passed 9-0

RESOLUTION 14-16

TO APPROVE AN UPDATE TO THE CITY OF BLOOMINGTON'S AMERICANS WITH DISABILITIES ACT TRANSITION PLAN

WHEREAS, Title II of the Americans with Disabilities Act (hereafter, ADA) prohibits state and local governments from discriminating against people on the basis of their disability and from excluding people from participation in programs, services, or activities because of their disability; and

WHEREAS, the ADA requires all public agencies with more than 50 employees to maintain an up-to-date Transition Plan, which should survey accessibility barriers in programs and services and implement a plan to remove them; and

WHEREAS, the City of Bloomington works with state and federal agencies that require an up-to-date ADA Transition Plan approved by the City's legislative body as a condition of receiving federal funding, including the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA) and the Federal Housing Administration (HUD); and

WHEREAS, the Board of Public Works, with Resolution 2011-99, adopted the United States Access Board's Public Right of Way Accessibility Guidelines (PROWAG) for the evaluation, design, and construction of infrastructure in the public right of way; and

WHEREAS, the Indiana Department of Transportation revised Section 51-1.08 of the *Indiana Design Manual,* effective March 3, 2010, to define most street repaving activities as a modification project that should include upgrades of adjacent pedestrian facilities to meet current ADA standards; and

WHEREAS, the City of Bloomington prepared its first ADA Transition Plan in 1990 and has updated it several times since then, most recently in 2003; and

WHEREAS, the document proposed for adoption by the Common Council will satisfy the ADA's requirement to have an up-to-date Transition Plan; and

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION I. The Americans with Disabilities Act (ADA) Transition Plan is approved as an advisory document outlining a plan for the City of Bloomington to be accessible to people of all abilities and is attached and made a part of this resolution.

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this 3d day of September, 2014.

DARRYL NEHER, President
Bloomington Common Council

ATTEST:

REGINA MOORE, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this 4th day of September, 2014.

REGINA MOORE, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this 7TH day of SEPTEMBER, 2014.

MARK KRUZAN, Mayor
City of Bloomington

SYNOPSIS

This resolution approves an Americans with Disabilities Act (ADA) Transition Plan that shall act as an advisory document outlining a plan for the City of Bloomington to be accessible to people of all abilities.

Note: Table 8 on page 11 of the Plan was revised and replaced at the September 3, 2014 Regular Session.

Signed copies to:
Legal (5)
Controller
CFR
P+T Dept

CA/CA (1)
Clerk (2)

CITY OF BLOOMINGTON

ADA TRANSITION PLAN

Approved:
September 7th, 2014

Prepared by:
City of Bloomington Staff

2014 UPDATE

401 N Morton Street
PO Box 100
Bloomington, IN 47404

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INTRODUCTION

The Americans with Disabilities Act (ADA) was enacted on July 26, 1990, and amended effective January 1, 2009. Title II of the ADA prohibits state and local governments from discriminating against people on the basis of their disability and from excluding people from participation in programs, services or activities because of their disability.

Title II requires local governments to prepare Transition Plans. The City of Bloomington prepared its first ADA Transition Plan in 1990 and has updated it several times since then. Our goal is to ensure program accessibility for people with disabilities in our community by meeting or exceeding the requirements of the ADA. Periodic updates help us evaluate how well we are achieving that goal.

Title II of the ADA requires local governments to maintain a Transition Plan.

The City of Bloomington has designated the Bloomington Human Rights Director as the ADA Coordinator. The ADA Coordinator manages the City's efforts to comply with Title II of the ADA and to communicate with local businesses their responsibilities to comply with Title III of the ADA. The ADA Coordinator is responsible for investigating any alleging violations of the ADA by the City.

ADA STANDARDS AND GUIDELINES

The City is committed to ensuring that all of its new facilities and all of its renovations, including buildings, parks, trails and sidewalks, comply with the ADA.

In 2011, the City's Board of Public Works passed Resolution 2011-99, adopting the Public Right of Way Accessibility Guidelines (PROWAG) as the standards to follow for evaluation, design and construction of infrastructure in the public right of way (see Appendix A for a copy of the resolution). The City will comply with PROWAG in all future projects and renovations.

The City understands that its obligation under the ADA is an evolving one that changes as the ADA, technology and community needs change. The City is committed to meeting or exceeding its obligations now and in the future.

SELF-EVALUATION

Evaluation of Physical Facilities

In the spring of 2012, Indiana University students, using a survey form designed by the City's Council for Community Accessibility and the City's ADA Coordinator, surveyed City-owned structures to determine if they are in compliance with the ADA. Their survey results were reviewed by City staff.

Parking

Table 1. Assessment of City-owned Parking Facilities.

Type	Location	Assessment	Status
Parking Lot	E 6th St & N Lincoln St	compliant	compliant
Parking Lot	W 4th St & N Washington St	insufficient number of access aisles	corrected – compliant
Parking Lot	E 4th St & N Dunn St	compliant	compliant
Garage	300 N. Morton St. ('Morton St Garage')	compliant	compliant
Garage	W 7th St & N Walnut St ('Walnut St Garage')	compliant	compliant
Garage	W 4th St & N College Ave ('4th St Garage')	compliant	compliant

Buildings

Table 2. Assessment of City-owned Buildings.

Name	Location	Assessment	Status	Notes
Allison-Jukebox Community Center	349 S Washington St	survey noted problems with entrances	corrected - compliant	
Animal Shelter	3410 S Walnut St	survey noted problems with accessible parking and threshold at entrance	corrected - compliant	

Name	Location	Assessment	Status	Notes
Banneker Center	930 W 7th St	survey noted problems with signs directing people to accessible entrance and accessible restroom	corrected – compliant	
Bloomington Fire Department Station 2	210 S Yancy Ln	survey noted problem with accessible parking	corrected - compliant	
Bloomington Fire Department Station 4	2201 E 3rd St	survey noted lack of accessible parking spaces, but Station 4 provides no public parking and thus ADA requirements for public parking do not apply. Restroom is not ADA-compliant.	not compliant	facility is not frequently used for public events and thus renovation of restroom is not the highest priority
Bloomington Fire Department Downtown	300 E 4th St	survey noted problems with accessible parking spaces, but downtown fire department provides no public parking and thus ADA requirements for public parking do not apply.	compliant	
Bloomington Police Department	220 E 3rd St	First floor was made accessible when building was renovated, including counter heights, restrooms, public entrance, etc. Basement is not accessible but is not used frequently by the public, and employees who work in the basement meet with members of the public on first floor as necessary.	corrected – compliant	Central Dispatch, currently located in the basement of this building, will be moving to the joint Transit/Central Dispatch building currently planned to be completed in 2014, and that facility will be fully ADA-compliant.
Cascades Golf Course Clubhouse	3550 N Kinser Pike	survey noted problems with accessible parking, counter height, signs and size of accessible stall in men's restroom	corrected – compliant	All problems corrected.

Name	Location	Assessment	Status	Notes
Frank Southern Ice Arena	1965 S Henderson St	survey noted problems with accessible parking	corrected - compliant	Interior of facility needs to be surveyed when building is open.
Showers City Hall	401 N Morton St	compliant	compliant	
Twin Lakes Recreation Center	1700 W Bloomfield Rd	survey noted problems with accessible parking and with Braille signs in elevator	corrected - compliant	

Parks and Recreation Facilities

The City's Parks and Recreation Department strives to exceed its obligations under the ADA. The department regularly surveys its facilities to make sure that they are accessible, and when it finds barriers to accessibility in possible violation with the ADA, it implements plans and budgets for removing those barriers as quickly as possible. There is a permanent position for an Inclusive Recreation Coordinator, to make sure that its programs are as accessible as possible. Anyone with a question about accessibility at a Parks property or event should contact the Parks and Recreation Department.

