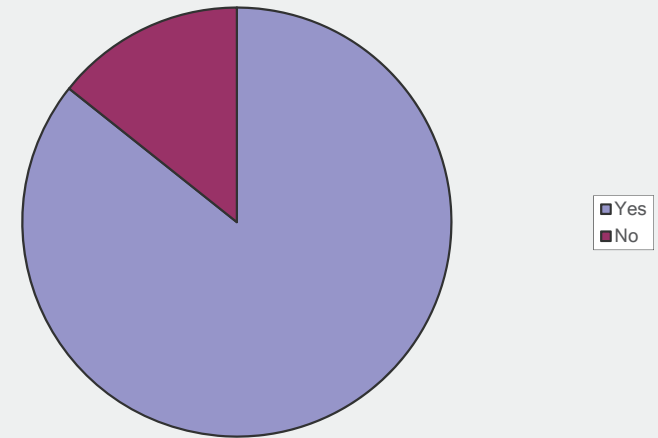
Wheat Ridge ADA Transition Plan Survey

Have you encountered areas where curb ramps are missing or inaccessible?

Answer Options	Response Percent	Response Count
Yes	85.7%	6
No	14.3%	1
If yes, please provide the location and any general comments to describe		6
<i>answered question</i>		7
<i>skipped question</i>		6

Number	Response Date	If yes, please provide the location and any general comments to describe your concerns:	Categories
1	Dec 13, 2016 9:52 PM	29th Ave west of Fenton doesn't have much in the way of sidewalks, so there is no place for curb ramps.	
2	Dec 5, 2016 7:26 PM	wadsworth and sheridan	
3	Dec 3, 2016 12:18 AM	38th avenue, between Rout and Kipling - both sides of the street.	
4	Dec 2, 2016 11:27 PM	See answer above.	
5	Dec 2, 2016 11:10 PM	Sorry, can't think of exact spots right now. More just missing sidewalks.	
6	Dec 2, 2016 10:23 PM	Many areas of city have none	

Have you encountered areas where curb ramps are missing or inaccessible?



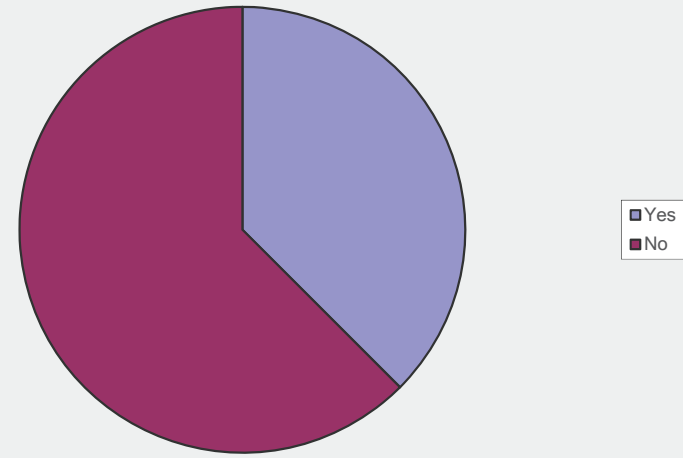
Wheat Ridge ADA Transition Plan Survey

Have you encountered street or intersection crossings where lack of curb ramps, pedestrian crossing signals or medians affect your ability to cross the street?

Answer Options	Response Percent	Response Count
Yes	37.5%	3
No	62.5%	5
If yes, please provide the location and any general comments to describe		3
<i>answered question</i>		8
<i>skipped question</i>		5

Number	Response Date	If yes, please provide the location and any general comments to describe your concerns:	Categories
1	Dec 13, 2016 9:52 PM	26th Ave. between Sheridan and Pierce constitutes almost exactly one mile without any designated pedestrian crossings. As more traffic uses 26th Avenue, it can sometimes be difficult to cross.	
2	Dec 5, 2016 7:36 PM	Near 38th and Miller there is a pedestrian crossing signal that has no real area to land a wheelchair or wait when activating the	
3	Dec 2, 2016 11:27 PM	Not me personally but see #2	

Have you encountered street or intersection crossings where lack of curb ramps, pedestrian crossing signals or medians affect your ability to cross the street?



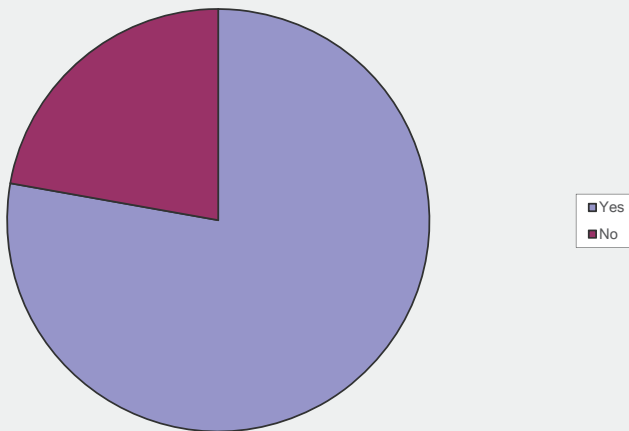
Wheat Ridge ADA Transition Plan Survey

Have you encountered any physical obstructions like trees / low hanging branches, bushes, retaining walls, signs or fire hydrants?

Answer Options	Response Percent	Response Count
Yes	77.8%	7
No	22.2%	2
If yes, please provide the location and any general comments to describe		6
<i>answered question</i>		9
<i>skipped question</i>		4

Number	Response Date	If yes, please provide the location and any general comments to describe your concerns:	Categories
1	Dec 13, 2016 9:52 PM	I don't know the city requirements for landowner snow removal, but what sidewalks do exist in southeast Wheat Ridge can get dicey in the winter, particularly when we get a thaw/freeze cycle like we have recently.	
2	Dec 5, 2016 7:36 PM	Yes, branches and bushes are frequently covering portions of sidewalks.	
3	Dec 5, 2016 7:26 PM	bradleys gas station doe not have a ramp for wheel chairs they wont cooperate hung phone up on me would not give me phone number for main office. i ride all over wheatridge and there are many areas that dont comply with ada. i am sory but i cant write or spell very good.	
4	Dec 3, 2016 3:46 AM	There's a stretch on 44th from about Allison going east. That sidewalk has some obstructions and getting to the corner of 38th and Wadsworth is really ridiculous. Also, check the shrubs on the Northwest corner of WW and 38th by the muffler shop.	
5	Dec 2, 2016 11:27 PM	37th PI is very dangerous to walk along going east between Fenton and Eaton. No sidewalk, lots of grape vines bend over to make street even narrower.	
6	Dec 2, 2016 10:23 PM	Tree overhang approx 35th Newland. Huge wheeping willow tree	

Have you encountered any physical obstructions like trees / low hanging branches, bushes, retaining walls, signs or fire hydrants?



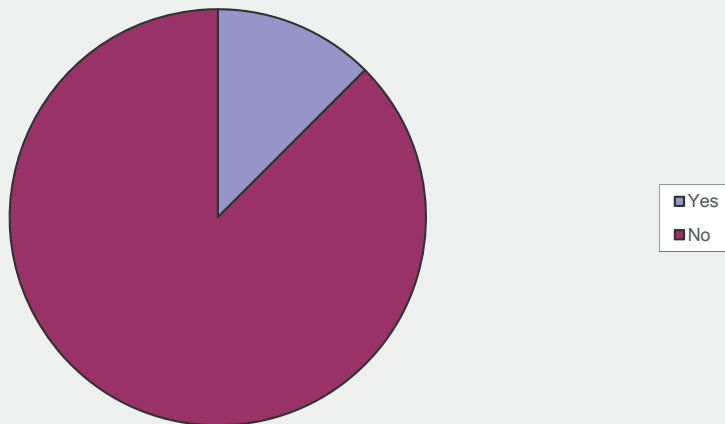
Wheat Ridge ADA Transition Plan Survey

Are there any City programs or services you would like to participate in or utilize but cannot due to accessibility challenges?

Answer Options	Response Percent	Response Count
Yes	12.5%	1
No	87.5%	7
If yes, please list programs or services below:		2
<i>answered question</i>		8
<i>skipped question</i>		5

Number	Response Date	If yes, please list programs or services below:	Categories
1	Dec 5, 2016 7:26 PM	just trying to go to the grocery store in my power chair would be great. just going from 38th ave down wadsworth to 44th ave is a nitemair. thr riding a wheel chair around this city and you will se all the pitfalls.	
2	Dec 2, 2016 11:27 PM	NA	

Are there any City programs or services you would like to participate in or utilize but cannot due to accessibility challenges?



Wheat Ridge ADA Transition Plan Survey

Do you have any general comments or items that you feel the ADA Transition Plan team should be aware of related to pedestrian facilities?

