



# Americans with Disabilities Office General Services Department

## Accessibility Survey

**Date: July 2, 2010**

**Location: 13<sup>th</sup> Street between Courthouse and Public Service Center**

**Survey Team:**

Wayne Yarnall

Brenda Tiefenthaler

Jesse Magana

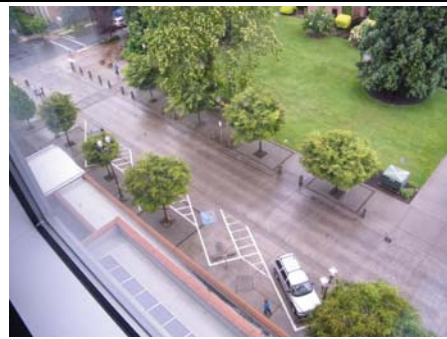
Dave Maret

Bud Van Cleve

Tim McVicker

**Observations:**

Photo Orientation	Code - Remarks
	<p>West 13<sup>th</sup> Street, between the Courthouse and Public Service Center, was initially designed as a pedestrian mall.</p> <p>Currently, there is only one designated crosswalk at the intersection of Franklin and 13<sup>th</sup> Street. However, this crosswalk is not identified with white striped lines. A good deal of pedestrian traffic circulates between the Courthouse and the Public Service Center's Dragon Fly Café. The main exterior entrance to the café is located north of the West entrance to the Courthouse. As a result, pedestrian traffic across 13<sup>th</sup> Street can be heavy as employees and citizens cross 13<sup>th</sup> street from the Courthouse to the Dragon Fly Café and vice versa.</p> <p>Concrete bollards line portions of the north and south side of the street but they do not restrict or direct pedestrians to crosswalks. Employees have remarked that this is a safety hazard. Also, there are no demarcation between the sidewalk and street which is also safety issue for individuals who are visually impaired.</p> <p>The pedestrian walking surface is flush with the street and pedestrians cross 13<sup>th</sup> Street at any location at their discretion. Accessible routes of travel are not identified. Detectible warnings are also lacking on the North and south sides of 13<sup>th</sup> Street. Pavers were used at various locations along the street for aesthetic purposes and several are located at the head of access aisles for disabled parking. Use of pavers complicates installation of detectible warnings and is also a trip hazards.</p> <p>It was also noted that there are no handrails on the steps on the south side of the Public Service Center or on the steps or ramp to the stage on the east side of the Public Service Center.</p>



### Item 1

Issue: Accessible Route – Not clearly identified

Code IBC 1104.1 Site arrival points – Accessible routes within the site shall be provided from public transportation stops, accessible parking and accessible passenger loading zones and public street or sidewalks to accessible building entrance.

Code IBC 1104.3 Connected Spaces – when a building, or portion of a building, is required to be accessible, an accessible route shall be provided to each portion of the building, to accessible building entrances connecting accessible pedestrian walkways and the public way.

Code IBC 1104.5 Location – Accessible routes shall coincide with or be located in the same area as a general circulation path.

Recommendation: See Item 2



### Item 2

Issue: No demarcation between sidewalk and street. No curbs. Sidewalk is flush with street.

Code: IBC 1102

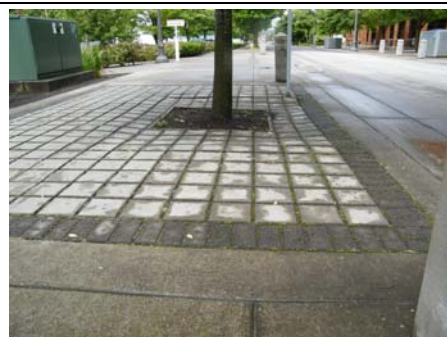
Accessible Route – a continuous, unobstructed path that complies with Chapter 11

Circulation Path – An exterior or interior way of passage from one place to another for pedestrians

Detectable Warning – a standardized surface feature built in or applied to walking surfaces or other elements to warn visually impaired persons of hazards on a circulation path.

Recommendation:

Install barriers between bollards to prevent crossing of street at non-designated areas. Install additional bollards and barriers where required.






### Item 3

Issue: Pavers – Trip Hazard

Pavers sink and rise due to settling or movement by tree roots and become trip hazards.

Code: ANSI 302.1 Floor Surfaces – Floor surfaces shall be stable, firm and slip resistant, and shall comply with Section 302.

	<p>Recommendation:</p> <p>Remove pavers and replace with solid floor (concrete) paved surface.</p>
	<p><b>Item 4</b></p> <p>Issue: No detectible warnings at head of parking access aisles.</p> <p>Code: IBC- Section 1102 – Detectable Warnings – A standardized surface feature built in or applied to walking surfaces or other elements to warn visually impaired persons of hazards on a circulation path.</p> <p>Recommendation:</p> <p>Install detectible warnings where required</p>
	<p><b>Item 5</b></p> <p>Issue: Sign height</p> <p>Code: ANSI 502.7 Identification: Where accessible parking spaces are required to be identified by signs, the signs shall include the International Symbol of Accessibility complying with Section 703.6.3.1.</p> <p>Signs identifying van parking spaces shall contain the designation "van accessible." Such signs shall be 60 inches (1525 mm) minimum above the floor of the parking space, measured to the bottom of the sign.</p> <p>Recommendations: Correct sign height as required</p>
	<p><b>Item 6</b></p> <p>Issue: No hand rails on steps – South side of the Public Service Center</p> <p>Code: ANSI 505.2 Location - Handrails shall be provided on both sides of stairs and ramps.</p> <p>Code: ANSI 505.6 Gripping Surface. Gripping surfaces shall be continuous, without interruption by newel posts, other construction elements, or obstructions.</p> <p>Recommendations: Install handrails as required</p>



### **Item 7**

Issue: No hand rails on steps to stage - East side of the Public Service Center

Code: ANSI 505.2 Location - Handrails shall be provided on both sides of stairs and ramps.

Code: ANSI 505.6 Gripping Surface. Gripping surfaces shall be continuous, without interruption by newel posts, other construction elements, or obstructions.

Recommendations: Install handrails as required



### **Item 8**

Issue: No hand rails on ramp to stage - East side of the Public Service Center

Code: ANSI 505.2 Location - Handrails shall be provided on both sides of stairs and ramps.

Code: ANSI 505.6 Gripping Surface. Gripping surfaces shall be continuous, without interruption by newel posts, other construction elements, or obstructions.

Recommendations: Install handrails on both sides of ramp as required