Table 3. Assessment of City-owned Parks and Parks Facilities

Park	Accessible	Inaccessible
B-Line Trail	3.1 mile hard surfaced recreational trail, parking lot, site amenities (benches, tables, fountains)	
Bloomington Rail Trail		2 mile crushed stone surface recreational trail
Broadview Park	Fully accessible shelter and playgrounds (2), site amenities	
Brown's Woods (owned by the Community Foundation)		Undeveloped property
Bryan Park	Picnic shelters (2), playgrounds (3), parking lots (6), swimming pool, restrooms, stream bridges (2), south of stream paved fitness trail, site amenities	North shelter, north of stream paved fitness trail, one stream bridge
Building & Trades Park	Basketball courts (5), restrooms, playgrounds (2), shelters (2), perimeter walking trail with ramp, parking lot	

Park	Accessible	Inaccessible
Butler Park	Playgrounds (2), parking lot, restrooms, basketball court	Paved walking trail
Cascades Park-Lower	Shelters(2), parking lot, playgrounds (2)	
Cascades Park-Upper-Lions Den	Shelter, playground, site amenities	
Upper Cascades-Skatepark	Basketball court, parking, site amenities	
Clear Creek Trail	Trailhead parking lots (3), site amenities, 2.3 mile hard surfaced recreational trail	
Crestmont Park	Parking lot, basketball courts, playground (1), site amenities	Shelters (2), Disc Golf Course
Ferguson Dog Park	Parking, access path to fenced dog area, site amenities	
Goat Farm		Undeveloped park property (any future development will be made accessible)
Griffy Lake Nature Preserve	Parking, boat rental, boat dock, trails	Trails
Highland Village Park	Parking, shelter, basketball courts, playground, paved walking trail, site amenities	
Jackson Creek Trail	0.6 mile hard surfaced recreational trail, site amenities	
Latimer Woods (owned by the Community Foundation)		Soft surface walking trails
Leonard Springs Nature Park	Restrooms	Hiking trails
Miller-Showers Park	Parking, observation pier, 0.5 mile paved walking trail, site amenities	
Olcott Park	Parking, woods trail, shelter, playground, restroom/concession building, site amenities	Trail to Sherwood Oaks Park
Park Ridge Park		Shelter**,playground** basketball courts
Park Ridge East Park	Tennis courts, shelter, basketball courts, playground, site amenities	Play field
Peoples Park	Sidewalks, site amenities	
RCA Park	Parking, tennis courts, basketball courts, shelters (2), restroom, playground, north walking trail, site amenities	South walking trail, hiking trails
Schmalz Farm Park	Playground, shelter, site amenities	Pedestrian entrance*, play field

Park	Accessible	Inaccessible
Seminary Park	Sidewalks, plaza, site amenities	
Sherwood Oaks Park	Parking, tennnis courts, playground, site amenities	Access to shelter*, basketball court, play field
Southeast Park	Parking, tennis courts	Asphalt trail to basketball court*
Switchyard Property		Undeveloped park property (any future development will be made accessible)
Twin Lakes Sports Park	Parking, ballfields, playground, restrooms, concessions, site amenities	Perimeter soft surface walking trail
Wapehani Mountain Bike Park		Parking, mountain biking trails
Winslow Sports Park	Parking, ballfields, playground, restrooms, concessions	Soft surface fitness trail**
Winslow Woods Park	Parking, basketball courts, playground, shelter, garden plots, site amenities	Hiking trails, Community Orchard

*** accessibility improvement listed in 5 year capital plan**
**** accessibility improvement planned for fall 2014**

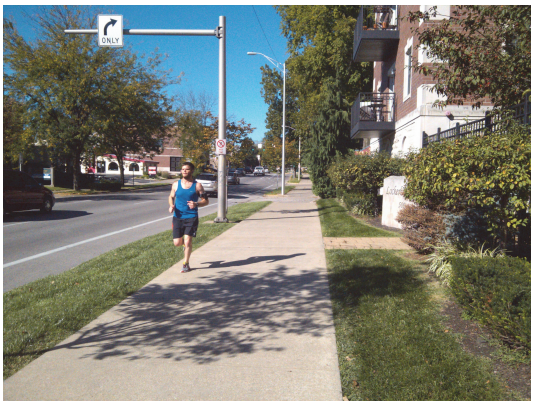
Evaluation of Public Rights of Way

Between 2007 and 2009, City of Bloomington Public Works staff surveyed every City-owned sidewalk and curb cut to evaluate compliance with ADA design standards and overall accessibility to persons with disabilities.

Accessibility Assessment Criteria

Ten assessment criteria were developed to include all the necessary elements to successfully represent the pedestrian's need for accessible and usable facilities. Every sidewalk segment, including curb ramps, was assessed in each area, and given a composite score according to the weights shown in Table 4.

A detailed description of the criteria and scoring system is found in Appendix C.



Sidewalks and curb ramps were rated on their overall accessibility on a scale from A to C.

Table 4. Sidewalk Segment Assessment Criteria and Weights.

Element	Criteria	Weight
Sidewalks	Grade	5
	Cross-slope	30
	Surface Condition	20
	Sidewalk Heave	10
	Pathway Obstacles	10
Curb Ramps	Street elevation	5
	Slope	5
	Cross-slope	5
	Transition Area	5
	Detectable Warning	5
Maximum Points per Segment		**100**

Accessibility Assessment Results

In total, 178 miles of sidewalk were assessed as part of this inventory. Each sidewalk segment was assigned an accessibility grade – A, B, or C - based on the total number of points it was awarded during the field assessment.

Table 5. Accessibility Grades for Sidewalk Segments.

Accessibility Grade	Segment Score
C	<= 50
B	50 to 70
A	> 70

The point range for each accessibility grade, shown in Table 5, was determined by City Engineering staff to represent an overall assessment of a sidewalk segment's accessibility and usability to persons with disabilities. Segments with accessibility grade 'A' were determined to have very few or zero barriers to accessibility. Segments with accessibility grade 'B' were determined to have some barriers to accessibility. Segments with accessibility grade 'C' were determined to have significant barriers to accessibility.

The results of the sidewalk assessment are shown in Table 6, and provide an overall picture of the assessment of City-owned sidewalks and curb ramps.

Table 6. Accessibility Grade of City-owned Sidewalk Segments.

Accessibility Grade	Miles of Sidewalks and Curb Ramps	Percent of Total
C	1.36	0.76%
B	14.13	7.94%
A	162.44	91.29%
Total Miles	**177.93**	**100.00%**

IMPLEMENTATION PLAN

The City of Bloomington uses many different strategies to remove barriers to accessibility in the public-right-of-way. This includes identifying and repairing barriers as identified by our sidewalk and curb ramp assessments, responding to citizen complaints, and removing barriers as part of new construction or resurfacing projects.

Prioritizing Sidewalk Segments for Improvement

Existing sidewalk segments are prioritized for improvement based on a combination of its accessibility grade, as assessed by City Engineering staff, and its location, as determined by its proximity to certain types of land uses. The original ADA, enacted in 1990, specifies that locations serving government facilities and commercial areas be prioritized over any other areas for the removal of accessibility barriers. Therefore, a sidewalk location with a poor accessibility grade that serves a government facility will be the highest priority for improvement.

The ADA specifies that locations serving government facilities are given priority.

For the purposes of this plan, each parcel in the City of Bloomington is assigned to one of three categories based on its ownership and function (Appendix E):

1. **Government facilities.** Government facilities are defined as buildings and parcels owned by the City of Bloomington, Monroe County School Corporation, or the U.S. Postal Service. This includes parks, schools, post offices, public

parking facilities, and other public buildings. *These areas are the highest priority for accessibility improvements.*

2. **Commercial areas.** Commercial Areas are defined as parcels with a commercial zoning designation, as identified by the City of Bloomington's Unified Development Ordinance (UDO), or parcels owned and operated by Indiana University that serve an academic, administrative, or operational function.
3. **Other areas.** Parcels of land that do not meet the criteria for either the government facility or commercial area category. This includes residential areas. *These areas are the lowest priority for accessibility improvements.*

Each sidewalk segment is assigned to the highest priority land use that it serves. A sidewalk segment is considered to serve a government facility or a commercial area if it located on a block that includes a parcel with that designation, or is located on a street block that leads directly into a parcel with that designation. Each sidewalk segment is given a priority ranking – 'High', 'Medium', or 'Low' - based on the combination of its accessibility grade and the locations that it serves, as shown in Table 7.

Table 7. Priority Ranking of City-owned Sidewalk Segments based on Accessibility Grade and Location.

	Location		
	1	2	3
Accessibility Grade	Serves a government facility	Serves commercial areas	Serves other areas
C	1C	2C	3C
B	1B	2B	3B
A	1A	2A	3A

Priority Ranking		
High	Medium	Low

The results of the priority ranking are shown in Table 8, which shows the number of miles of city-owned sidewalks falling into each improvement priority category.

Table 8. Priority of Improvement of City-Owned Sidewalk Segments

Priority Ranking	Miles of Sidewalk	Percent of Total
High	4.71	2.65%
Medium	85.15	47.86%
Low	88.06	49.49%
Total Miles	**177.93**	**100%**

Estimated Costs

The City of Bloomington estimates the cost of sidewalk reconstruction at $18 to $34 per linear foot of sidewalk, and $1500 to $2500 for the total replacement of a curb ramp. The cost to upgrade sidewalks with a 'Low' priority is assumed to be marginal, and do not add to the total cost estimate provided in Table 9. These estimates include materials and labor costs, and are subject to variations and fluctuation in each.

Table 9. Cost Estimate of Accessibility Improvements

Priority Ranking	Total Estimated Cost of Improvement
High	$646,589
Medium	$11,689,392
Low	-
Total Cost	**$12,335,981**

Funding Sources

A variety of local, state, and federal sources of funding are available to remove the sidewalk and curb ramp access barriers identified in this Transition Plan. These sources include, but are not limited to those listed in Table 10.

Table 10. Eligible funding sources for accessibility upgrades in the public right of way

Funding Source	Type
General Funds	Local
Tax Increment Finance Districts (TIF)	Local
Alternative Transportation Fund (ATF)	Local
Community Development Block Grants (CDBG)	Federal (HUD)
Surface Transportation Program (STP)	Federal (FWHA)
Highway Safety Improvement Program (HSIP)	Federal (FHWA)
Transportation Alternatives Program (TAP)	Federal (FHWA)

Modifications and New Construction

Since 1995, the City of Bloomington has included pedestrian facilities in all of its public improvements, with few exceptions. For new construction projects, the City adheres to the Public Right of Way Accessibility Guidelines (PROWAG) for all pedestrian facilities included in our projects. In 2011, the Bloomington Board of Public Works formally adopted the PROWAG as our design standard at the request of the Engineering Department.