Answer Options	Response Count
	5
<i>answered question</i>	5
<i>skipped question</i>	8

Number	Response Date	Response Text	Categorie s
1	Dec 5, 2016 7:36 PM	When we see our neighbors in motorized wheelchairs going down the middle of the street because of the many narrow and hard to navigate sections of sidewalk, it makes me sad. Also, there are many people who consistently park their vehicles across sidewalks and either are unaware or uncaring in the impacts this has on neighbors needing to walk or wheelchair roll past the property.	
2	Dec 5, 2016 7:26 PM	fell on wheal chair on wadsworth down in bankmont had to call 911	
3	Dec 3, 2016 12:18 AM	38th avenue between Rout and Kipling is very hazardous for a pedestrian. It is made worse by the addition of car turn lanes, which push the fast moving traffic closer to the sides of the street - often leaving just a few feet for a pedestrian to get through. It is really a disgrace.	
4	Dec 2, 2016 11:27 PM	After construction or events, barriers often get left along 38th for no reason, especially around Harlan St. south side both corners.	
5	Dec 2, 2016 10:23 PM	Based on numerous areas in Wheat Ridge, I believe it would be cost prohibitive to add sidewalks to all these areas or take many years. Many citizens don't want to see sidewalks in areas where they dont exist, as they feel it would ruin the rural feel of their area	

WELCOME

Please take a moment to sign in.

ADA TRANSITION PLAN

PUBLIC OPEN HOUSE





ADA TRANSITION PLAN PROJECT UPDATE

ABOUT THE PROJECT

Thank you for your interest in the development of the City's Americans with Disabilities Act (ADA) Transition Plan Project. The City strives to provide an accessible environment for all of its citizens and visitors. In 2016, the City contracted with Alfred Benesch & Company through a qualifications-based selection process to assist with the development of an ADA Transition Plan for the transportation network within the City's Public Right-of-Way.

To develop the Transition Plan, we have:

- Documented Existing Pedestrian Facilities within the City's Transportation Public Right of Way
- Solicited Input from Interested Parties and Conducted Surveys
- Categorized and Prioritized Accessibility Challenges
- Identified Potential Standards, Guidelines, and Training Programs to Improve Accessibility
- Identified Potential Strategies to Address Accessibility Challenges

The City has established a program for providing information to and accepting input from its citizens and other interested parties. This project includes:

- Transition Plan Website
- Public Meetings
- Public and Internal Surveys
- Formal Accessibility Concern / Complaint Reporting and Tracking Process



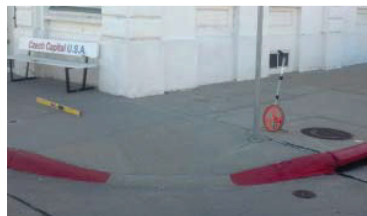
GET INVOLVED!

OPEN HOUSE

July 19 from 6-8 p.m.
Wheat Ridge Recreation Center
4005 Kipling Street, Wheat Ridge, CO

Individuals with disabilities are encouraged to participate in all public meetings sponsored by the City of Wheat Ridge. Contact the Public Information Officer at (303) 235-2877 at least one week in advance of a meeting if you are interested in participating and need inclusion assistance.

This open house is intended to present the final draft version of the Transition Plan, answer questions about the Plan, and provide interested parties means of providing input and comments toward the final Transition Plan.



CONTACT US

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Wheat Ridge, CO 80033-8001
(303) 235-2869

Jess Hastings
Benesch
Project Manager
jhastings@benesch.com
7979 E. Tufts Avenue, Suite 800
Denver, CO 80210
(303) 771-6868



ADA TRANSITION PLAN PROJECT UPDATE

ABOUT THE PROJECT

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To develop the Transition Plan, we have:

- Documented Existing Pedestrian Facilities within the City's Transportation Public Right of Way
- Solicited Input from Interested Parties and Conducted Surveys
- Categorized and Prioritized Accessibility Challenges
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- Public and Internal Surveys
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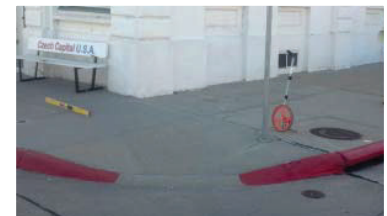
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Thank you for your interest in the development of the City's Americans with Disabilities Act (ADA) Transition Plan Project. The City strives to provide an accessible environment for all of its citizens and visitors. In 2016, the City contracted with Alfred Benesch & Company through a qualifications-based selection process to assist with the development of an ADA Transition Plan for the transportation network within the City's Public Right-of-Way. After evaluating and analyzing the City's network and with input from both the public and City staff, the final draft version of the Transition Plan is now completed. This Open House is intended to present the final draft version of the Transition Plan, answer questions about the Plan, and provide interested parties means of providing input and comments toward the final Transition Plan.

To develop the Transition Plan, we are:

- Documented Existing Pedestrian Facilities within the City's Transportation Public Right of Way
- Solicited Input from Interested Parties
- Categorized Accessibility Challenges
- Identified Potential Standards, Guidelines, and Training Programs to Improve Accessibility
- Identified Potential Strategies to Address Accessibility Challenges

Data was collected and analyzed on the existing sidewalk and curb ramps and pedestrian signals throughout the City. The method of evaluating sidewalks was finalized and is on-going. Primary data being captured or confirmed included:



Curb Ramps

- Configuration and Orientation
- Dimensions and Slopes
- Landing Dimensions
- Presence of Tripping or Navigation Hazards
- Presence of Compliant Dome Panels

Pedestrian Push Buttons

- Location Relative to Sidewalk/Curb Ramp
- Compliant Sidewalk Area Adjacent to Button

Sidewalks

- Width
- Longitudinal and Transverse (Cross) Slope
- Presence of Tripping or Navigation Hazards

ADA TRANSITION PLAN PROJECT UPDATE

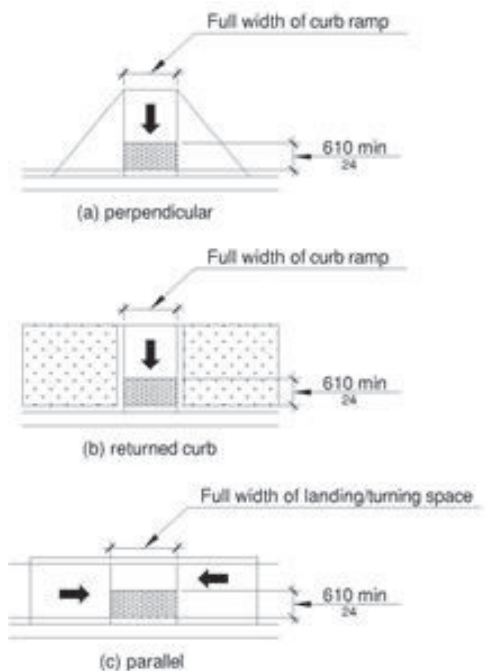


The City has established an initial program for providing information to and accepting input from its citizens and other interested parties. This program includes:

- Transition Plan Website
- Public Meetings
- Surveys
- Formal Accessibility Concern / Complaint Reporting and Tracking Process

A key component of the Transition Plan includes the information gathered on the existing facilities and developing potential strategies to improve accessibility. These strategies include improvements constructed as part of future projects; additional training and education of design and construction personnel; and/or modification of City ordinances, policies, or requirements.

We thank you again for your interest in this important project. We look forward to hearing your thoughts and concerns and any comments on the final draft of the Transition Plan.



CONTACT US

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ADA Transition Plan

DRAFT PLAN PRESENTATION TO THE PUBLIC

JULY 2017



Introductions

CITY OF WHEAT RIDGE REPRESENTATIVES

Scott Brink, PE

Steve Nguyen, PE

Russ Higgins, PE

Kelly Rosson, ADAC
(ADA Coordinator)

ALFRED BENESCH & CO REPRESENTATIVES

Jess Hastings, PE

Bill Epp, PE



Appendix F

Internal Staff Questionnaire and Results





ADA Transition Plan - City Staff Survey

As part of the development of the City's Americans with Disabilities Act (ADA) Transition Plan, this internal survey was developed to help identify specific areas of improvement for overall understanding and knowledge of the City's approach to accessibility and available resources. The City strives to provide access to its programs, services, and facilities.

Part of providing an accessible environment includes providing the necessary resources and training for its staff to handle accessibility issues that may arise and understanding the proper protocol to address any issues which may arise. In addition to providing staff with the proper resources, encouraging a welcoming environment, free from discrimination of persons with disabilities and an accessible workplace, is very important.

The purpose of this survey is not to identify shortcomings or single out specific issues, but rather to identify opportunities to improve accessibility through new or revised programs, policies, and training as resources allow and to provide employees with opportunities to offer suggestions for ways to make the City a more welcoming and inclusive place for persons with disabilities.

Any personal information provided through this survey will remain confidential. This survey can be made available in paper copy, in a larger font size and in audio format. To receive this survey in an alternate format, please contact Jess Hastings with Alfred Benesch & Co. (ADA Consultant) at 720-473-7576; or jhastings@benesch.com.

1. How would you rate the overall accessibility of the City's facilities and programs?

☐ Poor ☐ Fair ☐ Good ☐ Very Good

2. How would you describe your understanding and knowledge of the Americans with Disabilities Act (ADA) as it pertains to your day to day job duties?

☐ Poor ☐ Fair ☐ Good ☐ Very Good

3. Have you been provided any ADA training by the City or others for working with people with disabilities or the technical aspects related to complying with the ADA (if applicable)?