Curb ramps are upgraded in coordination with annual street repaving.

Improvements to the right-of-way such as repaving (mill and fill, overlay, etc.), traffic signal modernization, sidewalk improvements and repairs, et. al., require the City to update pedestrian facilities to meet ADA specifications. Therefore, the City's policy for paving operations is to update curb ramps at intersections with public streets and public alleys where sidewalks exist to the maximum extent feasible.

For traffic signal modernization projects, the City's policy, in addition to bringing existing curb ramps into compliance with ADA, is to include signal equipment such as pedestrian signal heads, audible pedestrian signals, pushbuttons and other features specified in PROWAG to the maximum extent feasible.

Yearly Schedule

Accessibility improvements will be achieved each year in coordination with the construction of capital facilities, street repaving projects, and traffic signal modernizations. It's estimated that 146 curb ramps will be upgraded to meet accessibility requirements in 2014. An additional 428 curb ramp upgrades are planned for 2015.

PUBLIC INPUT

The City provided the following opportunities for individuals and community organizations to comment on this Transition Plan:

- Public notice of a public comment period via a City press release (February 5 to February 28, 2014)
- Document made available on the City's website
- Document made available at the Monroe County Public Library
- Presentation and discussion with the City of Bloomington Council for Community Accessibility on 1/27/2014
- Presentation and discussion with the Monroe County Coalition for Accessibility and Mobility on 2/12/2014
- Presentation and discussion with the City of Bloomington Bicycle and Pedestrian Safety Commission on 2/17/2014
- Presentation and adoption by City Council on XX/YY/2014

SUCCESS STORIES

Since 1989, the City has been fortunate to enjoy the contributions of the Council for Community Accessibility, an advisory board. The CCA works with the City's ADA Coordinator to inform businesses about accessibility issues and awards decals to businesses that are accessible. The following key accomplishments highlight the work of the City and the CCA:

- The CCA worked with both the City and the Bloomington/Monroe County Convention Center to make sure that accessibility issues are featured on their websites.

- The CCA worked with the ADA Coordinator to create a Special Needs Dispatch Registry. Currently, more than 100 people with disabilities have voluntarily registered with the program. When these individuals call 911, information about their disabilities and emergency contacts show up on Central Dispatch's computer screen. Such information could be life-saving.

- The CCA, working with the ADA Coordinator, has surveyed hundreds of local businesses, letting them know if their premises were not fully accessible and awarding decals to businesses that are accessible.

- The City's Human Resources Department has established innovative, employee-friendly policies and management practices. These policies and practices encourage the recruitment and employment of people with disabilities. Supervisors are trained on their need to provide reasonable accommodations upon request and to comply with all aspects of the ADA.

- The City installed equipment in the Council Chambers to help people with hearing impairments hear discussions at public meetings.

- The City installed an ATM in City Hall that complies with the 2012 ADA regulations.

- In the past 4 years, an average of 3 traffic signals have been modernized each year, including the upgrading of associated curb ramps.

- In 2013, the City added 11 new on-street accessible parking spaces in the downtown area.

- In 2013, the City upgraded more than 45 curb ramps in coordination with street repaving projects.

APPENDIX A: PROWAG Resolution

RESOLUTION 2011-99
BOARD OF PUBLIC WORKS
Accessibility Guidelines

Whereas, the City of Bloomington is updating the ADA Transition Plan; and

Whereas, to complete the revision, public infrastructure must be evaluated against criteria to determine compliance and barriers; and

Whereas, the United States Access Board has provided Public Right Of Way Accessibility Guidelines specific to pedestrian circulation in public rights of way (hereafter, PROWAG); and

Whereas, the Federal Highway Administration has identified PROWAG as best practices for accessible design for public rights of way.

Now, Therefore, Be it resolved that the Board of Public Works adopts the PROWAG for evaluation, design, and construction of infrastructure in the public right of way.

BOARD OF PUBLIC WORKS

Charlotte Zietlow, Pres

Charlotte Zietlow, President

James McNamara

Frank N Hrisomalos MD

Dr. Frank N. Hrisomalos

Date: 9/27/11

APPENDIX B: ADA Grievance Procedure

The Americans with Disabilities Act requires that public entities such as the City of Bloomington that employ 50 or more people adopt and publish grievance procedures providing for prompt and equitable resolutions of grievances alleging any action that could be prohibited by Title II. The City of Bloomington's grievance procedure is described below. Anyone who believes he or she has been denied access to a City facility, program or service because of his or her disability may file a grievance. Anyone who is representing a person with a disability, as a parent, guardian, attorney or advocate, may do so as well.

Step One: Filing a Grievance

You or your representative should fill out an ADA complaint form as completely as possible. The form should be filed in writing with the ADA Coordinator within 60 days of the alleged discriminatory act. Upon request, reasonable accommodations will be provided in completing the form, or alternative formats of the form will be provided. You may obtain a copy of the form by calling 812-349-3429 (voice), by calling 812-349-3458 (TDD), by e-mailing human.rights@bloomington.in.gov or by going to http://bloomington.in.gov/accessible. The form explains the filing procedures.

Step Two: Conducting an Investigation

The City's ADA Coordinator will notify you that she has received your complaint within two business days of receiving it. She will begin her investigation into the merits of the complaint within five business days of receiving it. If necessary, she or an authorized representative may contact you to get more details about your complaint. If you do not want to be contacted, please indicate that on the complaint form.

If your complaint alleges misconduct on the part of the ADA Coordinator, the Mayor will appoint another individual to investigate the merits of your complaint.

Step Three: Decision

After full consideration of the merits of the complaint, the ADA Coordinator or other authorized individual will prepare a written decision. A copy of the decision will be mailed to you within three business days of completion.

Step Four: Appealing the Decision

If you are dissatisfied with the ADA Coordinator's written decision, you may file a written appeal with the Mayor's Office within 20 business days from the date the decision was mailed. Your appeal must include an explanation of why you are dissatisfied with the written decision, and must be signed by you or by someone authorized to sign on your behalf. The Mayor's Office will notify you that it has received your appeal within two business days of receiving the appeal. The Mayor's Office, working with appropriate City staff, will decide the appeal within 20 business days of receiving it. A copy of the written decision on the appeal will be sent to you within three business days of completion.

Any City employee involved with processing or investigating ADA complaints will maintain the confidentiality of all files and records relating to the complaint, unless disclosure is authorized by the complainant or required by law. Any retaliation or intimidation used to discourage a complainant from fling a complaint or to punish a complainant for filing a complaint is prohibited and should be reported immediately to the ADA Coordinator and/or the Mayor's Office, as appropriate.

APPENDIX C: Sidewalk and Curb Ramp Evaluation Criteria

The City of Bloomington maintains an inventory and assessment of its sidewalks including information on the location of various deficiencies.

Criteria is developed to provide a systematic approach that includes all the necessary elements to successfully represent the pedestrian's needs for that of a safe and accessible sidewalk with relation to grade, cross-slope, ramps, obstacles, drainage, etc.

I ASSESSMENT CRITERIA

Criteria is established on a rating scale that in total would equate to 100 points with a higher rating to indicated a better sidewalk in comparison to other sidewalks.

a. Grade **(5 POINTS Possible)**:

Grade is the measured elevation change (percent) that is measured along the longitudinal (lengthwise) traverse of the sidewalk as witnessed from its steepest location. The City of Bloomington has many inclines that will influence this criteria with no solution for correction, however this criteria is to factor weight toward improving sidewalks that have excessive or difficult grades as they are by natural grade difficult to transverse for those with disabilities.

05 Points – Longitudinal grade does not exceed 2% at steepest location
04 Points – Longitudinal grade does not exceed 4% at steepest location
03 Points – Longitudinal grade does not exceed 6% at steepest location
02 Points – Longitudinal grade does not exceed 8% at steepest location
01 Points – Longitudinal grade does not exceed 10% at steepest location
00 Points – Longitudinal grade exceeds 10% at steepest location

b. Cross-Slope **(30 POINTS Possible)**:

Cross-slope is the measured grade (percent) across the width of the sidewalk as witnessed at its steepest location. Cross-slope is designed for 2% cross-slope toward street for positive drainage away from private property and to prevent ponding.

30 Points – Cross-slope grade does not exceed 2% at steepest location toward street
28 Points – Cross-slope grade does not exceed 2% at steepest location toward property line
26 Points – Cross-slope grade does not exceed 3% at steepest location toward street

24 Points – Cross-slope grade does not exceed 3% at steepest location toward property line
22 Points – Cross-slope grade does not exceed 4% at steepest location toward street
20 Points – Cross-slope grade does not exceed 4% at steepest location toward property line
18 Points – Cross-slope grade does not exceed 5% at steepest location toward street
16 Points – Cross-slope grade does not exceed 5% at steepest location toward property line
14 Points – Cross-slope grade does not exceed 6% at steepest location toward street
12 Points – Cross-slope grade does not exceed 6% at steepest location toward property line
10 Points – Cross-slope grade does not exceed 7% at steepest location toward street
08 Points – Cross-slope grade does not exceed 7% at steepest location toward property line
06 Points – Cross-slope grade does not exceed 8% at steepest location toward street
04 Points – Cross-slope grade does not exceed 8% at steepest location toward property line
02 Points – Cross-slope grade does not exceed 9% at steepest location toward street
02 Points – Cross-slope grade does not exceed 9% at steepest location toward property line
00 Points – Cross-slope grade exceeds 9%

c. Sidewalk Heave (vertical displacement) **(20 POINTS Possible):**

Sidewalk Heave is measured from the worst location of vertical displacement where a sidewalk has shifted from its initial point of installation (not from lack of accessible ramps or their wrongful installation which leaves a dropoff), which is typically due to tree root or other subsurface pressure as the primary cause.

20 Points – Vertical displacement does not exceed .5 inches
16 Points – Vertical displacement does not exceed 1 inch
12 Points – Vertical displacement does not exceed 1.5 inches
08 Points – Vertical displacement does not exceed 2 inches
04 Points – Vertical displacement does not exceed 2.5 inches
00 Points – Vertical displacement exceeds 2.5 inches

d. Sidewalk Walking Surface Condition **(10 Points Possible)**:

Sidewalks walking surface should be free of surface defects, delamination and flaws that could cause problems the ability for pedestrians to use the sidewalk with the aid of walkers, wheelchairs, etc. to maintain traction and stability along a smooth surface during normal weather conditions.

10 Points – Surface is smooth, clean and free of defects with a broomed finish for traction and stability
08 Points – Surface shows normal wear while still maintaining a defect free broomed finish
06 Points – Surface show some cracking and wear while still maintaining a defect free finish
04 Points – Surface has cracks and small (.5 inch or less) fragments loose or missing from walking surface
02 Points – Surface has medium (1 inch or less) fragments loose or missing from walking surface
00 Points – Surface has large (exceeding 1 inch) fragments loose or missing from walking surface

e. Sidewalk Ramp Condition (Streets, Alleys, and Drives) **(25 POINTS - Possible of 5 Categories):**

Sidewalk ramps shall be installed at all street and alley intersections, and at both sides of a private or commercial drive. Ramps shall be evaluated individually for proper slope, grade, and transition (decision area) and exit to street elevation.

- Ramp Exit To Street Elevation **(5 POINTS):**

05 Points – Ramp exit to street elevation does not exceed .5 inches or no ramp is required
04 Points – Ramp exit to street elevation does not exceed 1 inch
03 Points – Ramp exit to street elevation does not exceed 1.5 inches
02 Points – Ramp exit to street elevation does not exceed 2 inches
00 Points – Ramp exit to street elevation exceeds 2 inches

- Slope To Street **(5 POINTS):**

05 Points – Ramp slope does not exceed 4% toward street exit
04 Points – Ramp slope does not exceed 5% toward street exit
03 Points – Ramp slope does not exceed 6% toward street exit
02 Points – Ramp slope does not exceed 7% toward street exit
00 Points – Ramp slope does exceed 7% toward street exit

- Grade – Cross-slope **(5 POINTS):**

05 Points – Ramp cross-slope does not exceed 2%
04 Points – Ramp cross-slope does not exceed 3%
03 Points – Ramp cross-slope does not exceed 4%
02 Points – Ramp cross-slope does not exceed 5%
00 Points – Ramp slope does exceed 5%

- Transition Area **(5 POINTS):**

05 Points – Sidewalk transition (decision) area allows for 48 inch clearance to continue travel along sidewalk without entering ramp area.
04 Points – Sidewalk transition (decision) area allows for 36 inch clearance to continue travel along sidewalk without entering ramp area.
00 Points – No sidewalk transition (decision) area

- Contrast Area with Tactile Dome **(5 POINTS)**:

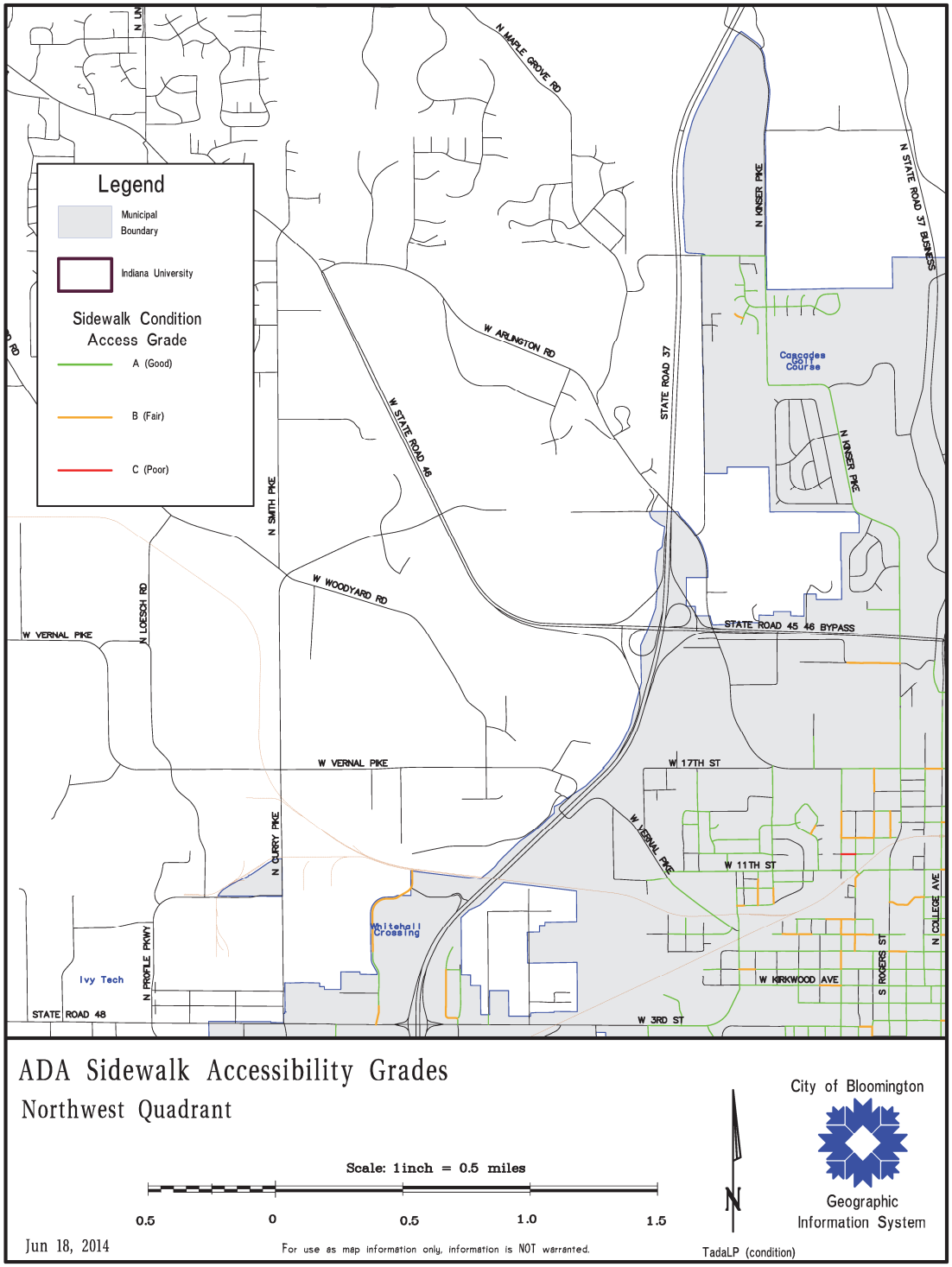
05 Points – Ramp contains 2 foot by 4 foot minimum area to provide for color contrast area and tactile dome
04 Points – Ramp contains 2 foot by 4 foot minimum area with color contrast area OR tactile dome area (not both)