☐ Yes ☐ No

4. Is there a specific type(s) of ADA related training you would be interested in not currently being offered?

☐ Yes ☐ No

If yes, please provide the type of training and any general comments to describe:

ADA Transition Plan - City Staff Survey

5. Do you know what a reasonable accommodation is and how to handle a request for a reasonable accommodation? ☐ Yes ☐ No
6. Do you know where to find the rights of persons with disabilities and the responsibilities for accessibility at the City? ☐ Yes ☐ No
7. Do you believe the City is generally accepting/accommodating of persons with disabilities? ☐ Yes ☐ No
8. Have you encountered or observed any discrimination towards persons with a disability? ☐ Yes ☐ No
9. Do you feel your supervisor(s) is knowledgeable regarding the ADA and supports a welcoming environment? ☐ Yes ☐ No
10. Have you encountered any physical obstructions which prevent you from performing your job or accessing the workplace? ☐ Yes ☐ No

If yes, please provide the location and any general comments to describe the obstruction(s) (i.e. bathrooms, doors, sidewalks, etc.):

11. Are there any City programs or services you believe persons with disabilities would like to participate in or utilize but cannot due to accessibility challenges? ☐ Yes ☐ No

If yes, please provide the program or service and any general comments to describe the accessibility challenge(s):

12. Do you have a disability? ☐ Yes ☐ No

If yes, do you feel generally accepted at the workplace?

ADA Transition Plan - City Staff Survey (continued)

13. Have you self-identified your disability to your supervisor? ☐ Yes ☐ No

If you have not self-identified your disability, please provide the reason:

- | | |
|---|--|
| <input type="radio"/> I do not want anyone to know | <input type="radio"/> I am concerned of negative effects |
| <input type="radio"/> I do not know the procedure to do so | <input type="radio"/> I do not want to be treated differently |
| <input type="radio"/> I do not need special treatment or accommodations | <input type="radio"/> I do not believe my supervisor would be receptive to accommodating my disability |
| <input type="radio"/> Other: | |

14. Do you have any general comments or items that you feel the ADA Transition Plan team should be aware of related to pedestrian facilities?

Information about the ADA Transition Plan will be provided on the project webpage at <http://co-wheatridge2.civicplus.com/1543/ADA-Transition-Plan> or may be obtained by contacting Jess Hastings with Alfred Benesch & Co. (ADA Consultant) at 720-473-7576; or jhastings@benesch.com. If you wish to receive information directly or would allow us to contact you regarding any follow-up questions related to your concerns please include your contact information below. Any information shared will remain confidential and will not be posted, shared, or otherwise made available to anyone outside the ADA Transition Plan team. Only comment and question summaries will be documented in the ADA Transition Plan. Thank you for your input!

Name:

Department:

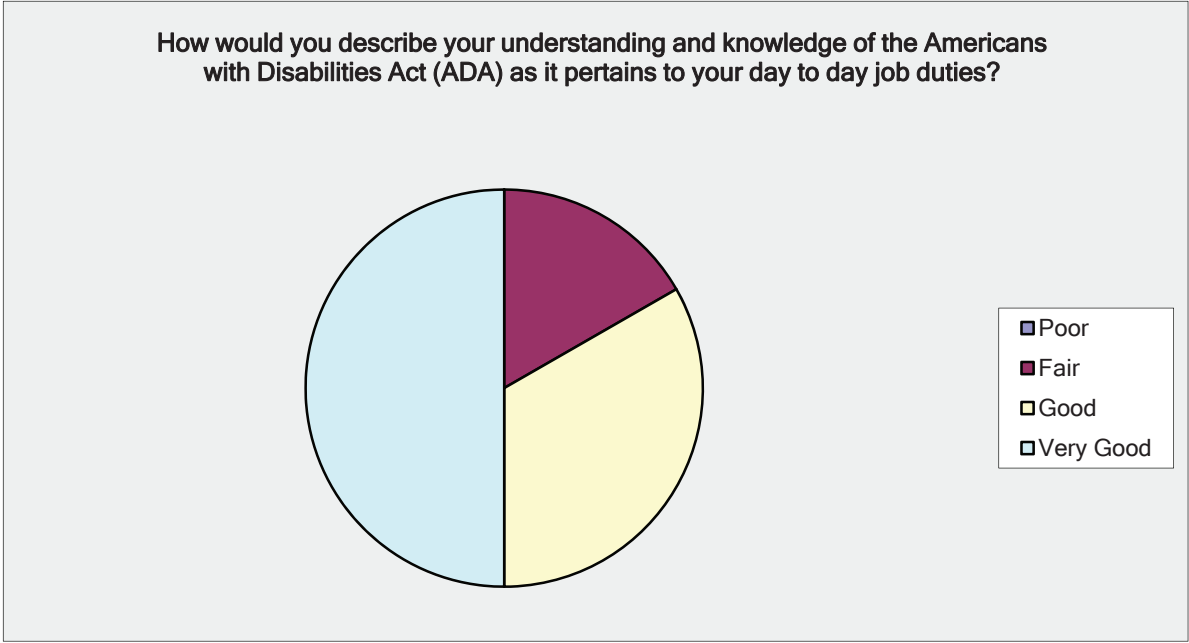
Position:

Email Address:

Phone Number:

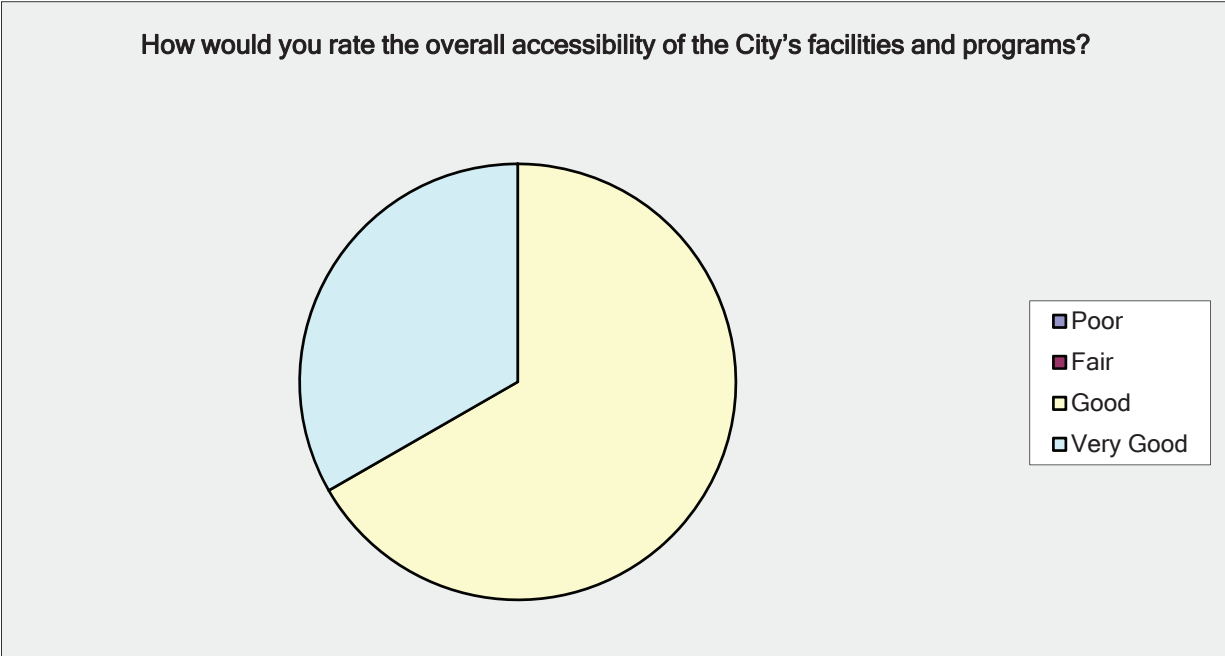
Wheat Ridge ADA Transition Plan Staff Survey

How would you describe your understanding and knowledge of the Americans with Disabilities Act (ADA) as it pertains to your day to day job duties?		
Answer Options	Response Percent	Response Count
Poor	0.0%	0
Fair	16.7%	1
Good	33.3%	2
Very Good	50.0%	3
answered question		6
skipped question		0