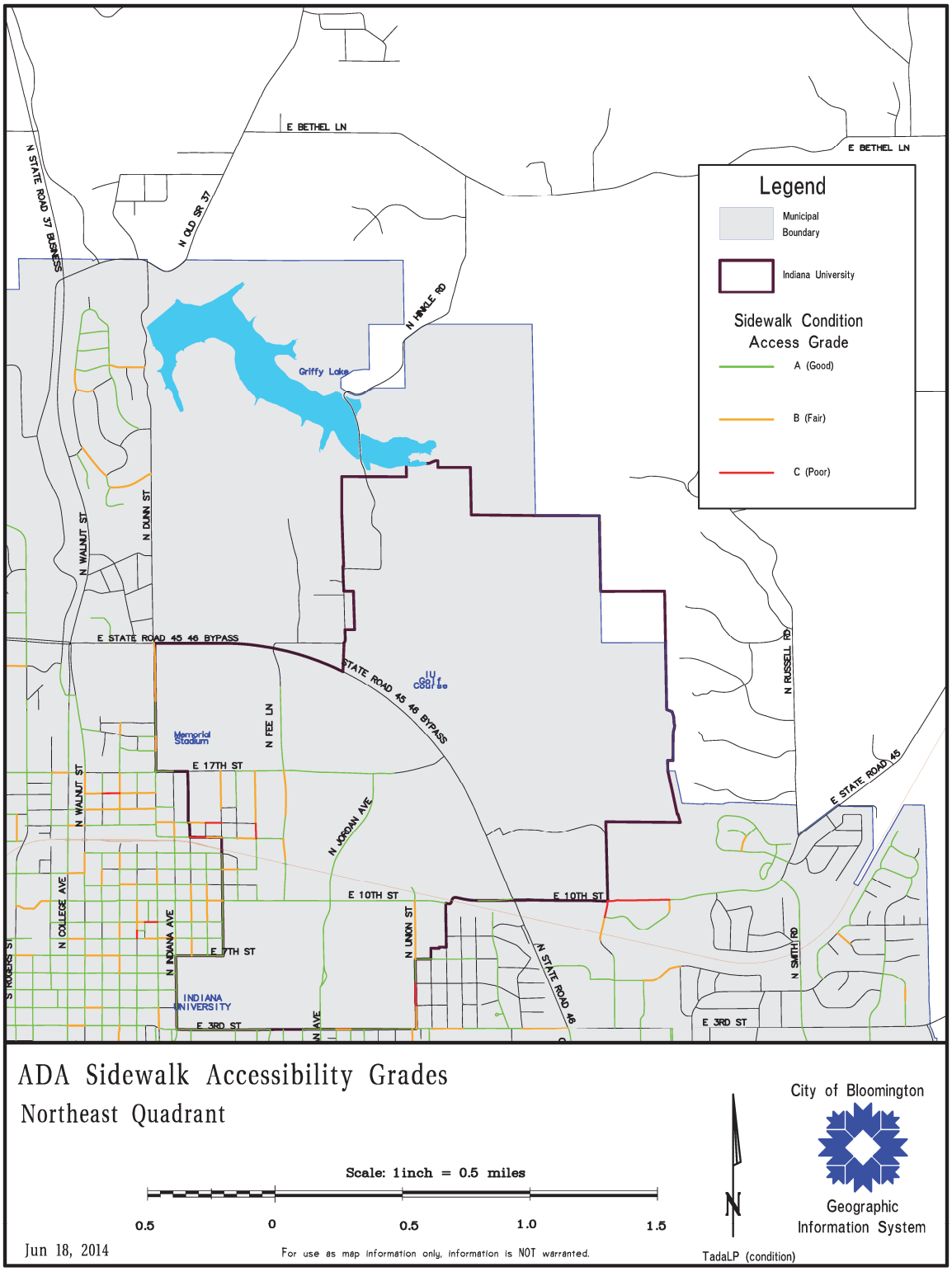
f. Pathway Obstacles **(10 POINTS)**

Sidewalk obstacles can include trees, vegetation, signs, utility poles that minimize the clear passageway of pedestrians along the sidewalk route at any given point of less than 5 feet. While some sidewalks are only 4 feet in width, they shall be treated as obstructed and automatically devalued.

10 Points – Sidewalk is free from obstructions for entire 5 foot width and have vertical clearance of 8 feet
09 Points – Sidewalk is free from obstructions for entire 5 foot width but have vertical clearance of 7 feet
08 Points – Sidewalk is free from obstructions for 4 foot width and have vertical clearance of 8 feet
07 Points – Sidewalk is free from obstructions for 4 foot width but have vertical clearance of 7 feet
06 Points – Sidewalk is free from obstructions for 3 foot width and have vertical clearance of 8 feet
05 Points – Sidewalk is free from obstructions for 3 foot width but have vertical clearance of 7 feet

APPENDIX D: Sidewalk and Curb Ramp Evaluation Results





ADA Sidewalk Accessibility Grades

Northeast Quadrant

Scale: 1inch = 0.5 miles

0.5 0 0.5 1.0 1.5

N

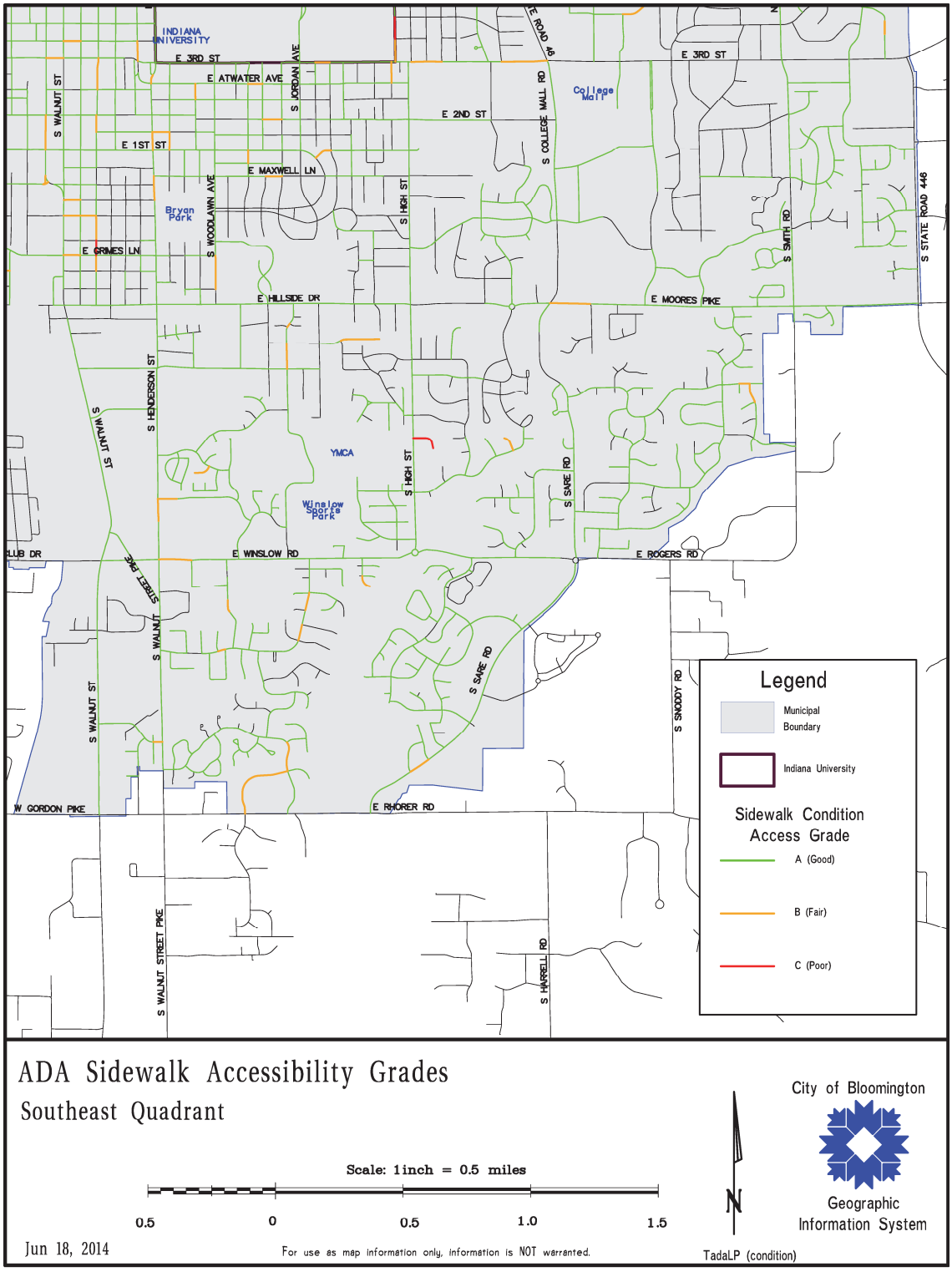
City of Bloomington

Geographic Information System

Jun 18, 2014

For use as map information only, information is NOT warranted.

TadaLP (condition)



ADA Sidewalk Accessibility Grades

Southeast Quadrant

Scale: 1inch = 0.5 miles

0.5 0 0.5 1.0 1.5

N

City of Bloomington

Geographic Information System

Jun 18, 2014

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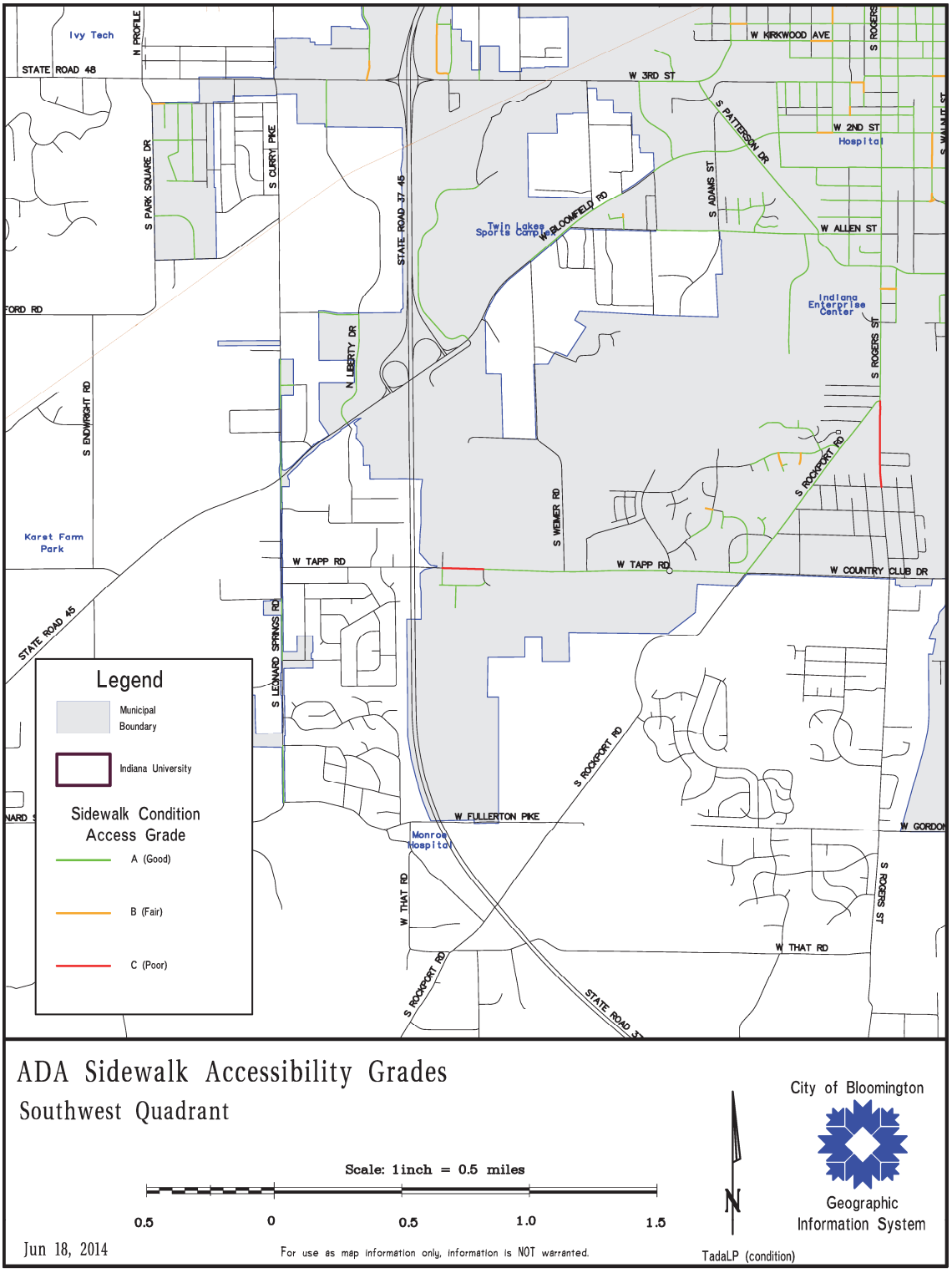
TadaLP (condition)