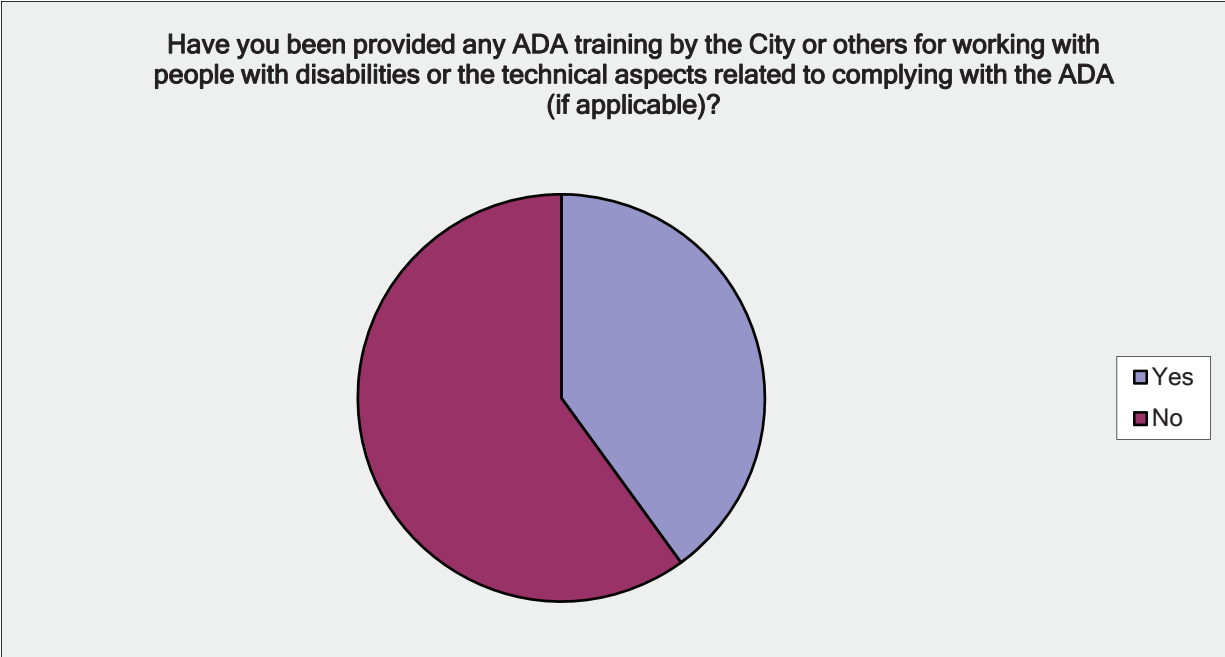
Wheat Ridge ADA Transition Plan Staff Survey

How would you rate the overall accessibility of the City's facilities and programs?		
Answer Options	Response Percent	Response Count
Poor	0.0%	0
Fair	0.0%	0
Good	66.7%	4
Very Good	33.3%	2
answered question		6
skipped question		0



Wheat Ridge ADA Transition Plan Staff Survey

Have you been provided any ADA training by the City or others for working with people with disabilities or the technical aspects related to complying with the ADA (if applicable)?		
Answer Options	Response Percent	Response Count
Yes	40.0%	2
No	60.0%	3
<i>answered question</i>		5
<i>skipped question</i>		1



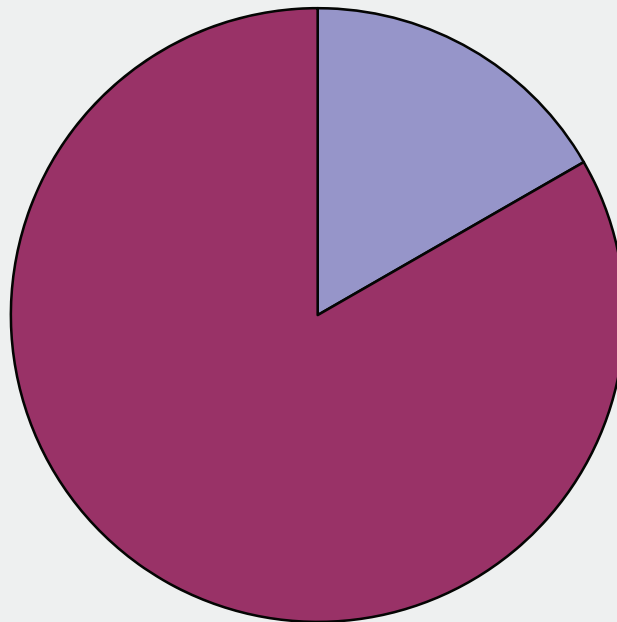
Wheat Ridge ADA Transition Plan Staff Survey

Is there a specific type(s) of ADA related training you would be interested in not currently being offered?

Answer Options	Response Percent	Response Count
Yes	16.7%	1
No	83.3%	5
If yes, please provide the type of training and any general comments to		1
<i>answered question</i>		6
<i>skipped question</i>		0

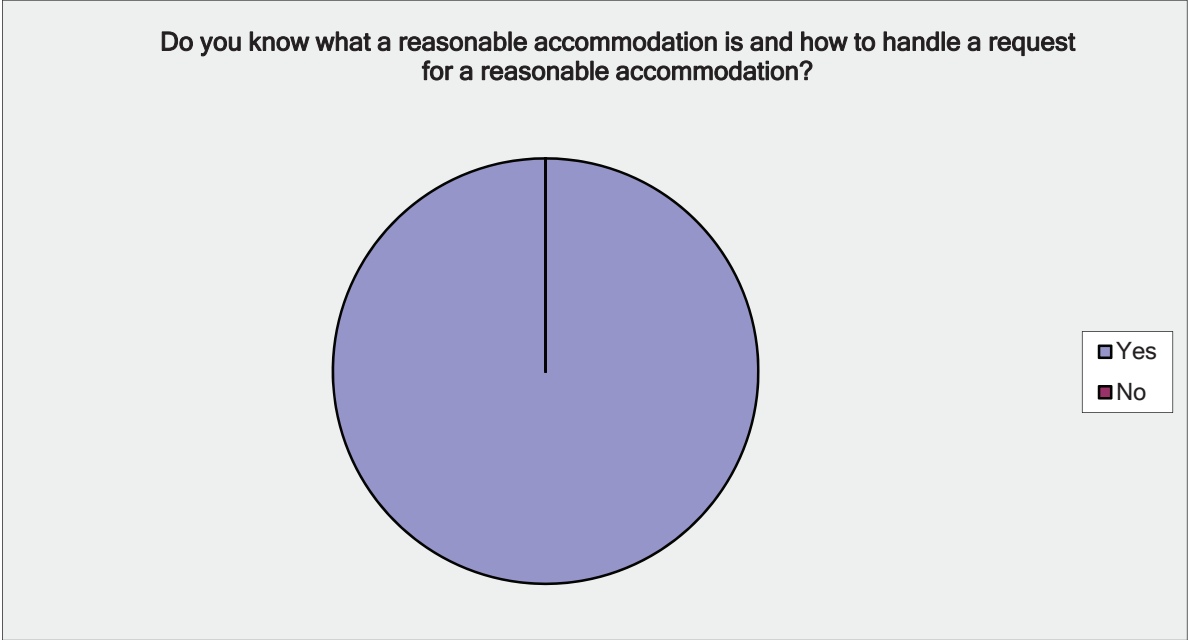
Number	Response Date	If yes, please provide the type of training and any general comments to describe:	Categories
1	Dec 9, 2016 10:06 PM	Training at FHWA site with state and federal input	

Is there a specific type(s) of ADA related training you would be interested in not currently being offered?



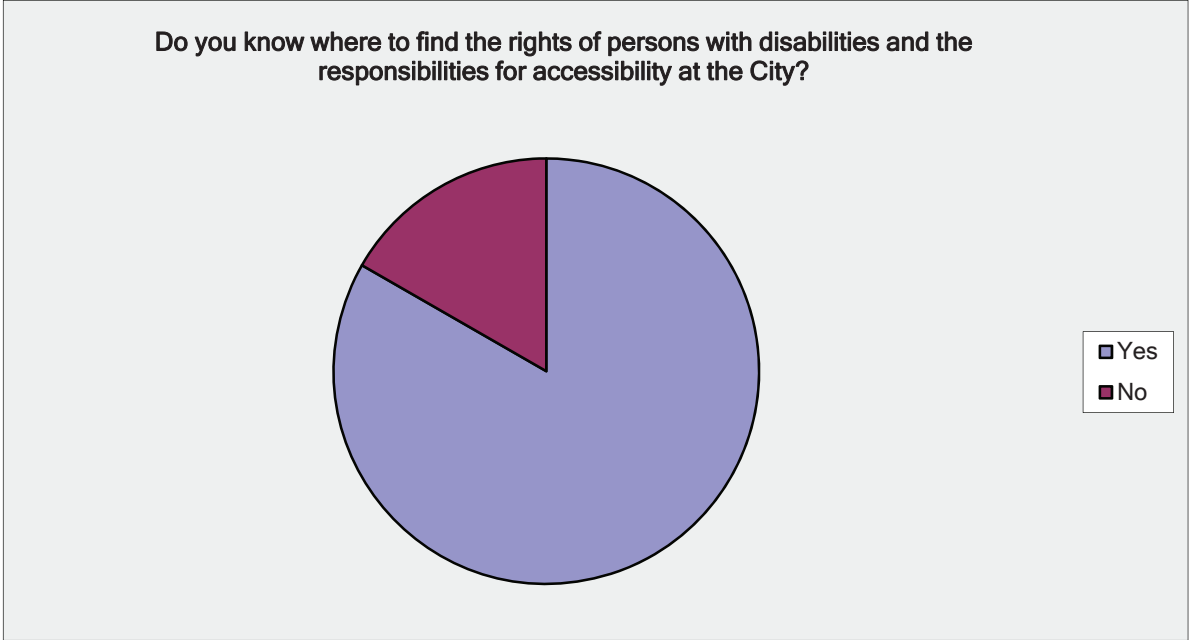
Wheat Ridge ADA Transition Plan Staff Survey

Do you know what a reasonable accommodation is and how to handle a request for a reasonable accommodation?		
Answer Options	Response Percent	Response Count
Yes	100.0%	5
No	0.0%	0
answered question		5
skipped question		1



Wheat Ridge ADA Transition Plan Staff Survey

Do you know where to find the rights of persons with disabilities and the responsibilities for accessibility at the City?		
Answer Options	Response Percent	Response Count
Yes	83.3%	5
No	16.7%	1
answered question		6
skipped question		0



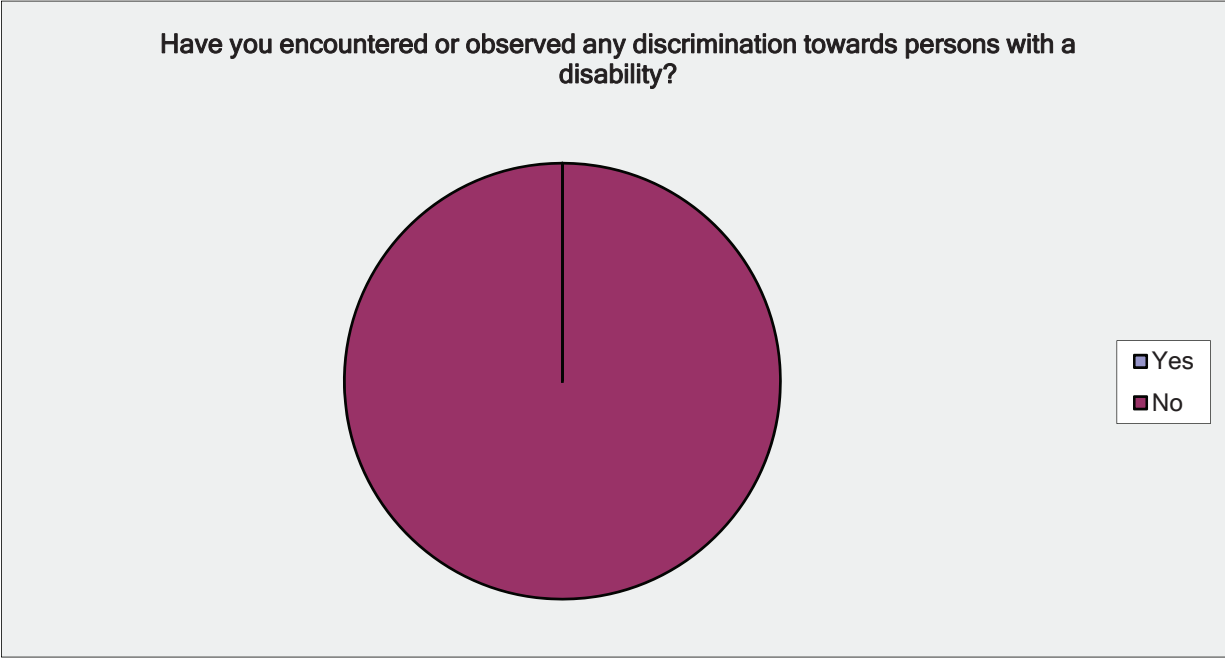
Wheat Ridge ADA Transition Plan Staff Survey

Do you believe the City is generally accepting/accommodating of persons with disabilities?		
Answer Options	Response Percent	Response Count
Yes	100.0%	6
No	0.0%	0
<i>answered question</i>		6
<i>skipped question</i>		0



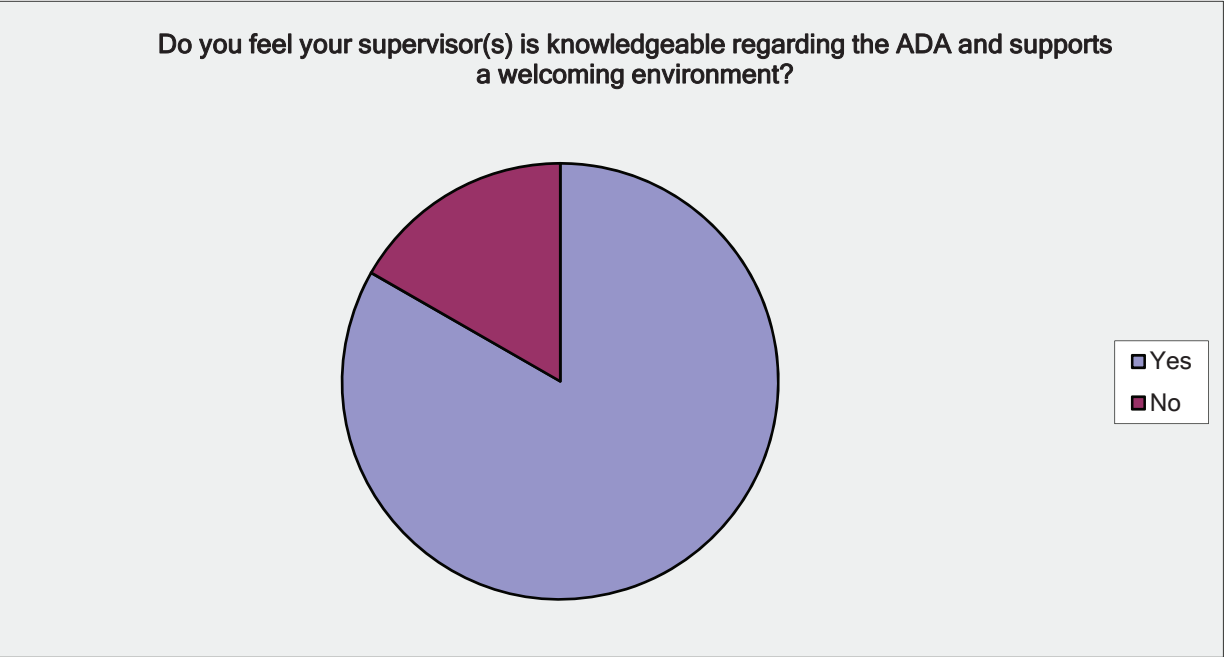
Wheat Ridge ADA Transition Plan Staff Survey

Have you encountered or observed any discrimination towards persons with a disability?		
Answer Options	Response Percent	Response Count
Yes	0.0%	0
No	100.0%	6
<i>answered question</i>		6
<i>skipped question</i>		0



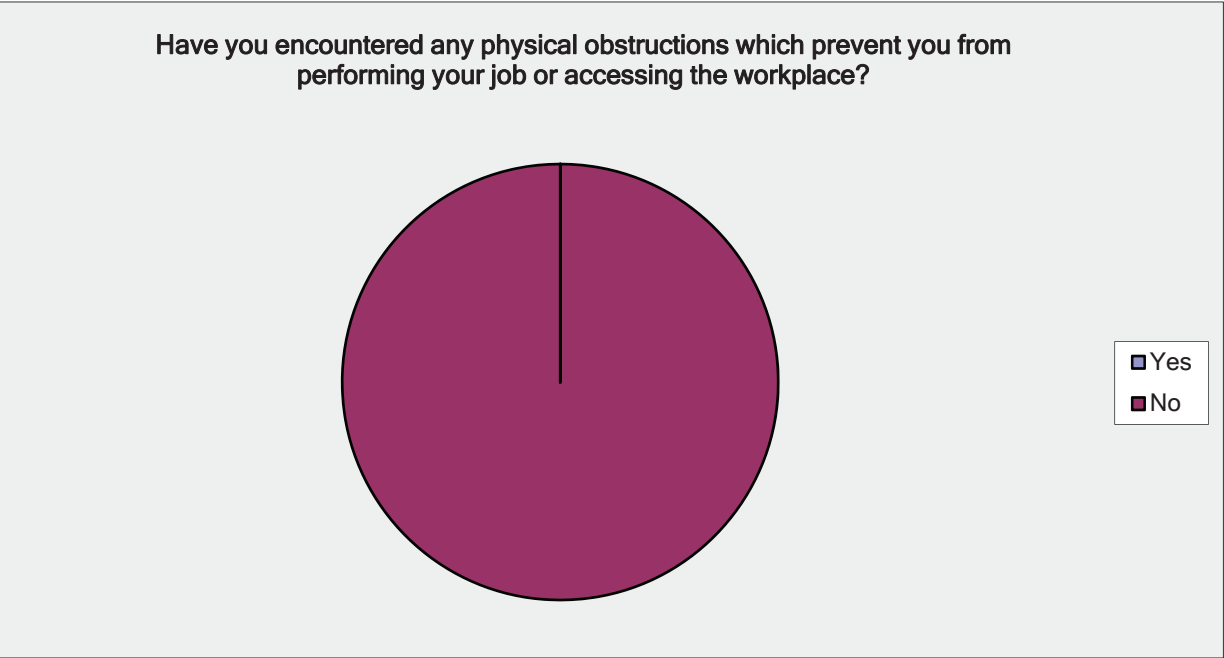
Wheat Ridge ADA Transition Plan Staff Survey

Do you feel your supervisor(s) is knowledgeable regarding the ADA and supports a welcoming environment?		
Answer Options	Response Percent	Response Count
Yes	83.3%	5
No	16.7%	1
answered question		6
skipped question		0