Ivy Tech
STATE ROAD 48
N PROFILE
S PARK SQUARE DR
S CURRY PIKE
STATE ROAD 37-45
W KIRKWOOD AVE
S ROGERS
W 3RD ST
S PATTERSON DR
W 2ND ST
Hospital
S WALNUT ST
S ADAMS ST
W BLOOMFIELD RD
Twin Lakes Sports Camp
W ALLEN ST
Indiana Enterprise Center
FORD RD
N LIBERTY DR
S ROGERS ST
S ENDWRIGHT RD
S ROCKPORT RD
S WEIMER RD
Karst Farm Park
W TAPP RD
W TAPP RD
W COUNTRY CLUB DR
STATE ROAD 45
S LEONARD SPRINGS RD
Legend
Municipal Boundary
Indiana University
Sidewalk Condition Access Grade
A (Good)
B (Fair)
C (Poor)
S ROCKPORT RD
W FULLERTON PIKE
Monroe Hospital
W GORDON
W THAT RD
S ROGERS ST
W THAT RD
S ROCKPORT RD
STATE ROAD 37
ADA Sidewalk Accessibility Grades
Southwest Quadrant
Scale: 1inch = 0.5 miles
0.5
0
0.5
1.0
1.5
N
City of Bloomington
Geographic Information System
Jun 18, 2014
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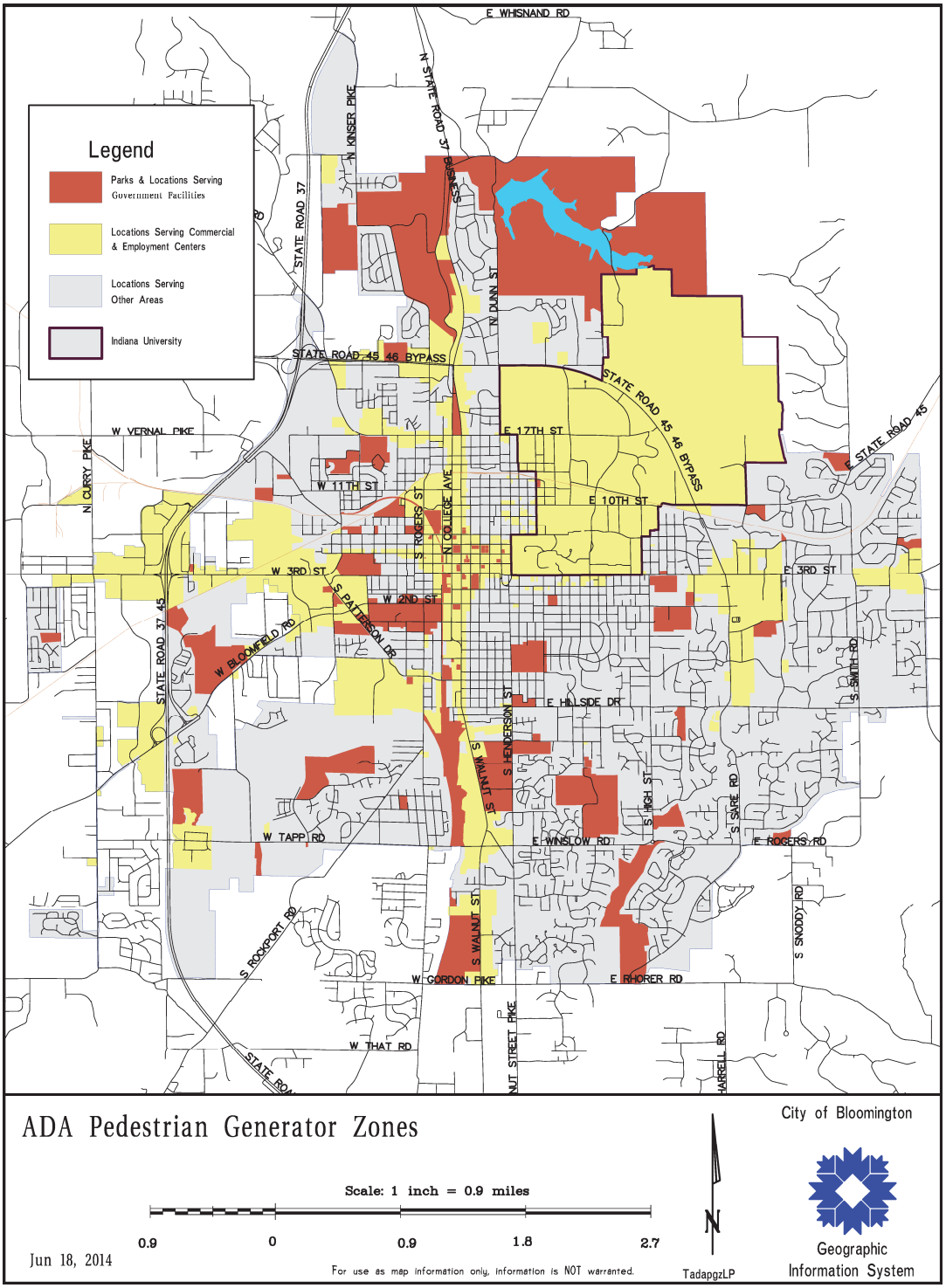
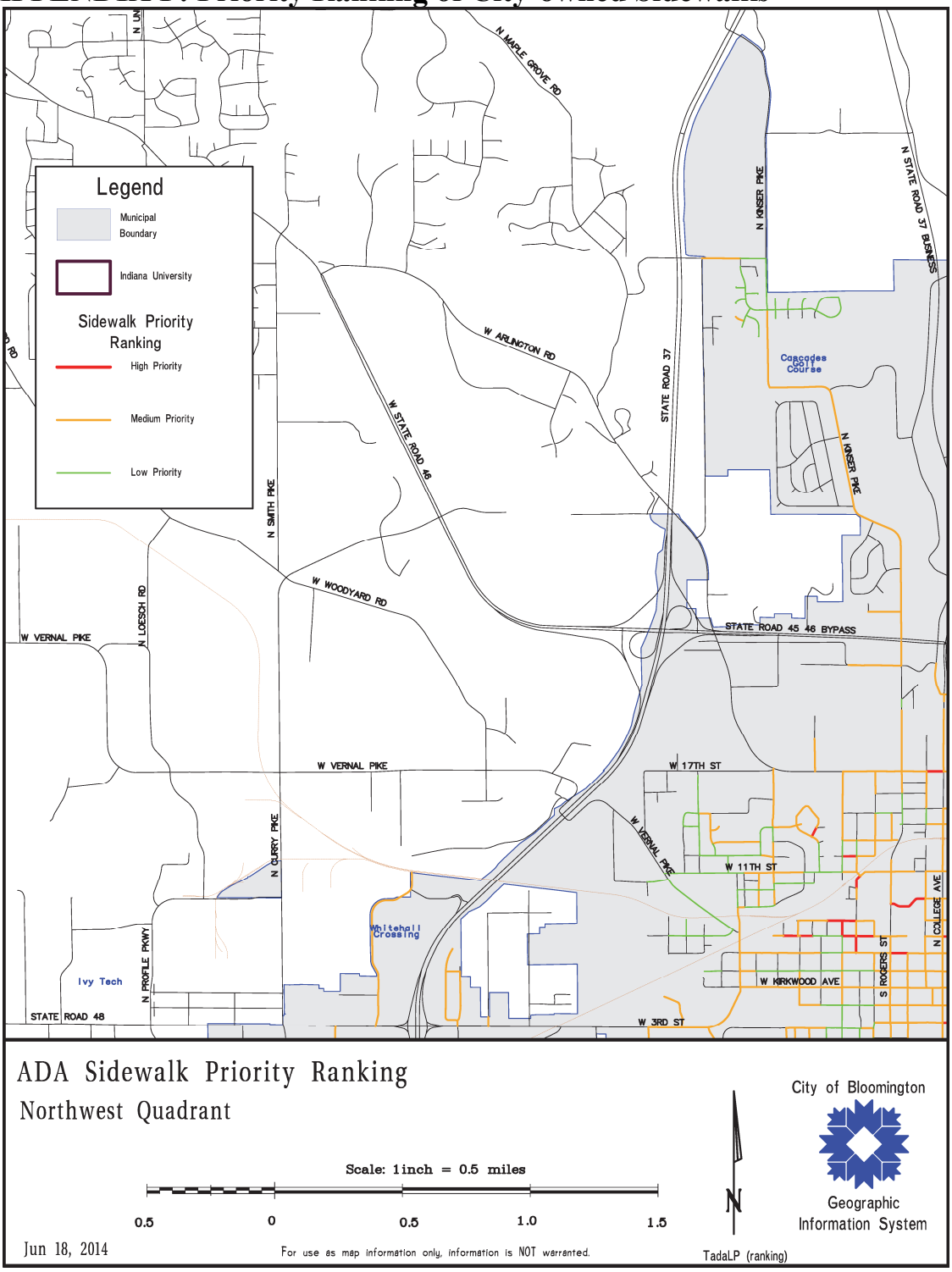
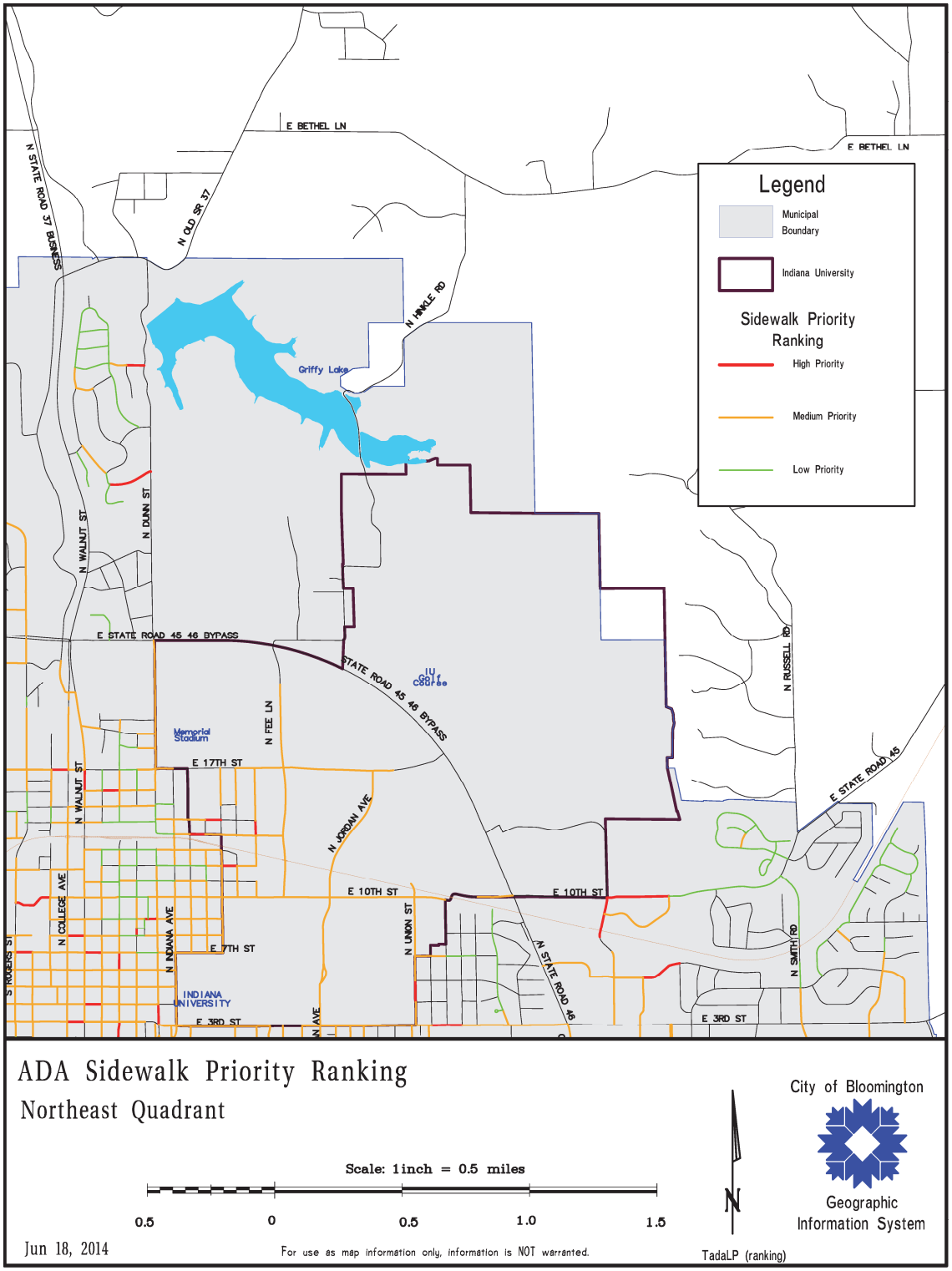
TadaLP (condition)