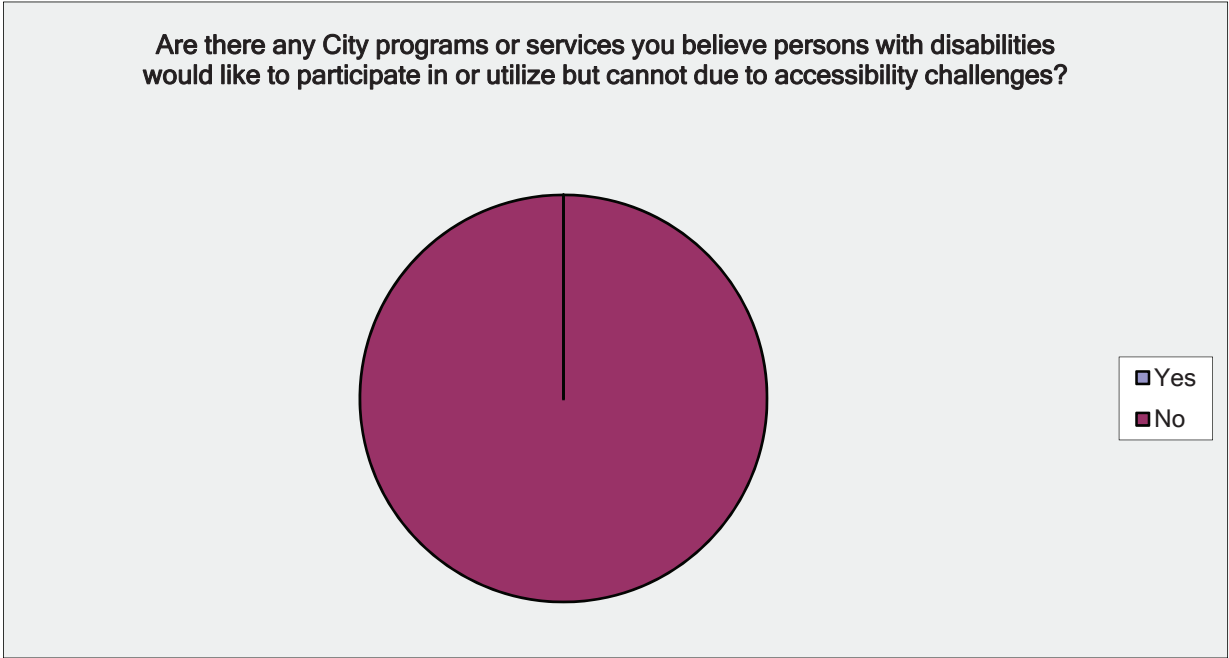
Wheat Ridge ADA Transition Plan Staff Survey

Have you encountered any physical obstructions which prevent you from performing your job or accessing the workplace?		
Answer Options	Response Percent	Response Count
Yes	0.0%	0
No	100.0%	6
If yes, please provide the location and any general comments to describe		0
<i>answered question</i>		6
<i>skipped question</i>		0



Wheat Ridge ADA Transition Plan Staff Survey

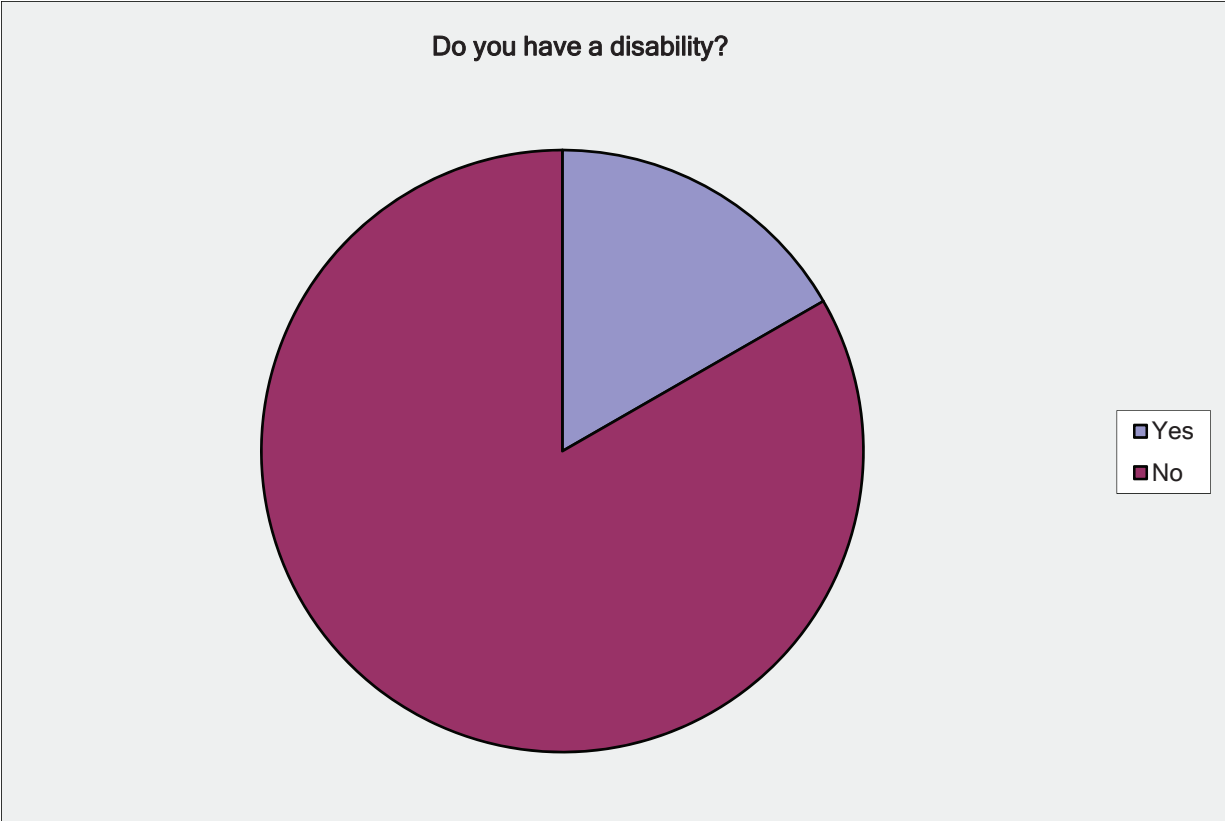
Are there any City programs or services you believe persons with disabilities would like to participate in or utilize but cannot due to accessibility challenges?		
Answer Options	Response Percent	Response Count
Yes	0.0%	0
No	100.0%	6
If yes, please provide the program or service and any general comments to		0
<i>answered question</i>		6
<i>skipped question</i>		0



Wheat Ridge ADA Transition Plan Staff Survey

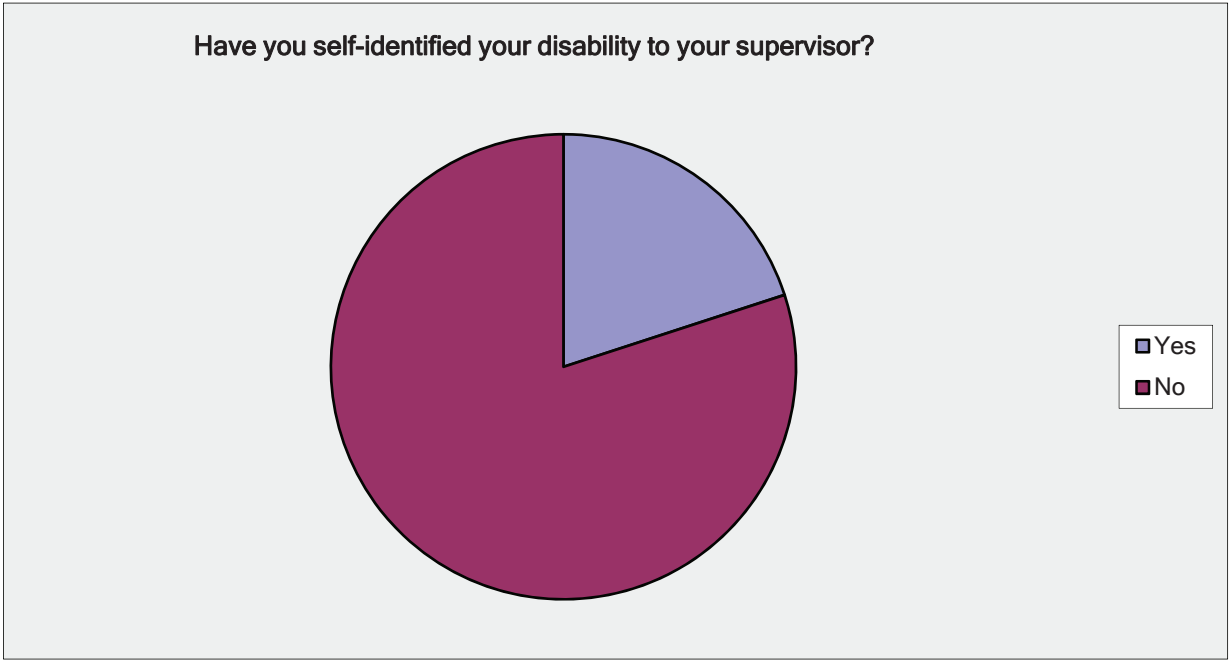
Do you have a disability?		
Answer Options	Response Percent	Response Count
Yes	16.7%	1
No	83.3%	5
If yes, do you feel generally accepted at the workplace?		1
<i>answered question</i>		6
<i>skipped question</i>		0