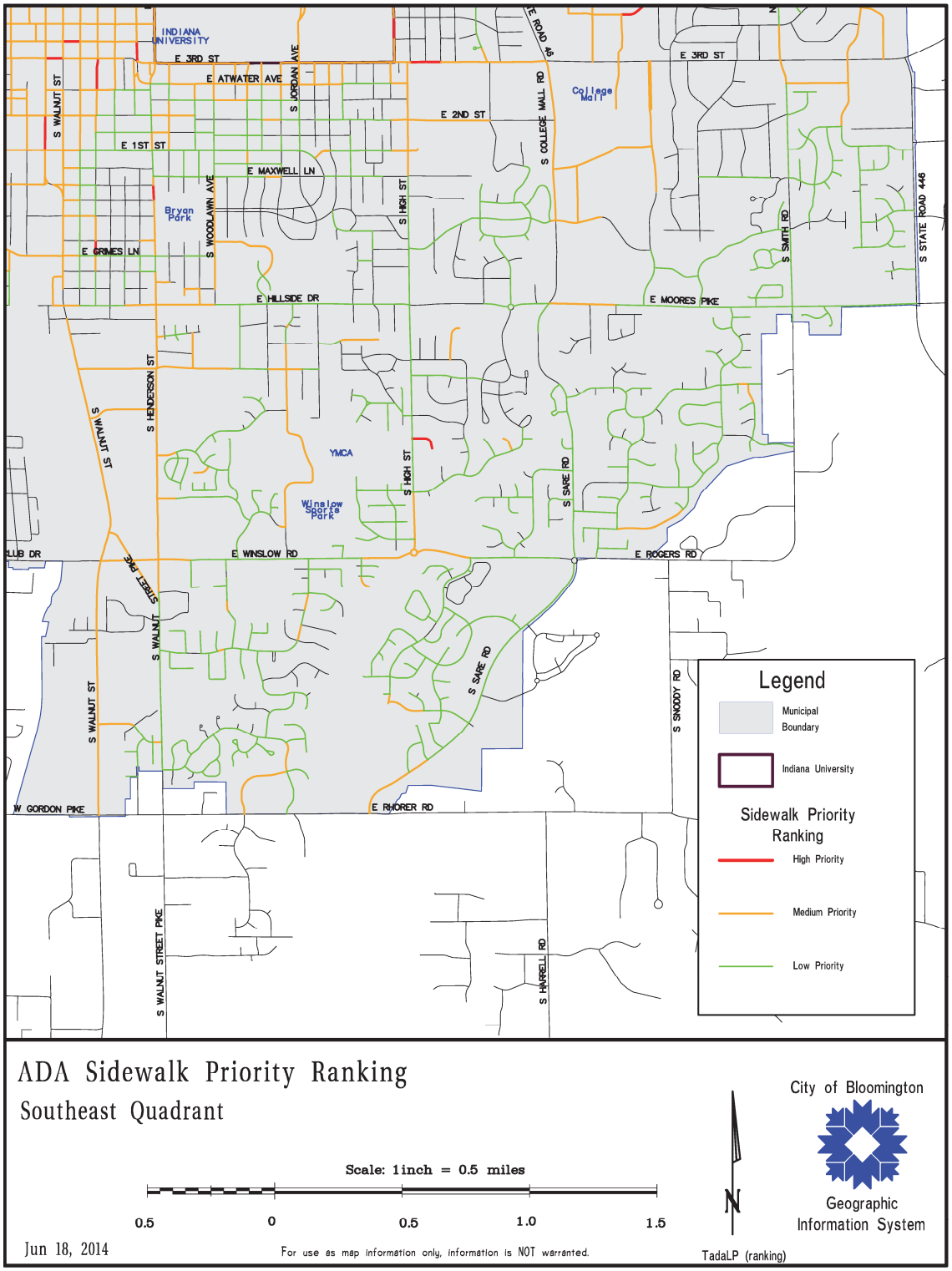
APPENDIX E: Prioritization of Land Uses



APPENDIX F: Priority Ranking of City-owned Sidewalks




Legend
Municipal Boundary
Indiana University
Sidewalk Priority Ranking
High Priority
Medium Priority
Low Priority
E BETHEL LN
N STATE ROAD 37 BUSINESS
N OLD SR 37
N HINKLE RD
Griffy Lake
N DUNN ST
N WALNUT ST
E STATE ROAD 45 46 BYPASS
STATE ROAD 45 46 BYPASS
IU Golf Course
Memorial Stadium
N FEE LN
E 17TH ST
N JORDAN AVE
N RUSSELL RD
E STATE ROAD 45
E 10TH ST
N COLLEGE AVE
N INDIANA AVE
E 7TH ST
N UNION ST
N STATE ROAD 46
N SMITH RD
INDIANA UNIVERSITY
E 3RD ST
S ROGERS ST
ADA Sidewalk Priority Ranking
Northeast Quadrant
Scale: 1inch = 0.5 miles
0.5
0
0.5
1.0
1.5
N
City of Bloomington
Geographic Information System
Jun 18, 2014
For use as map information only, information is NOT warranted.
TadaLP (ranking)


INDIANA UNIVERSITY
E 3RD ST
E ATWATER AVE
S JORDAN AVE
S WALNUT ST
E 1ST ST
E MAXWELL LN
E 2ND ST
S COLLEGE MALL RD
College Mall
E 3RD ST
Bryan Park
S WOODLAWN AVE
S HIGH ST
E GRIMES LN
E HILLSIDE DR
E MOORES PIKE
S SMITH RD
S STATE ROAD 446
S HENDERSON ST
S WALNUT ST
YMCA
Winslow Sports Park
S HIGH ST
S SARE RD
E WINSLOW RD
E ROGERS RD
S WALNUT STREET PIKE
S SARE RD
S SNOODY RD
S WALNUT ST
W GORDON PIKE
E RHORER RD
S WALNUT STREET PIKE
S HARRELL RD
Legend
Municipal Boundary
Indiana University
Sidewalk Priority Ranking
High Priority
Medium Priority
Low Priority
ADA Sidewalk Priority Ranking
Southeast Quadrant
Scale: 1inch = 0.5 miles
0.5
0
0.5
1.0
1.5
N
City of Bloomington
Geographic Information System
Jun 18, 2014
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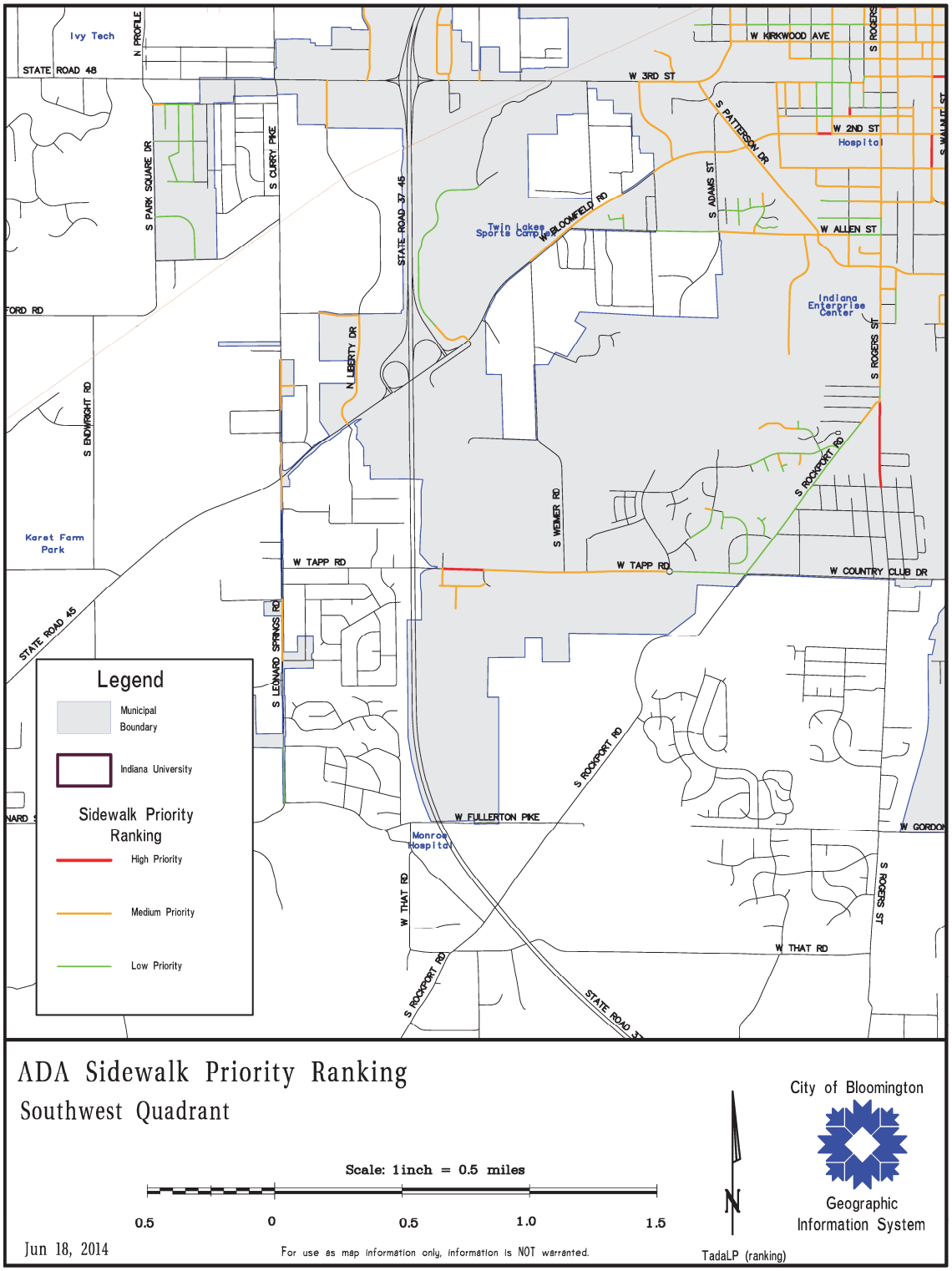
TadaLP (ranking)


Ivy Tech
STATE ROAD 48
N PROFILE
S PARK SQUARE DR
S CURRY PIKE
STATE ROAD 37 45
W 3RD ST
W KIRKWOOD AVE
S ROGERS
S PATTERSON DR
W 2ND ST
Hospital
S WALNUT ST
W BLOOMFIELD RD
Twin Lakes Sports Complex
S ADAMS ST
W ALLEN ST
Indiana Enterprise Center
FORD RD
N LIBERTY DR
S ROGERS ST
S BINKWRIGHT RD
S ROCKPORT RD
S WEIMER RD
Karst Farm Park
W TAPP RD
W TAPP RD
W COUNTRY CLUB DR
STATE ROAD 45
S LEONARD SPRINGS RD
Legend
Municipal Boundary
Indiana University
Sidewalk Priority Ranking
High Priority
Medium Priority
Low Priority
S ROCKPORT RD
W FULLERTON PIKE
W GORDON
Monroe Hospital
W THAT RD
S ROGERS ST
W THAT RD
S ROCKPORT RD
STATE ROAD 37
ADA Sidewalk Priority Ranking
Southwest Quadrant
Scale: 1inch = 0.5 miles
0.5
0
0.5
1.0
1.5
N
City of Bloomington
Geographic Information System
Jun 18, 2014
For use as map information only, information is NOT warranted.
TadaLP (ranking)