Number	Response Date	If yes, do you feel generally accepted at the workplace?	Categories
1	Dec 9, 2016 10:06 PM	a temporary disability, which should end soon	



Wheat Ridge ADA Transition Plan Staff Survey

Have you self-identified your disability to your supervisor?		
Answer Options	Response Percent	Response Count
Yes	20.0%	1
No	80.0%	4
<i>answered question</i>		5
<i>skipped question</i>		1



Wheat Ridge ADA Transition Plan Staff Survey

If you have not self-identified your disability, please provide the reason(s):

Answer Options	Response Percent	Response Count
I do not want anyone to know	0.0%	0
I do not know the procedure to do so	0.0%	0
I do not need special treatment or accommodations	0.0%	0
I am concerned of negative effects	0.0%	0
I do not want to be treated differently	0.0%	0
I do not believe my supervisor would be receptive to	0.0%	0
Other:		0
answered question		0
skipped question		6

If you have not self-identified your disability, please provide the reason(s):

- ☐ I do not want anyone to know
- ☐ I do not know the procedure to do so
- ☐ I do not need special treatment or accommodations
- ☐ I am concerned of negative effects
- ☐ I do not want to be treated differently
- ☐ I do not believe my supervisor would be receptive to accommodating my disability

Wheat Ridge ADA Transition Plan Staff Survey

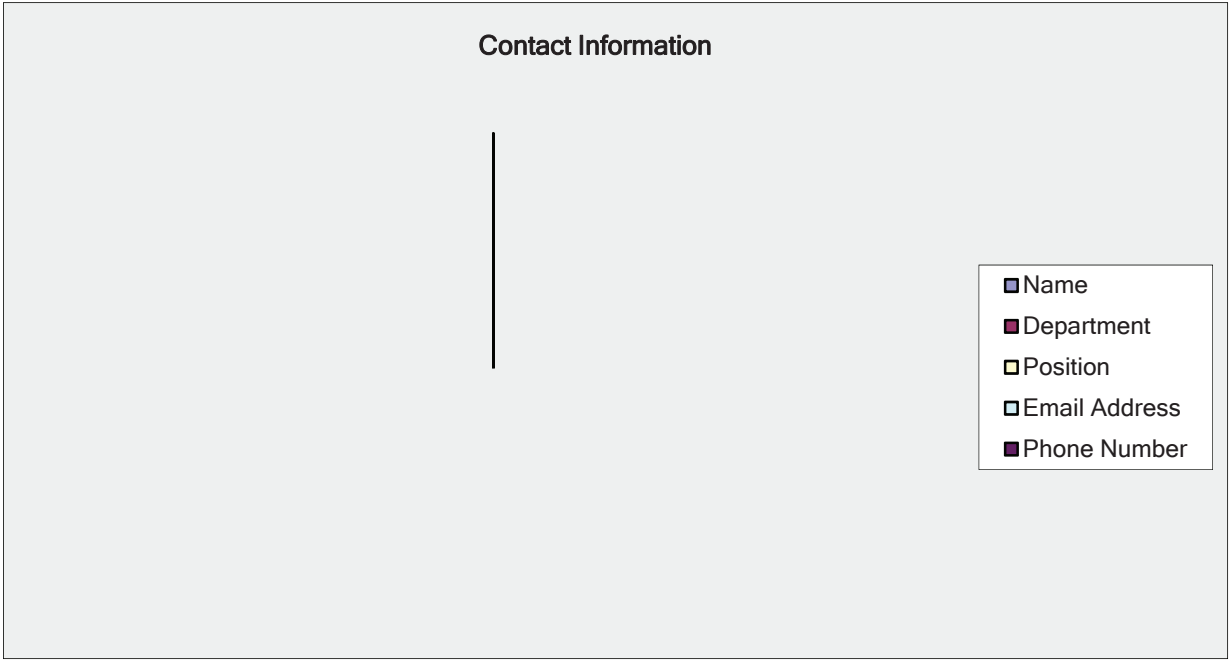
Do you have any general comments or items that you feel the ADA Transition Plan team should be aware of related to pedestrian facilities?

Answer Options	Response Count
	1
<i>answered question</i>	1
<i>skipped question</i>	5

Number	Response Date	Response Text	Categories
1	Dec 12, 2016 4:40 PM	Increase their availability	

Wheat Ridge ADA Transition Plan Staff Survey

Contact Information		
Answer Options	Response Percent	Response Count
Name	0.0%	0
Department	0.0%	0
Position	0.0%	0
Email Address	0.0%	0
Phone Number	0.0%	0
answered question		0
skipped question		6

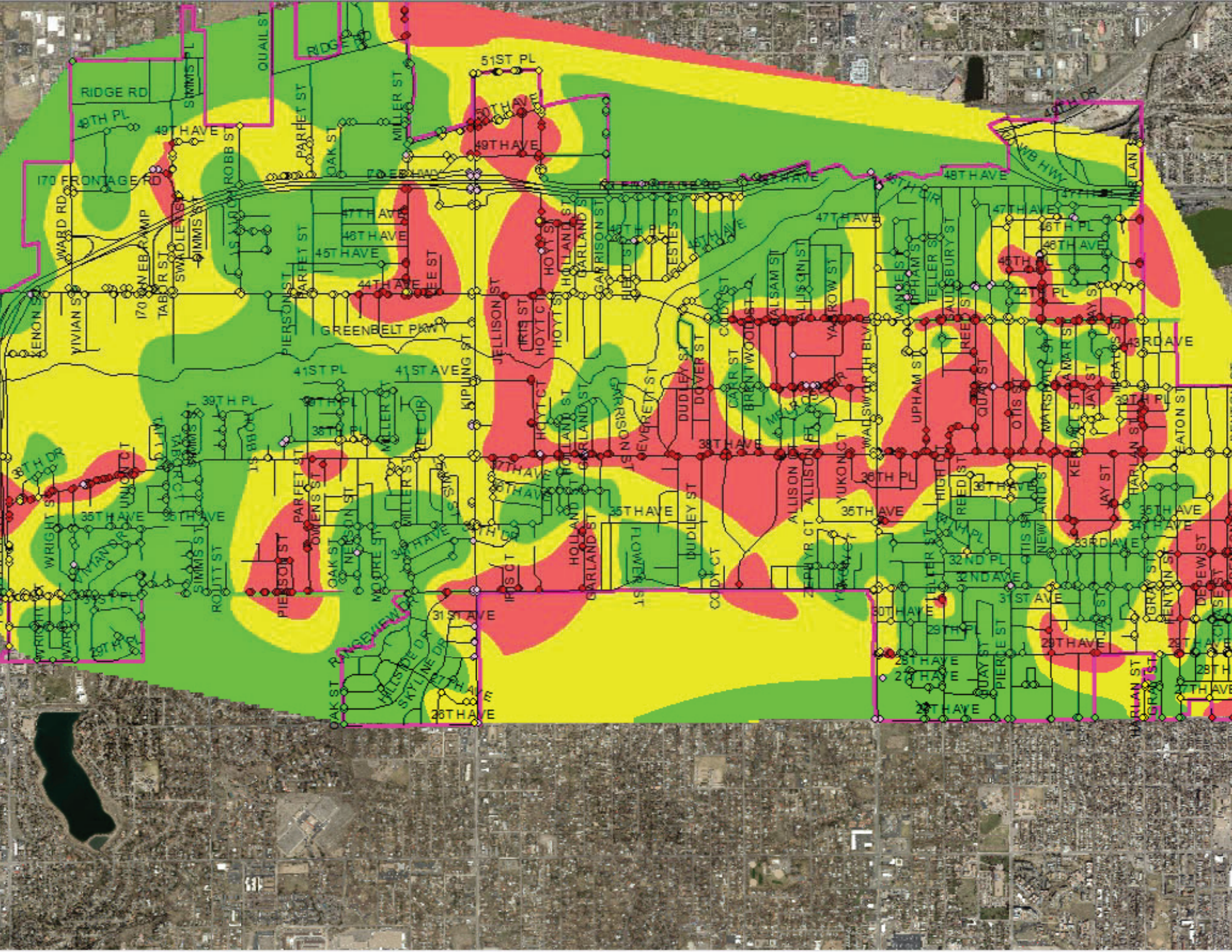




Appendix G

Area of Public
Facilities Assessed





Appendix H

Overview of Assessment of Attributes/Parameters

APPENDIX H – OVERVIEW OF ASSESSMENT OF ATTRIBUTES/PARAMETERS

I. Curb Ramp Assessment Elements

1. Is Curb Ramp present?
2. Is a sidewalk present?
3. Is there a marked crosswalk?
4. Is there intersection stop or yield controlled?
5. What is the adjacent street grade?
6. What type of curb ramp configuration is present?
7. Is the ramp free of any vertical discontinuities >0.5" from the curb lip to the top of the ramp?
8. Is the area at the base of the ramp clear of parallel vehicle traffic?
9. What is the ramp width?
10. What is the ramp length?
11. What is the cross slope of the ramp?
12. What is the running slope of the ramp?
13. Are compliant wings present?
14. Are there prefabricated domes panels present?
15. Does the dome panel have the correct placement and orientation?
16. Does the dome panel color contrast with the surrounding material?
17. Is the dome panel 2' long and the full width of the ramp?
18. Is there a defined turning space with the proper minimum dimensions?
19. Does the defined turning space have a max slope less than 2%?
20. What is the general condition of the curb ramp?

II. Pedestrian Pushbutton & Signal Assessment Elements

1. Are pedestrian pushbuttons or signals present?
2. Are pedestrian pushbuttons in an accessible location on the pole or mounted surface and along an accessible path?
3. What type of pedestrian pushbutton is present?
4. What is the distance between the pedestrian pushbuttons?
5. Are the pedestrian pushbuttons and signals equipped with audible features?

III. Sidewalk Assessment Elements

1. Is width compliant with current ADA standards?
 - ☐ >5'
 - ☐ 3' - 5'
 - ☐ <3'
2. Is the cross slope of the sidewalk compliant with current ADA standards?
 - ☐ <2%
 - ☐ 2% - 4%
 - ☐ >4%
3. Does the running slope of the sidewalk follow the roadway or is it compliant with the current ADA standards?
 - ☐ Yes
 - ☐ No
4. Does the sidewalk have a horizontal or vertical discontinuity >4" ?
 - ☐ Yes
 - ☐ No



Appendix I

Assessment Findings



APPENDIX I – ASSESSMENT FINDINGS

CURB RAMPS

Presently, there are 1,707 corner, midblock or median crossing locations within the City of Wheat Ridge where curb ramps exist. The following identifies the existing ramp configuration present.

Parallel	19%	Combination	<1%
Perpendicular	12%	Island/Median	<2%
Diagonal	66%		

The following provides other data on the existing curb ramps present.

RUNNING SLOPE OF RAMPS

<5.0%	20%	8.3–12.0%	33%
5.0–8.3%	37%	>12.0%	10%

WIDTH OF RAMPS

<4'	17%	5'–6%	11%
4' – 5'	39%	>6'	33%

OTHER CURB RAMP PROPERTIES

	YES	NO
Ramp is Fully Compliant	<1%	>99%
Profile is Free of Obstructions	82%	18%
Base of Ramp Clear of Parallel Traffic	95%	5%
Maximum Cross Slope is <2%	48%	52%
Compliant Flared Sides	84%	16%
Compliant Dome Panel(s)	21%	79%
Compliant Landing Area	20%	80%

PEDESTRIAN PUSHBUTTONS

Pedestrian pushbuttons are currently installed at 9% of the curb ramp locations. For the locations having pedestrian pushbuttons, 10% are in accessible locations.

PEDESTRIAN SIGNALS

Pedestrian signals are currently installed at nearly 10% of the curb ramp locations. For the locations installed, 94% have pedestrian pushbuttons and 72% are not audible.

SIDEWALKS

Presently, there are 156 miles of sidewalks that have been evaluated in the City of Wheat Ridge. The following shows the findings of the field evaluations performed (percentages are of length).

Compliant	8.3%	Cross Slope Non-Compliant	9.6%
Width Non-Compliant	26.4%	Width, and Cross Slope	54.7%
Running Slope Non-Compliant	<0.1%	Running Slope and Width	0.0%
Cross Slope and Running Slope	0.2%	All Three Non-Compliant	0.8%

The following provides other data on the existing sidewalks that were evaluated.

CROSS SLOPE OF SIDEWALKS

<2.0%	36.5%	>4.0%	11.1%
2.0–4.0%	52.4%		

WIDTH OF SIDEWALKS

<3'	43.6%	>5'	43.6%
3' – 5'	33.8%		

RUNNING SLOPE OF SIDEWALKS

Compliant	98.2%	Non-Compliant	1.8%
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There were a total of 1,941 defects identified during the field evaluation. The following is the breakdown of the number of defects attributed to each issue.

Obstruction Only	186
Width Only	14
Running and/or Cross Slope Only	9
Vert/Horiz Only	155
Any Combination	1577
Total	1941



Appendix J

Barrier Removal Schedules & Budgets



APPENDIX J – BARRIER REMOVAL SCHEDULES & BUDGETS

ESTIMATED COSTS TO CORRECT ACCESSIBILITY CHALLENGES¹

The following provides present day cost estimates and annual budgets to construct or reconstruct pedestrian transportation assets to improve accessibility. Market forces and packaging may result in these costs varying.

Asset	Total Cost	High Priority Years 1 – 15	Medium Priority Years 15 – 30	Low Priority Years 31 – 50
Curb Ramps	\$3.8 million	\$1,200,000	\$1,100,000	\$1,500,000
Sidewalk	\$4.6 million	\$1,184,000	\$1,717,000	\$1,721,000
Pedestrian Pushbuttons	\$228,000	\$85,000	\$83,000	\$60,000
Total Annual Budget		\$164,600	\$193,333	\$164,050

¹ Estimated costs include planning, engineering, and construction costs. Due to the large volume of sidewalk infrastructure and the need to prioritize funds, it is not reasonable or feasible to remove and replace all sidewalk segments with global, linear issues as a targeted standalone project or projects. Because of this, when considering a long term strategy to improve accessibility, targeting only width issues (category SW-2) and single point or small area issues initially and addressing linear issues which require full reconstruction under a future initiative or as part of other infrastructure improvement projects as opportunities become available is recommended.



Appendix K

Future Training Program



City of Wheat Ridge, Colorado
Americans with Disabilities Act (ADA)
Public Works – Engineering Division Training Program

While the ADA does not mandate a specific program of training for Title II ADA practices and principles, Title II entities are expected to comply with ADA requirements. Formalized training improves knowledge, promotes a culture of commitment to improving accessibility, and more effectively improves accessibility within the City. Formal ADA compliance training educates City staff, and the contractors and consultants they work with, on the following:

- ADA guidelines and legal requirements,
- Understanding physical barriers and strategies to mitigate them,
- Common issues and pitfalls to be aware of, and
- City-specific policies and procedures, grievance procedures, and the overall Transition Plan for meeting ADA requirements.

Continued education and staff development will assist the City in meeting ADA requirements and improving accessibility going forward. It is advisable for the ADA Coordinator to conduct a yearly training of at least one or more employees to review ADA responsibilities, review common practices affecting ADA compliance, and identify areas for improvement or if additional training or more focused training may be beneficial towards satisfying the City's goals for accessibility and overall ADA compliance. The City should also provide all employees with periodic notifications and reminders regarding ADA requirements and updates along with internal and external resources for additional information or questions.

During the self-evaluation phase of the ADA Transition Plan development, the City identified an intent to provide formal training for the Engineering staff involved with the implementation of the City's Transition Plan. The following identifies some steps to enact a formal ADA training program and to identify specific focus topics to improve the immediate impact of a program.

An ADA training program should be tailored to address the needs or high priority target areas identified by the ADA Coordinator or the Engineering Division. The following are potential training topics for the various individuals or organizations involved with the implementation of the Transition Plan.

All Employees

- Common ADA Issues and Requirements
- Overview of the City's ADA Transition Plan(s)
- Procedures for handling requests for reasonable accommodations
- Procedures for filing or receiving grievances including those from the public or from City staff
- Methods to provide effective alternative communication or readily available resources or assistance to provide effective alternative communication
- Overview of emergency evacuation routes or plans for individuals with disabilities within City facilities

Supervisors/Managers

- Standard ADA notices for public notices and advertisements
- Facility and meeting location requirements to provide for accommodation to public or internal meetings
- Requirements for providing interpreters, multi-lingual communications, alternative communication or other reasonable accommodation for routine City business
- Expectations and resources available to evaluate accommodations associated with special City meetings or atypical business operations
- Expectations for ADA requirements to be addressed or required when contracting for services, equipment, or supporting functions
- Transition Plan monitoring and progress updating expectations

Technical Staff

- Overview of PROWAG and ADAAG with specific focus on sections pertaining to the Transition Plan for pedestrian facilities along the transportation network
- City Design Standards, Exception Form, and guidelines for initiating the exception process
- Identifying proper scope and limits of construction during project development
- Pedestrian accessible route definition and critical elements to evaluate
- Requirements for alteration of existing pedestrian facilities versus new or full reconstruction projects
- Protocol for reviewing plans or overseeing construction activities for ADA compliance
- Using and updating the GIS Database when considering or performing activities or projects affecting mobility or accessibility along the transportation network

Contractor / Consultant / Field Personnel Training

- Common ADA requirements to consider when constructing pedestrian facilities
- City expectations regarding contractor or consultant supervisor and staff knowledge of ADA requirements
- Proper techniques and tolerances for constructing a curb ramp including means to verify or document compliance
- Process for identifying a potential ADA exception and the formal approval process for allowing an exception
- Performing accessibility reviews and quality control procedures to verify constructed elements satisfy ADA requirements



Appendix M

Summary of Remediation
Work Completed
towards Transition Plan
Implementation



HISTORICAL OVERLAY MAP

